

FINAL
ENVIRONMENTAL IMPACT REPORT
Altamont Pipeline Project
Livermore, California



FEBRUARY 2005

Final Environmental Impact Report Altamont Pipeline Project

Prepared for:

Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588-5127
Contact: Jack Fong
925/484-2600 ext. 245

Prepared by:

Jones & Stokes
268 Grand Avenue
Oakland, CA 94610-4724
Contact: Rich Walter
510/433-8962, ext. 8960

February 2005

Jones & Stokes. 2005. Final Environmental Impact Report Altamont Pipeline Project. February. (J&S 02-566.) Oakland, CA.

Contents

	Page
Chapter 1	
Introduction.....	1-1
CEQA Compliance.....	1-1
Format and Organization of Final Environmental Impact Report	1-1
Public Review of Draft Environmental Impact Report	1-2
Public Meeting on Draft Environmental Impact Report	1-3
Revisions to Draft Environmental Impact Report.....	1-3
Comments Received on Draft Environmental Impact Report	1-3
Preparation of Final Environmental Impact Report.....	1-4
Lead Agency	1-4
Authors of Final Environmental Impact Report	1-4
Summary of Impacts and Mitigation Measures.....	1-5
Chapter 2	
Comments and Responses.....	2-1
Introduction	2-1
Responses to Comments	2-1
Response to Letter A: Sprint (September 14, 2004).....	2-3
Response to Letter B: Department of Transportation, Division of Aeronautics (September 29, 2004)	2-4
Response to Letter C: Robert and Joyce Vieux (September 30, 2004)	2-5
Response to Letter D: California Department of Toxic Substance Control (October 21, 2004).....	2-6
Response to Letter E: Alameda County Public Works Agency (October 19, 2004).....	2-7
Response to Letter F: Dublin San Ramon Services District (October 25, 2004)	2-8
Response to Letter G: East Bay Regional Park District (October 25, 2004).....	2-10
Response to Letter H: Livermore Area Recreation and Park District (October 25, 2004)	2-11

Response to Letter I: Ferreri/Schmidig (October 26, 2004).....	2-12
Response to Letter J: City of Pleasanton (October 27, 2004).....	2-14
Response to Letter K: Altamont Winds (October 28, 2004).....	2-15
Response to Letter L: City of Livermore (October 27, 2004).....	2-17
Response to Letter M: California Department of Transportation (Caltrans) (October 27, 2004).....	2-25
Response to Letter N: California Regional Water Quality Control Board (October 26, 2004).....	2-27
Response to Letter O: Virginia Miner (October 27, 2004).....	2-28
Response to P: Public Meeting, Altamont Pipeline Project (October 5, 2004).....	2-31

Chapter 3	Revisions to Draft Environmental Impact Report.....	3-1
	Introduction	3-1
	Revisions	3-1

Chapter 1

Introduction

CEQA Compliance

Section 15132 of the California Environmental Quality Act (CEQA) Guidelines requires that a final environmental impact report (FEIR) consist of the following elements.

- Draft environmental impact report (DEIR) or a revision of the DEIR.
- Comments and recommendations received on the DEIR, either verbatim or in summary.
- List of persons, organizations, and public agencies commenting on the DEIR.
- Responses of the lead agency to significant environmental concerns raised in the review and consultation process.
- Any other information added by the lead agency.

This FEIR for the Altamont Pipeline Project (Proposed Project) has been prepared in accordance with CEQA and the CEQA Guidelines. The DEIR together with the responses to comments on the DEIR constitute the FEIR for the Proposed Project. The FEIR is an informational document prepared by the lead agency, Zone 7 Water Agency (Zone 7), that must be considered by decision-makers before approving or denying the Proposed Project.

Format and Organization of Final Environmental Impact Report

This FEIR comprises three chapters containing the information required by CEQA Guidelines, as outlined above. Chapter 1 describes the DEIR public review process and provides a list of organizations, public agencies, and members of the public that commented on the DEIR, as well as a list of persons involved in the preparation of responses to comments, and a summary table of impacts and mitigation measures. Chapter 2 contains comment letters received on the DEIR and Zone 7's responses to those comments. Chapter 3 presents changes made to the DEIR in response to comments. Changes to the DEIR are

presented in errata format in Chapter 3 and are also referenced in the Chapter 2 responses.

When certified by the Zone 7 Board of Directors, the FEIR will consist of the following components, as required by CEQA.

- The DEIR, published on September 10, 2004.
- The FEIR, consisting of
 - all comments received on the DEIR either orally or in writing,
 - responses to those comments; and
 - any changes or revisions to the DEIR.

Public Review of Draft Environmental Impact Report

Upon completion of the DEIR, Zone 7 filed a notice of completion with the State Clearinghouse and issued a notice of availability (NOA) consistent with CEQA Guidelines Sections 15085 and 15087. The NOA provided notice of the public comment period that began on September 10, 2004, and ended on October 28, 2004. The DEIR was submitted to the State Clearinghouse for circulation to responsible and trustee agencies. In addition, Zone 7 distributed 431 copies of the NOA to state, regional, and local agencies, as well as individuals. At the request of public parties, Zone 7 also distributed 70 paper copies and 76 CD copies of the DEIR. Zone 7 and its consultants have responded to all comments on the DEIR received during the public comment period. Responses are also provided in the FEIR to oral comments received during the public meeting (discussed below) (see Chapter 2, Letter P).

Copies of the DEIR are on file at the following locations.

- Livermore Library – Civic Center Branch
1188 South Livermore Avenue
Livermore, CA
- Livermore Library – Springtown Branch
998 Bluebell Drive
Livermore, CA
- Pleasanton Library
400 Old Bernal Avenue
Pleasanton, CA
- Dublin Library
200 Civic Plaza
Dublin, CA

- Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

Public Meeting on Draft Environmental Impact Report

A public meeting was noticed in the NOA Zone 7 published for the DEIR. The meeting was held on October 5, 2004, at the City of Livermore Civic Center Branch Library. The public meeting was attended by property owners or their representatives and local and state agency representatives. Members of the public were invited to voice their comments and complete comment cards. Oral comments were transcribed and are now part of the public record. These comments are addressed in this document (see Chapter 2, Letter P) along with written comments received by Zone 7 (see Chapter 2, Letters A–O).

Revisions to Draft Environmental Impact Report

In response to comments received on the DEIR, Zone 7 deleted, added, and/or revised text, tables, and figures. The changes do not result in any new significant environmental impacts or substantially increase the severity of an environmental impact. Therefore, pursuant to Section 15088.5 of CEQA Guidelines, Zone 7 is not required to recirculate the DEIR prior to certification.

Comments Received on Draft Environmental Impact Report

The following public agencies, organizations, and individuals submitted comments on the DEIR.

Public Agencies

- Alameda County Public Works Agency
- California Department of Toxic Substance Control
- California Department of Transportation (Caltrans)
- California Department of Transportation, Division of Aeronautics
- California Regional Water Quality Control Board
- City of Livermore
- City of Pleasanton
- Dublin San Ramon Services District

- East Bay Regional Park District
- Livermore Area Recreation and Park District

Organizations

- Altamont Winds
- Ferreri/Schmidig
- Sprint

Individuals

- Virginia Miner
- Robert and Joyce Vieux

Commentors from Public Meeting

- Bob Baltzer
- Gene Broadman
- Robert Vieux

Preparation of Final Environmental Impact Report

The FEIR was prepared by Zone 7 and the consultants listed below. All work reflects Zone 7's independent judgment and analysis.

Lead Agency

Zone 7 Water Agency

5997 Parkside Drive
Pleasanton, CA 94588-5127
Contact: Jack Fong, Associate Engineer

Authors of Final Environmental Impact Report

Jones & Stokes

268 Grand Avenue
Oakland, CA 94610

Project Management Team

Project Director – Patty Cook

Project Manager – Rich Walter

Technical Manager – Michael Murrell Stevenson

Project Coordinator – Lauren Abom
CEQA Review – Thomas Adams

Technical Team

Madeline Bowen	Joel Gerwein
Gina Hamilton	Katie Morange
Ryman Simangan	Barbra Siskin
Rosalyn Stewart	Jill Sunahara
Cheri Velzy	

Montgomery Watson Harza

1340 Treat Boulevard, Suite 300
Walnut Creek, CA 94597

Engineering Team

Mark Graham

Dowling & Associates

180 Grand Avenue, Suite 250
Oakland, CA 94612

Traffic Team

John Dowden

Summary of Impacts and Mitigation Measures

A summary of environmental impacts and mitigation measures is provided below in Table 1-1. This table is also provided in the DEIR, referenced as Table S-1. Minor text changes since the release of the DEIR have not affected this table. It is included here for the convenience of the reader.

Table 1-1. Summary of Environmental Impacts—Proposed Project (also provided in the Summary section of the DEIR)

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
<u>Aesthetics</u>			
Impact AES–1: Temporary changes to scenic views associated with construction of the proposed project.	LS	n/a	n/a
Impact AES–2: Alteration of the existing visual character or quality along the pipeline alignment during construction of the proposed pipeline.	LS	n/a	n/a
Impact AES–3: Creation of adverse light and glare during construction of the pipeline.	LS	n/a	n/a
Impact AES–4: Permanent alteration of existing visual character and creation of new visual features.	S	Mitigation Measure AES4–MM1: Emergency Outage Facility Design. Mitigation Measure AES4–MM2: Emergency Outage Facility Screening.	LS
Impact AES–5: Operational light or glare effects.	PS	Mitigation Measure AES5–MM1: Glare-reducing project design.	LS
<u>Agriculture</u>			
Impact AG–1: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use.	LS	n/a	n/a
Impact AG–2: Conflict with existing agricultural uses or a Williamson Act contract.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact AG-3: Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a nonagricultural use.	LS	n/a	n/a
Impact AG-4: Conflict with existing agricultural uses or a Williamson Act contract.	LS	n/a	n/a
Impact AG-5: Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to a nonagricultural use.	SU	No mitigation is feasible.	n/a
<u>Air Quality</u>			
Impact AIR-1: Temporary increase in construction-related emissions during construction activities.	S	Mitigation Measure AIR-1-MM1: Zone 7 shall comply with BAAQMD Feasible Control Measures for Construction Emissions of PM ₁₀ .	LS
Impact AIR-2: Construction-related diesel health risk.	LS	n/a	n/a
<u>Biology</u>			
Impact BIO-1: Loss of Annual Grassland Habitat.	LS	n/a	LS
Impact BIO-2: Potential Introduction or Spread of Noxious Weeds on Annual Grassland and Alkali Grassland.	S	Mitigation Measure BIO2-MM1: Avoid or minimize the dispersal of noxious seeds into uninfested areas.	LS
Impact BIO-3: Potential Loss or Disturbance of Riparian Habitat.	S	Mitigation Measure BIO3-MM1: Enhance, re-create, or restore riparian forest to compensate for the loss of riparian forest habitat.	LS
Impact BIO-4: Potential Disturbance or Loss of Waters of the United States (including Wetlands).	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact BIO-5: Loss or Disturbance of Protected Trees.	PS	Mitigation Measure BIO5-MM1: Redesign project or compensate for removal of protected trees.	LS
Impact BIO-6: Loss or Disturbance of Congdon's Spikeweed.	PS	Mitigation Measure BIO6-MM1: Establish Exclusion Zones. Mitigation Measure BIO6-MM2: Salvage and Replace Topsoil. Mitigation Measure BIO6-MM3: Monitor the Congdon's Spikeweed Population. Mitigation Measure BIO6-MM4: Perform on-site restoration.	LS
Impact BIO-7: Loss or Disturbance of Other Special-Status Plant Occurrences.	PS	Mitigation Measure BIO7-MM1: Avoid or minimize impacts on special-status plant species populations by redesigning the project, protecting populations, and developing a transplantation plan (if necessary).	LS
Impact BIO-8: Direct Loss of, and Indirect Impacts on, Potential Habitat for Vernal Pool Fairy Shrimp and Vernal Pool Tadpole Shrimp.	S	Mitigation Measure BIO8-MM1: Avoid indirect impacts on VPFS and VPTS. Mitigation Measure BIO8-MM2: Conduct surveys for VPFS and VPTS. Mitigation Measure BIO8-MM3: Compensate for the impacts on VPFS and VPTS.	LS

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact BIO-9: Loss or Disturbance of California Tiger Salamander Aquatic and Upland Habitat and Potential Loss of California Tiger Salamanders Adults, Larvae, or Eggs.	S	Mitigation Measure BIO9-MM1: Restrict all construction activities (including grading) within California tiger salamander upland habitat to the dry season (May 1 to October 15). Mitigation Measure BIO9-MM2: Minimize ground-disturbing activities in California tiger salamander upland habitat and install protective fencing along the perimeter of the construction work area. Mitigation Measure BIO9-MM3: Monitor construction activities within California tiger salamander habitat and, if found, cease construction activities until the salamander has been removed. Mitigation Measure BIO9-MM4: Compensate for the removal and disturbance of California tiger salamander upland habitat.	LS
Impact BIO-10: Loss or disturbance of California Red-Legged Frog.	S	Mitigation Measures BIO4-MM2, BIO8-MM1, BIO9-MM1, BIO9-MM2, BIO15-MM1. Mitigation Measure BIO10-MM1: Conduct a preconstruction survey for California red-legged frog and monitor construction activities within 300 feet of suitable aquatic habitat and, if a California red-legged frog is found, cease project activities until the frog is removed and relocated by a USFWS-approved biologist.	LS

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact BIO–11: Potential Loss or Disturbance of Northwestern Pond Turtles.	PS	Mitigation Measure BIO11-MM1: Conduct a preconstruction survey for northwestern pond turtles and monitor construction activities within suitable aquatic and upland habitat and, if a northwestern pond turtle is found, the biologist shall move the turtle to a suitable aquatic site. If an active pond turtle nest is found, Zone 7 shall consult DFG to determine and implement appropriate avoidance measures.	LS
Impact BIO–12: Potential Loss of California Horned Lizard and San Joaquin Whipsnake.	S	Mitigation Measure BIO12-MM1: Monitor construction activities within annual grasslands and alkali grasslands (in conjunction with preconstruction surveys for California tiger salamander within grassland habitats) and, if California horned lizard or San Joaquin whipsnake are discovered in the path of construction, the biological monitor shall encourage the species to move out of the construction area.	LS
Impact BIO–13: Potential Loss or Disturbance of Breeding or Wintering Burrowing Owl.	S	Mitigation Measure BIO13-MM1: Conduct preconstruction surveys for active Burrowing Owl burrows and implement the DFG Guidelines for Burrowing Owl Mitigation, if burrows are detected in the survey area.	LS
Impact BIO–14: Potential Loss or Disturbance of Tree, Shrub, and Ground Nesting Migratory Birds and Raptors.	PS	Mitigation Measure BIO14-MM1: Avoid disturbance of tree-, shrub-, and ground-nesting migratory birds and raptors.	LS

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact BIO15: Potential Loss or Disturbance of San Joaquin Kit Fox.	S	Mitigation Measure BIO15-MM1: Minimize and avoid temporary construction disturbances to San Joaquin kit fox. Mitigation Measure BIO15-MM2: Avoid San Joaquin kit fox dens by conducting preconstruction den searches and implementing protection measures, if necessary. Mitigation Measure BIO15-MM3: Avoid San Joaquin kit fox dens by establishing and observing exclusion zones.	LS
<u>Cultural Resources</u>			
Impact CR-1: Disturbance of unknown archaeological deposits and or human remains.	PS	Mitigation Measure CR-1-MM1: Stop work if buried cultural deposits are encountered during construction activities. Mitigation Measure CR-1-MM2: Complete a Cultural Resources Treatment Plan for buried cultural deposits. Mitigation Measure CR-1-MM3: Stop work if human remains are encountered during construction activities and contact the County Coroner immediately.	LS
Impact CR-2: Disturbance or destruction of significant historic resources.	NI	n/a	n/a
<u>Geology, Soils, and Minerals</u>			
Impact GEO-1: Increased potential for landsliding and other types of slope failure.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact GEO-2: Potential accelerated soil erosion as a result of ground disturbance.	LS	n/a	n/a
Impact GEO-3: Potential damage to the pipeline as a result of strong seismic groundshaking.	LS	n/a	n/a
Impact GEO-4: Potential for damage to the pipeline and subsequent pipeline failure and water release as a result of surface fault rupture.	PS	Mitigation GEO-4-MM1: Design the pipeline to accommodate shear and flexure related to potential surface rupture on the Greenville Fault.	LS
Impact GEO-5: Potential damage to pipeline from expansive soils.	LS	n/a	n/a
Impact GEO-6: Potential damage to pipeline from corrosive soils.	LS	n/a	n/a
Impact GEO-7: Risk to worker safety from trench wall failure.	LS	n/a	n/a
Impact GEO-8: Potential effect on locally important mineral resource recovery sites.	NI	n/a	n/a
Impact GEO-9: Potential conflict with a local general plan policy.	LS	n/a	n/a
<u>Hazardous Materials</u>			
Impact HM-1: Create a hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact HM-2: Emit hazardous emissions or involve handling hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school.	LS	n/a	n/a
Impact HM-3: Be located on a site that is listed as hazardous by the California Environmental Protection Agency or other government agencies and, as a result, would create a significant hazard to the public or the environment.	PS	Mitigation Measure HM-3-MM1: Perform a Phase I investigation for the project alignment. Mitigation Measure HM-3-MM2: Prepare a health and safety plan on known hazardous materials sites.	LS
Impact HM-4: Creation of a hazard through the accidental exposure or mobilization of hazardous materials during construction.	S	Mitigation Measure HM-4-MM1: Stop work and implement hazardous materials investigations/remediation.	LS
Impact HM-5: Result in safety hazards near a public or public-use airport.	LS	n/a	n/a
Impact HM-6: Expose people or structures to risk of loss, injury, or death involving wildland fires.	LS	n/a	n/a
Impact HM-7: Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.	LS	n/a	n/a
<u>Hydrology and Water Quality</u>			
Impact HWQ-1 (Construction Impact): Potential for increased erosion and sedimentation during construction.	LS	n/a	n/a
Impact HWQ-2 (Construction Impact): Potential for degradation of water quality through accidental release of hazardous materials.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact HWQ-3: Water quality degradation from frac-out during microtunneling.	LS	n/a	n/a
Impact HWQ-4: Potential effects to surface waters supported by groundwater inflow.	S	Mitigation Measure HWQ-4-MM1: Perform focused hydrogeology study and alter project design as needed.	LS
Impact HWQ-5 (Construction Impact): Degradation of groundwater quality from trenching or excavation below the water table.	LS	n/a	n/a
Impact HWQ-6: Operational effects on groundwater.	LS	n/a	n/a
Impact HWQ-7: Increase in surface runoff and associated impacts to local waterways.	LS	n/a	n/a
Impact HWQ-8: Flooding impacts.	LS	n/a	n/a
Impact HWQ-9: Risk of upset.	LS	n/a	n/a
Impact HWQ-10: Dewatering of pipeline for maintenance.	LS	n/a	n/a
Impact HWQ-11: Seiche, tsunami, or mudflow hazards.	NI	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact HWQ-12: Loading of contaminants for which the Arroyo Las Positas has been listed as impaired.	NI	n/a	n/a
Impact HWQ-13: Effects on drinking water quality.	B	n/a	n/a
Noise			
Impact NZ-1: Exposure of noise sensitive land uses to construction noise.	SU	Mitigation Measure NZ-1-MM-1: Limit hours of construction to avoid noise conflicts in local jurisdictions. Mitigation Measure NZ-1-MM-2: Locate stationary equipment as far from noise-sensitive receivers as practicable. Mitigation Measure NZ-1-MM3: Use sound-control devices on combustion-powered equipment. Mitigation Measure NZ-1-MM4: Implement temporary residential relocations. Mitigation Measure NZ-1-MM5: Disseminate essential information to residences and implement a complaint response program.	SU
Impact NZ-2: Exposure of noise sensitive uses and structures to groundborne vibration from pile driving activity and repaving.	S	Mitigation Measure NZ-2-MM-1: Implement a vibration monitoring, avoidance, and damage repair program.	LS
Impact NZ-3: Exposure of Noise Sensitive Land Use to Noise Resulting from Temporary Road Closures.	NI	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact NZ-4: Exposure of Noise Sensitive Land Use to Noise from operation of Facilities.	PS	Mitigation Measure NZ-4-MM-1: Acoustically design and insulate pump enclosures.	LS
<u>Population and Housing</u>			
Impact POP-1: Displace a substantial number of existing housing units or people.	NI	n/a	n/a
Impact POP-2: Accommodate substantial population growth in the Zone 7 service area.	SU	No mitigation available.	n/a
<u>Public Services and Utilities</u>			
Impact PSU-1: Disruption to utility services.	S	Mitigation Measure PSU-1-MM1: Conduct an investigation of utility line locations and maintain utility services.	LS
Impact PSU-2: Use of landfills for excavation spoils.	LS	n/a	n/a
Impact PSU-3: Increased demand for police and fire protection services.	NI	n/a	n/a
Impact PSU-4: Effects of construction activities on police, fire, and emergency services response times.	LS	n/a	n/a
Impact PSU-5: Presence of sufficient water supply.	NI	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
<u>Traffic and Circulation</u>			
Impact TRAFFIC-1: Temporary Alteration of Present Patterns of Vehicular Circulation, Increased Traffic Delay, and Increased Traffic Hazards during Construction of the APP Facilities.	LS; SU	Compliance with Caltrans, County and City standard specifications, and implementation of Environmental Commitments No. 10, 11 and 12, would ensure this impact is less than significant for most alignments. As described in Chapter 2, nighttime construction and/or use of multiple crews would be implemented where feasible to reduce the duration of construction-related impacts. In no cases would multiple crews be employed where they could result in more severe traffic impacts (e.g., concurrent construction of the Dyer-Carroll and Carroll-Greenville segments along Altamont Pass Road, which would result in more extensive detours). For several roadway segments, these measures will not reduce impacts to a less than significant level. For these segments, impacts are considered significant and unavoidable.	LS; SU
Impact TRAFFIC-2: Damage to the Roadway Surface during Construction of the APP Facilities.	LS	Implementation of Environmental Commitment EC-11 would ensure that this impact is LS.	n/a
Impact TRAFFIC-3: Altamont Pass Road closure between Dyer Road and Greenville Road.	SU	Mitigation Measure TRAFFIC-3-MM1: Traffic Detour Plan. Mitigation Measure TRAFFIC-3-MM2: Notification of Detours and Provision of Information Regarding Transportation Alternatives.	SU
Impact TRAFFIC-4: Construction-Related Trip Generation and Associated Traffic Impacts.	LS	Implementation of Environmental Commitment EC-10 would ensure that this impact is less than significant.	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact TRAFFIC-5: Closure of Las Positas Bike Path During Construction.	LS	n/a	n/a
Impact TRAFFIC-6: Disruption of Present Patterns of Vehicular Circulation and Increased Traffic Delay during Operation of the APP Facilities.	LS	n/a	n/a
<u>Land Use and Planning</u>			
Impact LU-1: Disruption or division of existing land uses or neighborhoods during construction of the pipeline.	LS	n/a	n/a
Impact LU-2: Inconsistencies with applicable land use plans and policies during construction of the pipeline.	LS	n/a	n/a
Impact LU-3: Incompatibility with adjacent land uses and inconsistencies with applicable land use designations and zoning as a result of ancillary pipeline facilities.	LS	n/a	n/a
Impact LU-4: Conflicts with applicable habitat conservation plans or other land conservation plans.	LS	n/a	n/a
Impact LU-5: Conflicts with land use plans and policies of jurisdictions within the Zone 7 service area.	LS	n/a	n/a
<u>Recreation</u>			
Impact REC-1: (Construction) Causes a substantial long-term disruption of any institutionally-recognized recreational facilities or activities.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact REC-2: (Operation) Causes a substantial long-term disruption of any institutionally-recognized recreational facilities or activities.	NI	n/a	n/a
<u>Paleontological Resources</u>			
Impact PR-1: Potential impacts to sensitive paleontological resources as a result of construction activities.	S	Mitigation Measure PR-1-MM1: Retain a qualified vertebrate paleontologist to monitor during construction of the pipeline in areas with potential to contain sensitive paleontological resources. Mitigation Measure PR-1-MM2 – Stop work if vertebrate remains are encountered during construction until the paleontological monitor can assess the nature and importance of the find and recommend appropriate treatment.	LS

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
<u>Cumulative</u>			
Impact CU-1: Concurrent construction of several infrastructure projects within the Altamont Foothills area could result in cumulative short-term impacts associated with construction activities. These include short-term impacts to water quality, land use, air quality, noise, traffic, hazardous materials, public services and utilities, and visual resources. In some areas, particularly along Dyer Road, impacts to land use, noise, traffic and visual resources, while individually short term in nature, would be potentially significant due to their aggregate effect; however, construction-related impacts would not result in long-term alteration of the environment. The WSP could contribute to these cumulative impacts.	LS, SU, C, Short-Term	Measure CU-1-MM1: Zone 7 and DWR shall coordinate construction activities along selected alignments to identify overlapping pipeline routes, project areas, and construction schedules. To the extent feasible, construction activities shall be coordinated to consolidate the occurrence of short-term construction-related impacts.	LS, SU, C, Short-Term, partially reduced with Mitigation

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact CU-2: Concurrent construction of several infrastructure projects within the Livermore Valley area could result in cumulative short-term impacts associated with construction activities. These include short-term impacts to geology and soils, water quality, land use, air quality, noise, traffic, hazardous materials, public services and utilities, and visual resources. In some areas, impacts to noise, traffic and visual resources, while individually short term in nature, would be potentially significant due to their aggregate effect; however, construction-related impacts would not result in long-term alteration of the environment. The WSP could contribute considerably to some of these cumulative impacts.	LS, SU, C, Short-Term	<u>Noise:</u> project-specific mitigation measures identified in Section 3.9, Noise <u>Traffic:</u> environmental commitment EC-10, Traffic Control; project-specific mitigation measures TRAFFIC-3-MM1 and TRAFFIC-3-MM2; and similar measures for the other projects <u>Aesthetics:</u> project-specific mitigation measures identified in Section 3.1, Aesthetics	LS, SU, C, Short-Term, partially reduced with Mitigation
Impact CU-3: Long-term operation of projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, could result in cumulative long-term risk of upset impacts related to groundshaking and surface fault rupture during major earthquakes. The WSP contribution to this cumulative impact is not considerable due to the inclusion of appropriate seismic standards within project design.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact CU-4: Concurrent construction of projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, could result in cumulative long-term impacts to water resources, water quality, and flooding impacts associated with alteration of drainage patterns and increases in impervious surface areas. The WSP contribution to these cumulative impacts is not considerable.	LS	n/a	n/a
Impact CU-5: Concurrent construction of projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, would result in cumulative long-term impacts to sensitive grassland, wetland and vernal pool habitats, with secondary effects to special status species, including: San Joaquin kit fox, burrowing owl, California red-legged frog, and California tiger salamander, fairy shrimp and fragrant fritillary and nesting sensitive birds. The WSP contribution to these cumulative impacts would be less than considerable with implementation of the mitigation for direct and indirect effects identified for the different WSP components.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Impact	Significance Before Mitigation ^a	Mitigation	Significance with Mitigation Incorporated
Impact CU-6: Projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, could result in cumulative long-term impacts to land use. The WSP contribution to these cumulative impacts is not considerable.	LS	n/a	n/a
Impact CU-7: Projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, could result in cumulative long-term impacts to cultural resources. The WSP contribution to this cumulative impact is not considerable.	LS	n/a	n/a
Impact CU-8: Projects within the Altamont Foothills, and capital improvement and development projects within the Livermore Valley, could result in cumulative long-term impacts to visual resources. The WSP contribution to these cumulative impacts is not considerable.	LS	n/a	n/a

NOTES:

a. Significance before mitigation is defined as follows:

LS = less than significant	SU = significant and unavoidable	B = Beneficial
PS = potentially significant	NI = no impact	C = Cumulative
S = significant	n/a = not applicable	

Chapter 2

Comments and Responses

Introduction

A public review process was held for the Altamont Pipeline Project DEIR. The purpose of the public review process was to provide information and solicit input on the content of the Proposed Project and DEIR. CEQA requires Zone 7 to make a good-faith reasoned analysis and respond to comments received (CEQA Guidelines, Section 15088). This chapter contains copies of the comment letters and public testimony received on the Altamont Pipeline Project DEIR during the public review process and responses to each comment.

Each comment letter received on the DEIR has been assigned a letter (A–P); comments within each letter have been numbered consecutively in the right margin of the letter adjacent to the individual comment (e.g., A-1, A-2, B-1, B-2...). Each comment letter is followed by Zone 7's response to that letter. The responses are numbered to correspond with the comments as identified in the right margin of the letter. Where the response indicates that a change was made to the DEIR, the relevant text change can be found in Chapter 3 of this FEIR.

As required by CEQA Guidelines Section 15132, this chapter provides responses to substantive and significant environmental issues raised in the comments. Detailed responses are not provided to comments on the merits of the Proposed Project. When a comment is not directed to significant environmental issues related to the Proposed Project and/or the DEIR, the comment is noted but no response is warranted.

Responses to Comments

The following represents Zone 7's responses to all comments received during the public comment period and public meeting on the DEIR. Table 2-1 lists the commentors and the order in which the comment letters and responses to those letters can be found in this document.

Table 2-1. Commentors on DEIR

Letter	Commentor	Date of Comments
A	Sprint	September 14, 2004
B	Department of Transportation, Division of Aeronautics	September 29, 2004
C	Robert and Joyce Vieux	September 30, 2004
D	California Department of Toxic Substance Control	October 21, 2004
E	Alameda County Public Works Agency	October 19, 2004
F	Dublin San Ramon Services District	October 25, 2004
G	East Bay Regional Park District	October 25, 2004
H	Livermore Area Recreation and Park District	October 25, 2004
I	Ferreri/Schmidig	October 26, 2004
J	City of Pleasanton	October 27, 2004
K	Altamont Winds	October 28, 2004
L	City of Livermore	October 27, 2004
M	California Department of Transportation (Caltrans)	October 27, 2004
N	California Regional Water Quality Control Board	October 26, 2004
O	Virginia Miner	October 27, 2004
P	Public Meeting, Altamont Pipeline Project	October 5, 2004



September 14, 2004

1850 Gateway Drive
San Mateo, CA 94404

Jack Fong
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

RECEIVED
SEP 15 2004

Subject: **ALTAMONT PIPELINE PROJECT**

Dear Mr. Fong:

Thank you for the "Notice of Availability for Public Review" letter.

In review of your proposed and alternative routes I notice the potential for major impact to the Sprint facility. Please provide this office with a set of plans, as they develop, so that we can address any conflicts that may arise.

A-1

Please keep me informed as to the schedule of your project and remember to "CALL BEFORE YOU DIG" @ 1-800-227-2600

Should you have any questions regarding this matter, please contact Serf Garcia at (650) 513 2336, but address any future correspondence to:

John Marchuk
Principal Cable Project Engineer
1850 Gateway Drive 2nd Floor
San Mateo, CA 94404-2467

Thank you for your cooperation.

Sincerely,

John Marchuk
Principal Engineer

Enclosure

cc Serf Garcia
John Marchuk

File SGCF 0407 Zone 7/Altamont

Response to Letter A: Sprint (September 14, 2004)

Response to Comment A-1: Zone 7 and its contractors would coordinate with businesses and property owners along the Proposed Project alignment to minimize impacts on these entities during construction. Specifically, Mitigation Measure PSU-1-MM1 (page 3.11-8 of the DEIR) requires pre-construction investigation of utility line locations and notification to all utility service providers that would be affected by the Proposed Project.

DEPARTMENT OF TRANSPORTATION

DIVISION OF AERONAUTICS – M.S.#40

1120 N STREET

P. O. BOX 942873

SACRAMENTO, CA 94273-0001

PHONE (916) 654-4959

FAX (916) 653-9531

TTY (916) 651-6827

*Flex your power!
Be energy efficient!***RECEIVED**
OCT 01 2004

September 29, 2004

Mr. Jack Fong
Zone 7 Water District
5997 Parkside Drive
Pleasanton, CA 94588

Dear Mr. Fong:

Re: Zone 7 Water Agency, Draft Environmental Impact Report (DEIR), Altamont
Pipeline Project; SCH# 2003022070

The California Department of Transportation (Department), Division of Aeronautics, reviewed the above-referenced document with respect to airport-related noise and safety impacts and regional aviation land use planning issues pursuant to the California Environmental Quality Act (CEQA). The Division of Aeronautics has technical expertise in the areas of airport operations safety and airport land use compatibility. We are a funding agency for airport projects and we have permit authority for public use airports and heliports. We offer the following comments for your consideration.

1. The proposal is for the construction of 11-12 miles of buried potable water pipeline. The location of the proposed pipeline begins northeast of and adjacent to Livermore Municipal Airport. Although the pipeline will be underground and appears to be outside the Livermore Municipal Airport safety zones as designated in the Alameda County Airport Land Use Policy Plan, construction-related impacts (e.g. construction cranes, dust etc.) may have an impact on aircraft operations. We advise coordinating the proposal with Airport staff. **B-1**
2. Public Utilities Code, Section 21659, "Hazards Near Airports Prohibited" prohibits structural hazards near airports. To ensure compliance with Federal Aviation Regulation, Part 77, "Objects Affecting Navigable Airspace," submission of a Notice of Proposed Construction or Alteration (Form 7460-1) to the Federal Aviation Administration (FAA) may be required. For further technical information, please refer to the FAA's web site at <http://www.faa.gov/ats/ata/ATA400/oeaaa.html>. **B-2**

These comments reflect the areas of concern to the Department's Division of Aeronautics with respect to airport-related noise and safety impacts and regional airport land use planning issues. We advise you to contact our district office concerning surface transportation issues.

Mr. Jack Fong
September 29, 2004
Page 2

Thank you for the opportunity to review and comment on this proposal. If you have any questions, please call me at (916) 654-5314.

Sincerely,

A handwritten signature in cursive script, reading "Sandy Hesnard".

SANDY HESNARD
Aviation Environmental Planner

c: State Clearinghouse, Livermore Municipal Airport, Alameda County ALUC

Response to Letter B: Department of Transportation, Division of Aeronautics (September 29, 2004)

Response to Comment B-1: Zone 7 and its contractors would coordinate with Livermore Municipal Airport staff to minimize impacts on airport operations and facilities during construction, such that air traffic is not impeded. Furthermore, Zone 7 would comply with all applicable safety codes outlined in the Alameda County Airport Land Use Policy Plan.

Response to Comment B-2: In accordance with Federal Aviation Regulation Part 77, “Objects Affecting Navigable Airspace,” Zone 7 would submit a notice of proposed construction or alteration (Form 7460-1) to the Federal Aviation Administration prior to initiating construction at the pipeline’s terminus adjacent to the Livermore Municipal Airport on Kitty Hawk Road.

Robert & Joyce Vieux

9989 Altamont Pass Road
Livermore, CA 94551

Phone 925.447.9383
Fax 925.455.1776

September 30, 2004

Zone 7 Water Agency
Mr. Jack Fong
5997 Parkside Drive
Pleasanton, CA 94588

RECEIVED
OCT 04 2004

Dear Jack,

We have recently been in contact with some of the co-ordinators of the Zone 7 Water Upgrade project that is being considered for the Altamont Pass Road, Livermore area and have carefully reviewed the project specifications.

We are opposed to the portion of the project that will require crossing Altamont Pass Road onto our property. A direct line can be drawn across our property on the west side of Alamont Pass Road from the canal without disrupting any of our property to the east. We believe it would be in our better interest and yours to keep the extension to the west. If the excavating is done during the dry season there will be minimal damage to any designated wetlands. There would not be any issue of "wet lands" during the dry season.

C-1

By crossing the Altamont Pass Road to the east, you will create problems for us by disrupting our operations on the ranch as well as degrading our staging area for our cattle. On the east side of the road where the catch basin is to be buried, we have got a cattle scale and all of our corrals. It will also be of greater expense to dig up the road, not once, but twice, so that you can continue the pipeline on the west side of Altamont Pass Road just past our home property.

C-2

The elevation of our home property is also much higher than the land on the west side of the road. This elevation change could adversely affect the flow of water in the pipeline.

C-3

We are opposed to the proposed pipeline directly in front of our home property on the east side of the road and wish to discuss possible changes with the project manager or engineers at your earliest convenience.

Sincerely,



Robert A. Vieux

Response to Letter C: Robert and Joyce Vieux (September 30, 2004)

Response to Comment C-1: Excavating during the dry season would not reduce impacts on wetlands. Impacts on wetlands are regulated by the U.S. Army Corps of Engineers (Corps), under Section 404 of the Clean Water Act, which defines wetlands as follows: “areas that are inundated or saturated by surface or groundwater at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions” (33 Code of Federal Regulations [CFR] Section 328.3[b], 40 CFR Section 230.3). If an area meets the legal definition of a “wetland,” it is designated a wetland throughout the year, not only during the rainy season. While plants and animals that depend on wetlands may be most evident during the rainy season, wetland plants often persist and grow for much of the dry season. Eggs or aestivating individuals of wetland wildlife species are also likely to be present during the dry season. Excavation in wetlands during the dry season would result in damage or death to these plants and wildlife. Even if wetland hydrology were reestablished onsite after excavation, restoration efforts would be necessary to address these impacts.

Response to Comment C-2: During design of the pipeline, alternatives for the pipeline alignment and construction methods would be developed and discussed with the property owner to minimize the encroachment of the pipeline onto the Vieux property (as feasible given site constraints) and the impact of construction activities on Vieux Family operations.

Response to Comment C-3: Because the pipeline would be pressurized over its entire length, undulations would not affect the flow of water in the pipeline.



Department of Toxic Substances Control



Terry Tamminen
Agency Secretary
Cal/EPA

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

RECEIVED
OCT 22 2004

October 21, 2004

Mr. Jack Fong, P.E.
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, California 94588-5127

Dear Mr. Fong:

Thank you for the opportunity to comment on the Altamont Pipeline Project Draft Environmental Impact Report (EIR). As you may be aware, the California Department of Toxic Substances Control (DTSC) oversees the cleanup of sites where hazardous substances have been released pursuant to the California Health and Safety Code, Division 20, Chapter 6.8. As a Responsible Agency, DTSC is submitting comments to ensure that the environmental documentation prepared for this project to address the California Environmental Quality Act (CEQA) adequately addresses any remediation of hazardous substance releases that may be necessary.

In Chapter 3.2 of the Draft EIR, the Environmental Setting section discusses the land uses in the Altamont Hill portion of the study area. One of the identified land uses is landfills. The EIR should discuss what types of landfills are in the project area and whether hazardous substances are known to be present in the landfills and have impacted the project alignment.

D-1

In Chapter 3.7, the Record Search section states that a review of federal and state environmental records identified contaminated or potential hazardous sites within or adjacent to the pipeline alignment. The Draft EIR identifies several mitigation measures to reduce the impacts that might be caused by encountering contaminated soil, sediments, and groundwater during construction of the pipeline. These mitigation measures (HM-3-MM1, HM-3-MM2, and HM-4-MM1) include performing a Phase I environmental assessment for the project alignment, preparing a health and safety plan for construction work on known hazardous materials sites, and stopping construction work until remediation is completed in areas where unknown contamination is encountered. DTSC believes these mitigation measures are appropriate, however, we recommend that the Phase I environmental assessment, and if necessary, soil and groundwater sampling, be conducted prior to the finalization of the EIR in portions of the project alignment where releases of hazardous substances have likely occurred. The

D-2

Mr. Jack Fong
October 21, 2004
Page 2

results of any sampling should be summarized in the final EIR and the criteria used in determining whether detected contaminants are at a level of concern should be identified. If remediation of releases of hazardous substances is required, the EIR should discuss the remedial activities that will be implemented, the anticipated regulatory oversight, and the impacts associated with remediation.

D-2 (cont.)

If the remediation activities include soil excavation, the EIR should address the following: (1) potential air impacts and health impacts associated with the excavation activities; (2) any applicable local standards which may be exceeded by the excavation activities, including dust levels and noise; (3) transportation impacts from the removal or remedial activities; and (4) risk of upset should there be an accident at the Site during implementation of cleanup activities.

D-3

DTSC can assist your agency in overseeing characterization and cleanup activities through our Voluntary Cleanup Program. A fact sheet describing this program is enclosed. We are aware that projects such as this one are typically on a compressed schedule, and in an effort to use the available review time efficiently, we request that DTSC be included in any meetings where issues relevant to our statutory authority are discussed.

Please contact Claude Jemison of my staff at (510) 540-3803 if you have any questions or would like to schedule a meeting. Thank you in advance for your cooperation in this matter.

Sincerely,



Mark E. Piros, P.E.
Unit Chief
Northern California Coastal
Cleanup Operations Branch

cc: see next page

Mr. Jack Fong
October 21, 2004
Page 3

Governor's Office of Planning and Research
State Clearinghouse
P.O. Box 3044
Sacramento, California 95812-3044

Guenther Moskat
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806



Department of Toxic Substances Control

Terry Tamminen
Agency Secretary

700 Heinz Avenue, Suite 200
Berkeley, California 94710-2721

Arnold Schwarzenegger
Governor

FAX TRANSMITTAL SHEET

DATE: 10/25/04

NO. OF PAGES WITH COVER SHEET: 8

ATTENTION: JACK FONG

PHONE: _____

FAX#: 925 462 3914

FROM: Claude Jensen

PHONE: 510 540 3803

COMMENTS:



October 2002

The Voluntary Cleanup Program

Step 1: Eligibility and Application

Most sites are eligible. The main exclusions are if the site is listed as a Federal or State Superfund site, is a military facility, or if it falls outside of DTSC's jurisdiction, as in the case where a site contains only leaking underground fuel tanks. Another possible limitation is if another agency currently has oversight, e.g., a county (for underground storage tanks). The current oversight agency must consent to transfer the cleanup responsibilities to DTSC before the proponent can enter into a Voluntary Cleanup Program agreement. Additionally, DTSC can enter into an agreement to work on a specified element of a cleanup (risk assessment or public participation, for example), if the primary oversight agency gives its consent. The standard application is attached to this fact sheet.

If neither of these exclusions apply, the proponent submits an application to DTSC, providing details about site conditions, proposed land use and potential community concerns. No fee is required to apply for the Voluntary Cleanup Program.

Step 2: Negotiating the Agreement

Once DTSC accepts the application, the proponent meets with experienced DTSC professionals to negotiate the agreement. The agreement can range from services for an initial site assessment, to oversight and certification of a full site cleanup, based on the proponent's financial and scheduling objectives.

The Voluntary Cleanup Program agreement specifies the estimated DTSC costs, scheduling for the project, and DTSC services to be provided. Because every project must meet the same legal and technical cleanup requirements as do State Superfund sites, and because DTSC staff provide oversight, the proponent is assured that the project will be completed in an environmentally sound manner.

In the agreement, DTSC retains its authority to take enforcement action if, during the investigation or cleanup, it determines that the site presents a serious health threat, and proper and timely action is not otherwise being taken. The agreement also allows the project proponent to terminate the Voluntary Cleanup Program agreement with 30 days written notice if they are not satisfied that it is meeting their needs.

Step 3: Site Activities

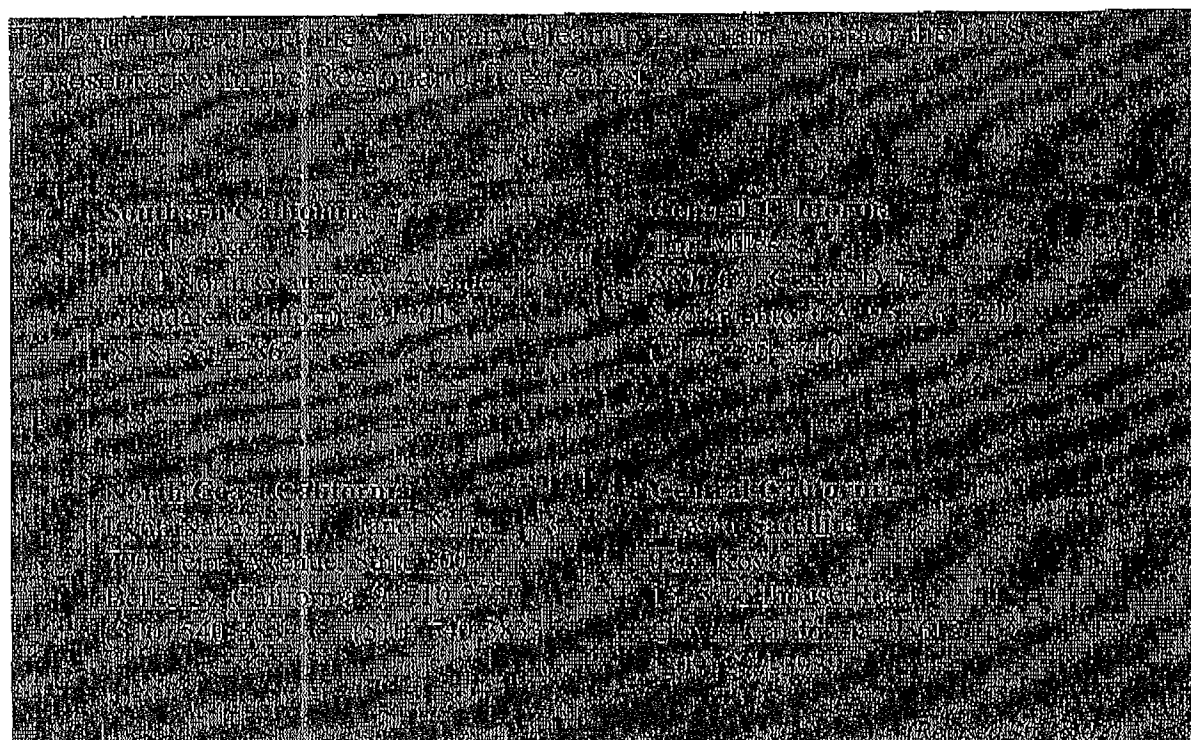
Prior to beginning any work, the proponent must have: signed the Voluntary Cleanup Program agreement; made the advance payment; and committed to paying all project costs, including those associated with DTSC's oversight. The project manager will track the project to make sure that DTSC is on schedule and within budget. DTSC will bill its costs quarterly so that large, unexpected balances will not occur.

Once the proponent and DTSC have entered into a Voluntary Cleanup Program agreement, initial site assessment, site investigation or cleanup activities may begin. The proponent will find that DTSC's staff includes experts in every vital area. The assigned project manager is either a highly-qualified Hazardous Substances Scientist or Hazardous Substances Engineer. That project manager has the support of well-trained DTSC toxicologists, geologists, industrial hygienists and specialists in public involvement.

The project manager may call on any of these specialists to join the team, providing guidance, review, comment and, as necessary, approval of individual documents and other work products. That team will also coordinate with other agencies, as appropriate, and will offer assistance in complying with other laws, such as the Resource Conservation and Recovery Act.

Step 4: Certification and Property Restoration

When remediation is complete, DTSC will issue either a site certification of completion or a "No Further Action" letter, depending on the project circumstances. This means "The Site" is now property that is ready for productive economic use.



State of California – California Environmental Protection Agency

Department of Toxic Substances Control

VOLUNTARY CLEANUP PROGRAM APPLICATION

The purpose of this application is to obtain information necessary to determine the eligibility of the site for acceptance into the Voluntary Cleanup Program. Please use additional pages, as necessary, to complete your responses.

SECTION 1 PROPONENT INFORMATION

Proponent Name	
Principal Contact Name	Phone ()
Address	
Proponent's relationship to site	
Brief statement of why the proponent is interested in DTSC services related to site	

SECTION 2 SITE INFORMATION

Is this site listed on Calsites? ☐ Yes ☐ No			
If Yes, provide specific name and number as listed			
Name of Site			
Address	City	County	ZIP
(Please attach a copy of an appropriate map page)			

State of California - California Environmental Protection Agency

Department of Toxic Substances Control

SECTION 2 SITE INFORMATION (continued)**Current Owner**

Name _____

Address _____

Phone () _____

Background: Previous Business Operations

Name _____

Type _____

Years of Operation _____

If known, list all previous businesses operating on this property

What hazardous substances/wastes have been associated with the site?

What environmental media is/was/may be contaminated?

☐ Soil☐ Air☐ Groundwater☐ Surface water

Has sampling or other investigation been conducted?

☐ Yes☐ No

Specify _____

If Yes, what hazardous substances have been detected and what were their maximum concentrations?

State of California – California Environmental Protection Agency

Department of Toxic Substances Control

SECTION 2 SITE INFORMATION (continued)Are any Federal, State or Local regulatory agencies currently involved with the site? ☐ Yes ☐ No

If Yes, state the involvement, and give contact names and telephone numbers

Agency	Involvement	Contact Name	Phone

What is the future proposed use of the site? _____

What oversight service is being requested of the Department?

- ☐ PEA ☐ RI/FS ☐ Removal Action ☐ Remedial Action ☐ RAP ☐ Certification
☐ Other (describe the proposed project) _____

Is there currently a potential of exposure of the community or workers to hazardous substances at the site?

- ☐ Yes ☐ No If Yes, explain _____

SECTION 3 COMMUNITY PROFILE INFORMATION

Describe the site property (include approximate size) _____

Describe the surrounding land use (including proximity to residential housing, schools, churches, etc) _____

Describe the visibility of activities on the site to neighbors _____

State of California – California Environmental Protection Agency

Department of Toxic Substances Control

SECTION 3 COMMUNITY PROFILE INFORMATION (continued)

What are the demographics of the community (e.g., socioeconomic level, ethnic composition, specific language considerations, etc.)? _____ _____
Local Interest Has there been any media coverage? _____ _____
Past Public Involvement Has there been any past public interest in the site as reflected by community meetings, ad hoc committees, workshops, fact sheets, newsletters, etc.? _____ _____
Key Issues and Concerns Have any specific concerns/issues been raised by the community regarding past operations or present activities at the site? _____ Are there any concerns/issues anticipated regarding site activities? _____ Are there any general environmental concerns/issues in the community relative to neighboring sites? _____
Key Contacts Please attach a list of key contacts for this site, including: city manager; city planning department; county environmental health department, local elected officials; and any other community members interested in the site. (Please include addresses and phone numbers.) _____

SECTION 4 CERTIFICATION

The signatories below are authorized representatives of the Project Proponent and certify that the preceding information is true to the best of their knowledge.

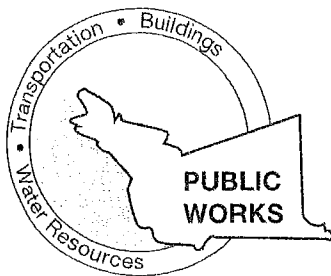
_____	_____	_____
Proponent Representative	Date	Title

Response to Letter D: California Department of Toxic Substance Control (October 21, 2004)

Response to Comment D-1: The two landfill facilities located in the Altamont Hill portion of the study area are Altamont Landfill and Resource Recovery Facility, located at 10840 Altamont Pass Road, and Vasco Road Landfill (formerly known as Eastern Alameda County Landfill), located at 4001 North Vasco Road. Based on the distance from the Proposed Project alignment (0.5 mile or more) and intervening topography, no impacts on the Proposed Project are anticipated as a result of any hazardous materials contamination at the landfills (see response to comment D-2).

Response to Comment D-2: Mitigation Measure HM-3-MM1 on page 3.7-11 of the DEIR requires a Phase I site assessment of the proposed alignment prior to initiation of construction activities. A certified hazardous materials specialist would conduct the Phase I site assessment following approval and certification of the project. Any necessary remediation/control measures would be conducted per all applicable regulatory standards, with appropriate mitigation and regulatory oversight. In addition, Mitigation Measures HM-3-MM2 and HM-4-MM1 on pages 3.7-11 and 3.7-12 of the DEIR, respectively, have been incorporated as means to avoid any significant impact associated with the discovery of hazardous substances in soils, sediments, and groundwater during construction (see response to comment D-3).

Response to Comment D-3: As required by Mitigation Measures HM-3-MM1, HM-3-MM2, and HM-4-MM1 on pages 3.7-11 and 3.7-12 of the DEIR any necessary remediation/control measures would be conducted per all applicable regulatory standards, with appropriate mitigation and regulatory oversight. Compliance with applicable local, state, and federal codes and regulations would ensure that no significant impacts result from any required remediation activities. If it is determined that remediation activities must be undertaken, any additional impacts would be assessed at that time; however, such impacts are currently speculative.



COUNTY OF ALAMEDA
PUBLIC WORKS AGENCY
DEVELOPMENT SERVICES DEPARTMENT
951 Turner Court, Room 100
Hayward, CA 94545-2698
(510) 670-6601
FAX (510) 670-5269

RECEIVED
OCT 22 2004

October 19, 2004

Zone 7, General

Mr. Jack Fong
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588-5127

Dear Mr. Fong:

Subject: Altamont Pipeline Project
Draft Environmental Impact Report

Reference is made to your transmittal of September 10, 2004, of the Draft Environmental Impact Report for the Altamont Pipeline Project. We have reviewed the document and offer the following preliminary comments:

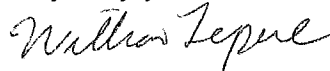
1. See Chapter 2, Page 2-20, 3rd bullet. The State "Manual of Traffic Controls..." has been replaced by the MUTCD and MUTCD California Supplement. E-1
2. See Chapter 2, Page 2-21, EC-12. For information, Altamont Pass Road was resurfaced with rubber asphalt concrete in September of this year. E-2
3. See Chapter 2, Page 2-23, Table 2-4. County grading watercourse permits are listed as requirements of the project; however, our ordinances allow exemptions for pipeline projects -- and particularly for County projects. We would propose that Zone 7 will "self-permit," enforcing and following applicable County Public Works Agency standards and requirements. The County would then waive the issuance of the grading and/or watercourse permits. E-3
4. See Chapter 2, Pages 2-7 and 2-8, Construction Timing. The "Construction Timing" discussion on these pages is a little misleading in that it fails to mention that the County has the same lane closure rule as the City. E-4
5. If it is anticipated that the contractor will need to use County property for laydown, it is suggest that Zone 7 Water Agency interface with the County Real Estate Division at the earliest possible time. When the State did their Altamont pipeline restoration, it took months to clarify their access requirements. E-5

Along those lines, it would be helpful if Zone 7 Water Agency had a copy of the as-builts of the State pipeline and the State right-of-way.

- | | |
|---|------|
| 6. All underground facilities located in County Road rights of way need to be located below the pavement structural section and shoulders such that future reconstruction will not require reconstruction of the facility (i.e., top deck of vaults should be a minimum of 18"-24" below existing surface). | E-6 |
| 7. All covers, manhole lids, structures should be flush with the existing pavement or ground surface. | E-7 |
| 8. All covers, manhole lids, etc. should be labeled "Zone 7." | E-8 |
| 9. Although proposed alignment on Dyer Road is not within County Road right of way, there will be construction impacts to Dyer Road. | E-9 |
| 10. The aerial images are dated and don't show current state of development around Vasco Road and Northfront Road. | E-10 |
| 11. It would be helpful if the City Limits were added to the figures. | E-11 |

Thank you for the opportunity to provide input on the draft EIR. If you have any questions, please call Andrew Otsuka at (510) at 670-6613.

Very truly yours,



William L. Lepere
Supervising Civil Engineer
Development Services Department

WLL:AO

cc: John Fenstermacher, Real Estate Division
James Chu, Road Department
Fred Wolin, Environmental Services
Gary Moore, Permits Section
Robert Preston, Traffic Engineering

Response to Letter E: Alameda County Public Works Agency (October 19, 2004)

Response to Comment E-1: Revisions have been made to page 2-20 of the DEIR regarding the Manual on Uniform Traffic Control Devices (MUTCD).

Response to Comment E-2: Comment noted.

Response to Comment E-3: Although Zone 7 may elect to “self permit” for grading and/or watercourse permits from the County of Alameda, the DEIR assumes a conservative approach by listing all agencies with discretionary authority.

Response to Comment E-4: Construction timing restrictions in the Alameda County General Code and the City of Livermore Municipal Code were confirmed as stated in the DEIR. No revisions to the DEIR are necessary.

Response to Comment E-5: Table 2-2 on page 2-5 of the DEIR identifies right-of-way and permit requirements from Alameda County for all pipeline reaches, except Northfront A and Northfront B.

Response to Comment E-6: Text on page 2-2 of the DEIR states that minimum cover over the buried potable water pipeline would be 3–4 feet (36–48 inches). In addition, during the design phase, Zone 7 would coordinate the location of any underground structures to clear or minimize the encroachment upon any pavement structural sections.

Response to Comment E-7: All covers, manhole lids, and structures would be flush with the existing pavement or ground surface.

Response to Comment E-8: All covers, manhole lids, and structures would be labeled “Zone 7.”

Response to Comment E-9: Impacts TRAFFIC-1 through TRAFFIC-4 on pages 3.12-12 through page 3.12-17 of the DEIR address construction-related impacts resulting from the Proposed Project.

Response to Comment E-10: The aerial images contained in the DEIR were those available at the time of DEIR preparation. Actual existing conditions were used to assess impacts.

Response to Comment E-11: Comment noted.

**DUBLIN
SAN RAMON
SERVICES
DISTRICT**



7051 Dublin Boulevard
Dublin, California 94568
FAX: 925 829 1180

925 828 0515

RECEIVED
OCT 27 2004

October 25, 2004

Mr. Jack Fong, Project Manager
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

**Subject: Zone 7 Water Agency's Draft Environmental Impact Report
For the Proposed "Altamont Pipeline Project"**

Dear Mr. Fong:

The Dublin San Ramon Services District (DSRSD) thanks Zone 7 Water Agency (Zone 7) for the opportunity to review and comment on its Draft Environmental Impact Report (DEIR) for the proposed "Altamont Pipeline Project (APP)". DSRSD believes the overall "Project" being defined by the DEIR is of overwhelming importance to the Tri-Valley areas. Also, DSRSD believes Zone 7's related projects, being the Altamont Pass Treatment Facility, Altamont Pipeline Project, South Bay Aqueduct Project and the Well Master Plan projects, if properly implemented, could have long-term positive effects on the water reliability and the water quality Zone 7 supplies to the Tri-Valley area (through their Municipal and Industrial wholesale customers). With that said, below are comments and suggestions that DSRSD believes should be further addressed as the Project proceeds through the CEQA approval process.

- This APP-DEIR refers to the findings in several other documents in an attempt to define the APP project goals, objectives, alternatives, justifications, effects, etc. (The other documents include the 1999 Water Supply Planning Study, Altamont Pass Treatment Facility Program EIR, 2000 Treated Water Facilities Master Plan, FY 04/05 CIP, M&I Connection Fee Program, APP Scoping document, SBA DEIR.) This set of references makes it difficult to ascertain the specific goals, objectives, etc., of the APP.

F-1

Also, it is extremely difficult to ascertain the cumulative effects of Zone 7's numerous proposed projects for improving water supply reliability and/or water quality when each scoping study or DEIR references another planning study or CEQA document for particular information on the subject DEIR. For example, from all the documents referenced in the APP-DEIR, the cumulative effects or interaction between the APP project and the Well Master Plan project (reference Zone 7 WMP-DEIR) on water quality and reliability is not

F-2

discernable. The DEIR should discuss how the Well Master Plan improvements combine with the APWT, SBA and APP improvements. The APP EIR should also specifically identify whether and how the effects of all the projects combined will result in improved and uniform water quality throughout the Tri Valley area. The APP-EIR should also specifically identify the unique effects of the APP itself.

F-2 (cont.)

- The DEIR Project Objective should include a provision that states “Altamont Pass Treatment Facilities and the Altamont pass pipeline will be designed with adequate capacity so that, when operated in conjunction with well head demineralization, the APP will result in delivered water with hardness level between 75 and 150 mg/l to all of the Zone 7 service area for all of its current and future customers.” This should be supported with the water quality modeling results.

F-3

- The Project Alternatives section does not include any discussion of the cumulative effects of the Well Master Plan project. The project alternative evaluations should include a discussion of which customers will receive surface water from APWTP or from the new and existing wells.

F-4

- The APP-DEIR does not discuss the economic cumulative effects of all of the projects Zone 7 proposes to finance over the next 5-10-15 years (the APP project included) on a pay-as-you-go financing scheme. It does not compare the pay-as-you-go financing to any debt financing option, nor does it examine alternative “pay-as-you go” methods to raise the needed capital or how each of these options will affect short and long-term customer rates. The DEIR should discuss the effects on existing and future ratepayers, including schools, businesses, city and county agencies, and to other municipal and industrial customers resulting from the required rate increases for the pay-as-you-go financing scheme, as compared to the affects of debt financing scenarios and alternative pay-as-you go methods. It should identify rate impacts at several time frames: immediate, short term (after 5 years), mid term (after 15 years), long term (after 30 years). The analyses should also be done after a full and complete reconciliation of encumbered and unencumbered fund balances at Zone 7.

F-5

Again, DSRSD supports Zone 7’s forward-looking planning effort to increase future reliability and redundancy of the water system in order to improve water reliability and water quality to its customers. Although in contrast to Zone 7’s DEIR findings, the DSRSD believes any new water supply, treatment or conveyance facility should be sized to serve the highest quality of water on a uniform basis to all of its customers. In addition, DSRSD expects Zone 7 to develop an effective financing scheme to not only expedite the necessary improvements in a timely manner, but to also do so in a fiscally

responsible manner that takes Zone 7's wholesale customers and the retail water customers' interests into account.

DSRSD would expect the Final EIR to adequately address: 1) How the chosen alternative will result in equal water quality to all of its M&I customers, 2) How Zone 7's financing scheme will effect the long term economics of the Tri-Valley area, and 3) How do the Altamont Pipeline Project, Altamont Treatment Plant Project, South Bay Aqueduct Project, and the Well Master Plan Project cumulatively interrelate; how do they cumulatively effect the distribution of equal water quality to the M&I customers; and how do they cumulatively effect the long term economics of the Tri Valley area.

Sincerely,

A handwritten signature in black ink, appearing to read "David K. Behrens". The signature is fluid and cursive, with the first name "David" being more prominent.

DAVID K. BEHRENS
Principal Engineer

DKB:mb

cc: Dave Requa, DSRSD
Bert Michalczyk, DSRSD

Response to Letter F: Dublin San Ramon Services District (October 25, 2004)

Response to Comment F-1: Specific objectives of the Proposed Project are provided on page 2-2 of the DEIR; environmental effects and alternatives to the Proposed Project are presented throughout the DEIR and are not incorporated by reference from any of the documents cited. In addition, page 1-7 of the DEIR states that “[a]ll documents mentioned herein or related to this project can be reviewed any Zone 7 business day between the hours of 8:00 a.m. and 5:00 p.m. at the Zone 7 Water Agency, located at the following address: Zone 7 Water Agency, 5997 Parkside Drive, Pleasanton, CA 94588-5127.” All tiering, as described in the DEIR, has been conducted in accordance with CEQA Guidelines section 15152.

Response to Comment F-2: While the project objectives listed on page 2-2 of the DEIR include maintaining the overall reliability and operational flexibility of Zone 7’s water transmission system, which would increase the ability of Zone 7 to move treated water westerly to reduce overall hardness levels, this Proposed Project does not have the specific objective of improving water quality by any quantitative measure or of resolving all water quality issues that may be present in the service area. Rather, the primary goal of the Proposed Project is to provide an additional source of water supply. Zone 7’s maintenance of water quality uniformity and improvement activities are discussed in the *Treated Water Facilities Master Plan* (Zone 7 Water Agency 2000), and groundwater quality issues are at least partially addressed by Zone 7’s Well Master Planning effort, which is the subject of a separate CEQA document.

Nevertheless, after construction of the Proposed Project and Altamont Water Treatment Plant (AWTP), the quality of water at the project terminus would meet all Title 22 Drinking Water Standards of the California Code of Regulations. An incidental benefit would be a potential reduction of hardness levels in the City of Pleasanton and Dublin San Ramon Services District (DSRSD) service areas after blending with groundwater. Accordingly, there is no contribution to cumulative adverse water quality or reliability impacts because the Proposed Project would result in beneficial impacts on both water quality and reliability over existing baseline conditions. Further, improving water quality and providing uniform quality water to end-users was not the primary objective of the project. In summary, the Proposed Project would have a potentially beneficial impact on domestic water quality. CEQA requires only disclosure of adverse impacts. A detailed analysis of delivered water quality benefits of the Proposed Project to the Zone 7 system was therefore not performed for the DEIR (see response to comment F-4).

Response to Comment F-3: As stated in the response to comment F-2, the primary objective of the Proposed Project is not to improve water quality to end users but to provide additional water supply from the AWTP to the transmission system. Due to the stated goals and objectives of the Proposed Project, Zone 7 is not obligated under the framework of this project to commit to maintenance of hardness levels delivered to end users beyond the project terminus, and the requested analysis is outside the objectives of the Proposed Project. As previously mentioned, Zone 7 has a program to address hardness levels in delivered water, and the Proposed Project may potentially reduce hardness levels in its delivered water quality. However, this analysis is separate from the Proposed Project (see response to comment F-2).

Response to Comment F-4: The alternatives chapter of the DEIR focuses on alternative alignments for the Altamont pipeline and does not address other water supply alternatives, such as new and existing wells. The DEIR was tiered off the AWTP EIR; therefore, the alternatives to the Proposed Project were water transmission line alternatives that would connect the AWTP to Zone 7's existing Cross Valley and Vasco Pipelines.

Furthermore, the cumulative impacts associated with other Zone 7 projects, such as the Well Facilities Master Plan, are addressed in the Zone 7 Water Supply Planning Program – Program EIR (Zone 7 1999a). The Treated Water Facilities Master Plan (Zone 7 2000), along with the AWTP and subsequently the Proposed Project, are included in the Water Supply Planning Program as future projects under the program (see Figure 2-2 of the Zone 7 Water Supply Planning Program – Program EIR). Therefore, the cumulative impacts associated with the overall program were considered on a program level in that EIR and are not addressed in this APP DEIR (see response to comment F-1).

Response to Comment F-5: CEQA does not require analysis or discussion of economic impacts unless related to a physical change in the environment (see CEQA Guidelines Section 15358[b]). Accordingly, economic cumulative effects of pay-as-you-go verses other funding options have not been included in the DEIR.



October 25, 2004

RECEIVED
OCT 27 2004

Mr. Jack Fong, Associated Civil Engineer
Alameda County Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588-5127

Subject: **Comments on DEIR for Altamont Pipeline Project**
Brushy Peak Regional Preserve

Dear Jack:

Thank you for providing the East Bay Regional Park District ("District") with a copy of the draft Environmental Impact Report for the Altamont Pipeline Project, near Brushy Peak Regional Preserve in Alameda County. As noted in our earlier correspondence on this project, the District would not be supportive of alternatives that run through Brushy Peak Preserve, because of the potential for disruption to sensitive natural and cultural resources in the preserve. Furthermore, the conservation easement over the former Dyer property (now part of the preserve) specifically prohibits the construction of pipelines or tunnels. Therefore, Alternatives 1 and 2 should not be considered feasible alternatives to the proposed project. Since neither of these Alternatives are being considered at a level equal to the proposed project, we anticipate that they could not be selected as the preferred alternative for this project. Should Zone 7 choose to consider one or both of these alternatives at a project-level of detail, then additional CEQA compliance would be necessary as part of a future EIR for the proposed project.

G-1

Should you have any other questions, please call me at (510) 544-2622.

Sincerely,

Brad Olson
Environmental Programs Manager

BOARD OF DIRECTORS

Doug Siden

President
Ward 4

Jean Sui

Vice-President
Ward 1

Beverly Lane

Treasurer
Ward 6

Carol Severin

Secretary
Ward 3

John Sutter

Ward 2

Ayn Wieskamp

Ward 5

Ted Radke

Ward 7

Pat O'Brien

General Manager



Response to Letter G: East Bay Regional Park District (October 25, 2004)

Response to Comment G-1: Neither the Proposed Project, Alternative 1, nor Alternative 2 include pipeline alignments that would require any work to be conducted on, over, or under areas of Brushy Peak Regional Preserve (Preserve) that are controlled by conservation easements. The Proposed Project completely avoids the Preserve, while Alternatives 1 and 2 both cross beneath the Preserve south of the Bosley Conservation Easement and north of the Dyer Conservation Easement through a corridor free of conservation easements. For additional information on the alignments considered and their relationship with the Preserve, see Figure IV-1 of the *Water Agency Altamont Pipeline Alignment Study, Pipeline Alignment Study Report* (Montgomery Watson Harza and Jones & Stokes 2003a) (Pipeline Alignment Study), available at www.zone7water.com. Further, the DEIR states that “[a]ll documents mentioned herein or related to this project can be reviewed any Zone 7 business day between the hours of 8:00 a.m. and 5:00 p.m. at the Zone 7 Water Agency, located at the following address: Zone 7 Water Agency, 5997 Parkside Drive, Pleasanton, CA 94588-5127.”



Livermore Area
Recreation & Park District
An independent special district

71 Trevarno Road, Livermore, CA 94551-4931
(925) 373-5700, Fax (925) 447-2754, www.larpd.dst.ca.us

RECEIVED
OCT 27 2004

General Manager
Timothy J. Barry

October 25, 2004

Jack Fong, Associate Engineer
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

RE: Altamont Pipeline Project Draft EIR

Dear Mr. Fong:

The Livermore Area Recreation and Park District (LARPD) has reviewed the Draft EIR for the proposed Altamont Pipeline Project. The proposed pipeline would convey potable water from the proposed Altamont Water Treatment Plant (AWTP) on Dyer Road to Zone 7's existing Cross Valley Pipeline near Kitty Hawk Road and Interstate 580 (I-580) in Livermore, with a second connection to Zone 7's existing Vasco Pipeline at Vasco Road, also in Livermore. The proposed alignment would generally follow Dyer Road south to the Altamont Pass Road, west along Altamont Pass Road, Northfront Road, Sunflower Court, Bluebell Drive, Lassen Road, north of I-580 to Las Colinas overpass, under I-580 to Arroyo Las Positas, adjacent to the arroyo to Airway Boulevard, then along Airway Boulevard to the intersection with Kitty Hawk Road and the existing Cross Valley Pipeline. The Draft EIR also includes two alternative alignments for the pipeline.

Chapter 13.4, Recreation, of the Draft EIR provides an overview of existing conditions, impacts and mitigation measures relating to recreational facilities in the area. The Draft EIR acknowledges that LARPD is responsible for the management of neighborhood parks within Livermore that are in proximity of the proposed pipeline. However, the Draft EIR does not acknowledge that LARPD, as a district separate from the City, has responsibilities for regional parks and trails outside the Livermore City limits. Consistency with LARPD's Trail Master Plan (1991) and the trails planned by LARPD that could be affected by the proposed pipeline are neither identified nor discussed.

The proposed pipeline could affect several trails and corridors identified in LARPD's Trail Master Plan. The following provides a general description of the trails and identifies the relevant segment of the proposed Zone 7 pipeline.

H-1

Brushy Peak Connector (East Dyer). This trail would extend from Altamont Pass Road and the railroad trail north to Brushy Peak. For about the first half mile, the trail would follow Dyer Road, and then turn west and follow the ridge to the Brushy Peak Preserve. The trail would be packed dirt and/or gravel and provide recreational opportunities for hikers and equestrians. Development of the pipeline along the east side of Dyer Road could either provide an opportunity for joint use of the easement or could seriously hinder the ability to develop a trail in this area if joint use is not possible.

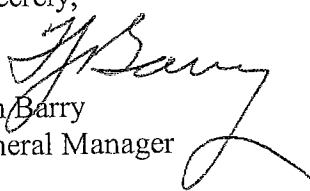
Southern Pacific Trail (Altamont A & B). This proposed trail would be located along the abandoned railway from I-580 at Greenville Road east through Altamont Pass. Although the pipeline would generally be located within or adjacent to the Altamont Pass Road right-of-way, the proximity of railroad right-of-way to the roadway at several locations warrants a close evaluation of the potential effect on developing this trail segment.

Arroyo Las Positas Trail (Las Positas Bike Path, North Livermore Crossing, Portola B). This trail parallels Arroyo Las Positas between the Las Colinas Overpass and Portola Avenue. Portions of this trail have been completed. The Draft EIR acknowledges that portions of the trail would need to be closed for construction of the pipeline. However, the potential effect of locating the pipeline along this alignment on completing this trail segment is not discussed.

In the past, LARPD, Zone 7 and the City of Livermore have successfully coordinated in the planning and implementation of trails in the area. The Altamont Pipeline Project provides another opportunity to continue this coordination and cooperation among the agencies serving the Livermore area. LARPD staff requests the opportunity to discuss these issues with Zone 7 staff prior to and during the final design phase of the pipeline.

Please contact Susan Frost (City of Livermore Principal Planner and representing LARPD under contract) if there are any questions regarding the above comments.

Sincerely,


Tim Barry
General Manager

cc: Eric Brown, Planning Manger, City of Livermore
Cheri Sheets, City Engineer, City of Livermore
Susan Frost, Principal Planner, City of Livermore
Jacqueline Solomon, Senior Civil Engineer, City of Livermore
Felix Errico, Park Project Manager, LARPD
Brian Tibbets, Senior Recreation Supervisor, LARPD

Response to Letter H: Livermore Area Recreation and Park District (October 25, 2004)

Response to Comment H-1: The DEIR does not specifically identify Brushy Peak Connector Trail or Southern Pacific Trail because construction of the Proposed Project would not interfere with the future development of these trails. The Proposed Project would be buried along the east side of Dyer Road, and therefore, would be compatible with potential future joint use of the easement and is not anticipated to hinder the ability to develop the Brushy Peak Trail. The Proposed Project also would not conflict with the Southern Pacific Trail because no construction is planned along the abandoned railway. Accordingly, there is no direct conflict between the Proposed Project and the potential future development of either Brushy Peak Connector Trail or Southern Pacific Trail.

The DEIR does discuss the Arroyo Las Positas Multi-use Trail and the construction impacts caused by the Proposed Project. The Proposed Project would be buried and would not interfere with the ability to complete any unfinished trail segments. Similarly, any portions of the completed trail segments that are disturbed by construction would be restored following construction. As shown in Chapter 3 of this FEIR, Impact REC-3 has been added to page 3.14-6 of the DEIR. Impact REC-3 has been determined to be less than significant and was added to clarify the anticipated level of temporary impacts.

FERRERI / SCHMIDIG

5506 Sunol Blvd. # 201
Pleasanton, CA 94566
(925) 462-1500

RECEIVED
OCT 27 2004

October 26, 2004

Mr. Jack Fong, P.E.
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, Ca 94588-5127

Dear Jack:

Please accept this letter as our written comments to your draft EIR for the Altamont Pipeline Project.

As you may recall, when we met in my office with my partner, Frank Schmidig, several months ago, we expressed real concerns with this pipeline and its effect on the development of our 34 acres at I-580 and Lassen Road. We are **NOT** in favor of a pipeline **THIS LARGE** running through our property. We currently have an application before the City of Livermore for a tentative map to subdivide this property into approximately 7-8 parcels. We made it clear when we met that we were processing this map and did not want our property to be affected by your plans. We realize that as a part of our development, we will be extending Lassen Road further West into our property. I don't know if this pipeline fits within a normal street right-of-way, but if it does, that would be the logical place for it.

I-1

One of our other major concerns is – what would happen to a building or other improvement within our property, in the event of a 48" pipeline break? That is a **VERY LARGE** pipe and the damage created by a pipe that size could be monumental in a **VERY SHORT TIME!** What safeguards will be in place to prevent such a disaster? Can you imagine the size of the "sink hole" that would be created by a 48" pipe? It could crumble the foundation of a building within a matter of minutes!

I-2

I think the sheer size of this pipe is cause for **MAJOR** concern. Would twin 24" pipes be economically feasible, and if so, it would seem logical that any potential damage would be cut in half and be far more manageable?

In summation, I believe the proper location for this pipeline would be the Northern route, above Springtown (referred to as the Altamont Hills/North Livermore-Alternative #1). That route would have the least disruption to the community and would be the safest in the event of a break.

I-3

Jack, thank you for the opportunity to express our concerns and hopefully we will be kept apprised of your progress.

Sincerely,

FERRERI / SCHMIDIG



John P. Ferreri, Partner

JPF/lj

Cc: Frank Schmidig
Tony Ferreri
June Ferreri

FERRERI / SCHMIDIG

5506 Sunol Blvd. # 201
Pleasanton, CA 94566
(925) 462-1500

October 27, 2004

Mr. Jack Fong, P.E.
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, Ca 94588-5127

SENT BY FAX: 462-3914

Dear Jack:

Please attach this letter and news article to my previous letter dated 10/26/04. Can you imagine a 48" pipeline break anywhere along the I-580 corridor and the monumental damage that could occur to that major transit spine?? It seems more than ever that this pipeline should be as far away from major public streets and highways as possible.

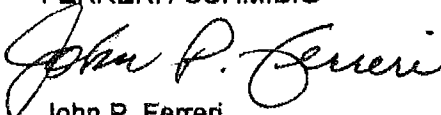
I-4

The economic impact to the major Bay Area, by closing off I-580 because of a major 'sink hole' on the highway, would be well into the millions of dollars.

Thank you for the opportunity to express our concerns.

Sincerely,

FERRERI / SCHMIDIG



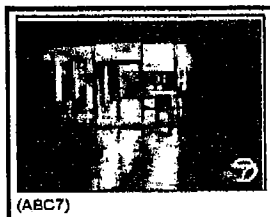
John P. Ferreri
Partner

Enc. ABC7 News Article / Fremont Water Main Break 10/27/04

Cc: Frank Schmidig
Tony Ferreri
June Ferreri

Major Water Main Break Floods Street

Officials Say Fremont Drinking Water Is Safe



Oct. 27 (BCN) — Fremont Boulevard was reopened at approximately 4:30 a.m. after a water main break flooded an estimated ten million gallons of water over Fremont's Centerville District Tuesday night, according to the Alameda County Water District.

The 24-inch pipe break was first reported to be in the area of Fremont and Peralta boulevards around 6 p.m.

The break was secured around 9 p.m., according to Fremont Fire Division Chief Larry Anderson.

Local Headlines

- [Major Water Main Break Floods Street](#)
- [Roof At Concord Office Building Collapses](#)
- [Person Jumps From Window To Escape SF Fire](#)
- [Prison Inmate Recaptured After Smoking Escape](#)
- [Mother Of Dead Child Arrested For Child Endangerment](#)
- [South Bay Lawyer Pleads No Contest To Sex With Minor](#)
- [Sex Predator May Find Out Where He'll Live](#)
- [Woman Rescued From Marin Headlands Cliff](#)

Although the exact cause of the break is uncertain at this time, Dennis predicts that aging underground infrastructure is partly to blame.

One of two train tracks in the area used by Ace and Amtrak commuter trains was heavily damaged by the leak, reports District spokesman Steve Dennis. Dennis estimates that the track will not be serviceable for most of the day.

Stay current! Get abc7news.com news reports delivered right to your inbox for free.

Your Email:

Already a member? [Sign In](#)

The water also seeped into about 20 businesses in the area.

Despite all the damage, Anderson said that the public ought to be reassured that there is no problem with local drinking water.

Though the water may appear murky, the Alameda County Water District has tested it for safety, and it is absolutely safe to drink,

Anderson said.

More local news...

"At the very worst, people may experience a little murkiness in the water," which occurs when sediment is stirred by a large volume of water rushing through the transmission pipes, Anderson said.

Copyright 2004 by Bay City News, Inc. Republication, re-transmission or reuse without the express written consent of Bay City News, Inc. is prohibited.

[>>Talk about this story](#)

[>> Get ABC7 News in your inbox](#)

Last Updated: Oct 27, 2004

[Back](#)

Response to Letter I: Ferreri/Schmidig (October 26, 2004)

Response to Comment I-1: The proposed pipeline could be constructed within a normal street right-of-way to minimize construction impacts on private property. Though the exact alignment would be finalized during the design phase, Zone 7 would make its best attempt to minimize impacts on private property.

Response to Comment I-2: While a catastrophic failure of a 48-inch pipeline could cause severe damage to nearby structures, the risk of such failure is exceedingly low. Zone 7 would follow industry best practices to minimize this risk. Practices would include:

- locating the pipeline as far away as practical from existing or proposed structures;
- potentially using isolation valves at strategic locations such as upstream of the freeway crossing and at the treatment plant site to isolate flow;
- using Supervisory Control and Data Acquisition (SCADA) system to monitor flow and pressure under normal and emergency situations;
- conforming with American Water Works Association (AWWA) pipe specifications, California Building Code regulations, and additional geotechnical and soils investigations;
- using welded joints;
- thoroughly inspecting all joints and repairs; and
- using a burial depth and backfill design to limit the surface loads transferred to the pipe.

The Proposed Project would also include seismic isolation valves on either side of the Greenville fault. These are intended primarily to isolate the pipeline following an earthquake, but they will also close automatically following a sudden loss of pressure from any catastrophic failure of the pipeline (see pages 3.6-13 through 3.6-16 of the DEIR).

Two 36-inch diameter pipelines would be required to carry the same amount of water as a single 48-inch diameter pipeline. This change would increase the construction cost of the pipeline by approximately 50% and require a wider easement from public and private landowners.

Response to Comment I-3: Comment noted. See the alternatives discussion in Chapter 5 of the DEIR, where the Altamont Hills/North Livermore Alignment (Alternative 1) is discussed. See also Impacts

GEO-3 and GEO-4 on page 3.6-14 of the DEIR regarding impacts related to potential damage to pipeline as a result of seismic ground shaking.

Response to Comment I-4: As mentioned in the response to comment I-2, the pipeline would be designed to minimize the risk of catastrophic failure. The California Department of Transportation (Caltrans) has specific requirements for the design of pipelines that encroach on or pass beneath their right-of-way, and Caltrans would review the design of the pipeline. Zone 7's ongoing pipeline inspection, renewal, and replacement programs would detect and repair or replace any pipeline segments at an increased risk of failure (see responses to comments I-2 and I-3).



October 27, 2004

PLEASANTON

Mr. Jack Fong, P.E.
Associate Engineer
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588-5127

RECEIVED
OCT 23 2004
ZONE 7, AGENCY

RE: Zone 7's Draft Environmental Impact Report (DEIR)
on the Altamont Pipeline Project

Dear Mr. Fong:

Thank you for the opportunity to review and comment on Zone 7's Draft EIR for your agency's Altamont Pipeline Project (APP) dated September 2004. The following are the City of Pleasanton's comments regarding the information presented in the subject draft environmental impact report:

1. The City of Pleasanton appreciates that one of the main "Project Objectives" of Zone 7 in constructing the new Altamont Water Treatment Plant and the Altamont Pipeline Project is to increase Zone 7's ability to move additional treated surface water to the west side of their service area. We also commend the Zone in viewing this new pipeline as a way to also improve the overall reliability and operational flexibility of their treated water system. As noted in the City's comments to the "Notice of Preparation" of an environmental review of the APP, in reviewing the DEIR it is still not clear how these projects will assist Zone 7 in reducing the overall hardness levels on the west side of its transmission system when Zone 7 is utilizing its groundwater pumping wells located on the west side of its system. The City would like to obtain written documentation regarding how the APP, with its latest proposed sizing and terminus location, will satisfy both of these project objectives. The APP does not contain any written documentation indicating the extent to which the APP will improve treated water quality on the west side of the Zone 7 system and reliability within its system. J-1
2. In particular, at a water retailers' meeting held with Zone 7 hydraulic modeling staff in November of 2002, the Zone's four major water retailers requested to see modeling for a number of different configurations of the Zone 7 system with the new Altamont Water Treatment Plant (AWTP) and APP included within the model. One of these requested configurations was indicating how the proposed APP piping (size and terminus location) would have the ability to serve all future municipal and industrial customer demands from Zone 7's existing and proposed water treatment plants, without either the retailers' or Zone 7's wells operating. This request was made so that the retailers would have the ability to assess the existing and future Zone 7 system from both a reliability and delivered water quality basis (assumed to be separate hydraulic J-2

Operations Service Center (OSC)
P.O. Box 520, Pleasanton, CA 94566-0802

3333 Busch Road

Public Works
OSC Administration
(925) 931-5500
Fax: 931-5595

Public Works
Sewer/Storm
(925) 931-5535
Fax: 485-0218

Public Works
Streets
(925) 931-5551
Fax: 485-9345

Public Works
Water
(925) 931-5520
Fax: 485-0642

Public Works
Utility Planning
(925) 931-5507
Fax: 931-5595

Support Services
(925) 931-5580
Fax: 462-5641

model runs). Even though the APP states both of these areas as main objectives, without written documentation, the City cannot ascertain whether the APP sizing and terminus location will address these stated goals. It is also impossible to assess the statements made within the DEIR that these areas will be addressed within Zone 7's "Operational Plans" without obtaining written information on how the new Zone 7 treated water system with the AWTP and APP constructed will allow Zone 7 to meet these goals.

J-2 (cont.)

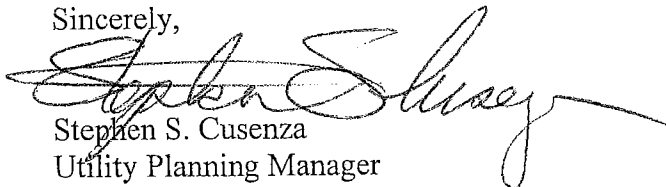
3. Similarly, without receiving detailed written hydraulic modeling data on the Zone 7 system, with the APP and AWTP included, the City cannot determine if the delivered water pressure issues existing at turnouts west of the proposed APP terminus (which have been described in the City's past correspondence to Zone 7) will be addressed or mitigated. Whether the proposed terminus of the APP will mitigate the water quality, water reliability, and water pressure issues noted above is still unknown. This can only be assessed once the hydraulic modeling that specifically addresses these issues has been completed and provided to the City for review.

J-3

4. As noted in the City's comments to the Notice of Preparation to perform an environmental review on the subject project, we do not have other specific concerns or opinions regarding the alternative pipeline routes of the APP, since they are located within both the unincorporated Alameda County area or within the City of Livermore boundaries. As a result, we have not commented on the temporary construction related environmental issues noted within the DEIR related to noise, air quality, traffic and congestion, etc. The long-term land use, cultural, biological and other planning and resource related impacts to the pipeline routes are also more appropriately addressed by Alameda County or the City of Livermore.

We trust that the above comments and issues will be analyzed and the written documentation from this analysis will be provided to the City prior to Zone 7 completing the Draft Environmental Impact Report for the Altamont Pipeline Project. If you should have any questions on the above comments, please call.

Sincerely,



Stephen S. Cusenza
Utility Planning Manager

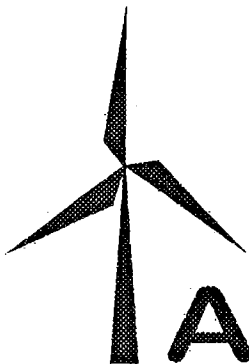
- C: Nelson Fialho, City Manager
Rob Wilson, Director of Public Works
Michael Roush, City Attorney
Jerry Iserson, Principal Planner
Members of the Tri-Valley Water Retailers Group
Members of the Committee of Valley Water Retailers

Response to Letter J: City of Pleasanton (October 27, 2004)

Response to Comment J-1: As discussed in the response to comment F-2, improving the quality of water delivered to end-users was not a direct objective of the Proposed Project. Water transported by the Proposed Project to the City of Pleasanton may be blended with groundwater to reduce the existing hardness level delivered to end users. Because this would be a beneficial impact, this incidental reduction in hardness does not require detailed quantitative analysis in the EIR, and Zone 7 is not obligated to conduct additional water quality or hydraulic modeling of water delivered to the City of Pleasanton to comply with CEQA. The environmental impact analysis conducted by Zone 7 adequately meets CEQA requirements and addresses in detail all of the potentially adverse impacts of the Proposed Project.

Response to Comment J-2: The comment requests hydraulic modeling data from Zone 7's alternate operation plans and written documentation of how the Proposed Project would serve all future municipal and industrial customer demands without using groundwater. The information requested does not relate to any of the adverse impacts, relative to baseline conditions, of the Proposed Project. Therefore, this request is outside the objectives of the Proposed Project and the scope of the DEIR (see response to comment F-2).

Response to Comment J-3: See the responses to comments J-1 and J-2. CEQA does not require analysis of adverse impacts that are not a result of, or caused in part by, a project. The Proposed Project is not anticipated to adversely affect water quality, water reliability, and/or water pressure beyond its terminus. Therefore, these issues were not addressed in the DEIR.



RECEIVED
OCT 28 2004

Altamont Winds Inc.

28 October 2004

sent via e-mail

Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588-5127
Email: jfong@zone7water.com

Attention: Mr. Jack Fong

Subject: COMMENTS ON DRAFT ENVIRONMENTAL IMPACT REPORT
Zone 7 Water Agency
Altamont Pipeline Project

Dear Mr. Fong:

Thank you for the opportunity to provide comments on the Zone 7 Water Agency ("Zone 7") Draft Environmental Impact Report dated September 2004 ("DEIR") for the Altamont Pipeline Project ("Project").

We wish to inform you that we own and operate wind energy generating facilities in the Altamont Pass Wind Resource Area ("APWRA") that may be directly impacted by the proposed Project. We also own an interest in Altamont Infrastructure Company LLC ("AIC"), an entity that owns and operates wind energy infrastructure facilities in the APWRA that may also be directly impacted by the proposed Project.

Our comments are as follows.

1. Utilities Disruptions (Section 3.11, pages 3.11-8 to 3.11-9). We acknowledge the detailed study plan that Zone 7 will employ to mitigate temporary, planned or accidental disruption to utility services. Our business, however, relies heavily on the electrical and communications utilities to produce and transmit wind energy. Zone 7 should take appropriate measures to avoid all accidental utilities disruptions and to plan temporary disruptions for low/non-wind days. In addition, Zone 7 should reimburse us for any and all lost revenues we might suffer due to disruptions in utility services.

K-1

2. Traffic & Work Site Access (Section 3.12, pages 3.12-12 to 3.12-18). We require access to our Windplant facilities twenty-four (24) hours per day, seven (7) days per week. Any work performed on Dyer Road must be done in a way that does not restrict our access with field crew trucks or heavy equipment vehicles (mobile boom trucks). Work access delays must be

K-2

kept to a minimum since this directly impacts the productivity of our workforce. Since we typically access Dyer Road via Altamont Pass Road from the east, the planned road closure of Altamont Pass Road to the west of Dyer Road should not impact our business operations.

3. Coordination of Construction Activities In addition to Zone 7 coordinating access to wind turbine facilities with wind farm operators, Zone 7 needs to coordinate all aspects of its Project construction activities with wind farm operators, land owners, and other entities that use the properties impacted by the Project, to preclude or minimize any disruptions to the business activities that are carried out on such properties.

K-3

Furthermore, Zone 7 does not mention security during construction. We are concerned about unauthorized access to our wind turbine facilities and the potential for theft and vandalism. Please provide details of the security program to be implemented during construction.

K-4

Your careful consideration of the above comments will be appreciated. Thank you.

Please contact me at 925.961.9463 if you have any questions.

Sincerely,

Windpower Partners 1987 LP, a California limited partnership
Windpower Partners 1988 LP, a California limited partnership
by Altamont Winds Inc., their General Partner

Robert J. Szymanski
Vice President

cc: Mr. Bill Damon, Altamont Winds Inc.

Response to Letter K: Altamont Winds (October 28, 2004)

Response to Comment K-1: All appropriate measures would be taken during the design and construction of the pipeline to avoid accidental utility disruptions. Temporary disruptions of utilities might be necessary during construction of the pipeline, and potentially affected parties (including Altamont Winds) would be contacted to coordinate the timing and duration of interruptions.

Any person(s) who believe they have suffered damage caused by Zone 7 may file a claim against Zone 7. Zone 7 has the following standard procedures for filing claims.

- i. Under Government Code, when anyone has an allegation of injury against a public entity, they must first file a claim.
- ii. A claim would need to be filed with Zone 7 by sending the claim to the Secretary of the Zone 7 Board, Ms. Barbara Morse, Zone 7 Water Agency, 5997 Parkside Drive, Pleasanton, California, 94588. Zone 7 will forward all claims to the County's Clerk of the Board of Supervisors Office for further processing. The third party can also choose to file a claim directly with the Clerk of the Board of Supervisors.
- iii. After the Clerk of the Board of Supervisors Office has assigned the claim number, the claim would be submitted to Alameda County's Risk Management Unit, Third-Party Administrator and/or County Counsel's Office. The claim would be investigated to determine acceptance or denial, based upon the facts, law, and insurance coverage.

If the construction contractor was responsible for injuries and/or damages, third parties' claims would be denied and tendered to the contractor.

Response to Comment K-2: Traffic control and access on Dyer Road and Altamont Pass Road are discussed in Section 3.12 of the DEIR. During the design of the pipeline, traffic control plans would be developed in coordination with affected parties (including Altamont Winds) to minimize impacts. The proposed pipeline would, for the most part, not be constructed along Dyer Road but to the east, as shown in Figure 2-9 of the DEIR. Construction impacts on traffic flow on Dyer Road should therefore be limited.

Response to Comment K-3: Pipeline projects, similar to most construction projects that affect public utilities, traveled rights-of-way, or

other facilities, normally require a traffic control plan (TCP). The Proposed Project is no exception. TCPs are intended to clearly define how traffic, concurrent construction projects, and other interruptions are to be handled and managed during construction. The need to maintain 24-hour, 7-day-a-week access to residential and commercial activities along Dyer Road and portions of Altamont Pass Road is a central issue for the TCP. During the permitting phase of the Proposed Project as well as the studies leading up to the development of the construction schedule for the Proposed Project, details concerning the actual alignment and construction procedures for the Proposed Project would be developed. As part of that work, Zone 7 plans to meet with the residents and commercial businesses along Dyer Road to share with them the draft TCP elements and requirements.

Response to Comment K-4: Details of the security program to be implemented during construction would be developed in the design phase of the project. Pipeline construction activities along Dyer Road would not require contractors to access property west of Dyer Road or east of the South Bay Aqueduct and so are not expected to compromise existing security measures on private property.

CITY OF LIVERMORE



ADMINISTRATION BUILDING

1052 S. Livermore Avenue
Livermore, CA 94550-4899
Ph: (925) 960-4000
Fax: (925) 960-4058
TDD (925) 960-4104
www.ci.livermore.ca.us

MAYOR / COUNCIL

Ph: 960-4010 • Fax: 960-4025

CITY MANAGER

Ph: 960-4040 • Fax: 960-4045

CITY ATTORNEY

Ph: 960-4150 • Fax: 960-4180

RISK MANAGEMENT

Ph: 960-4170 • Fax: 960-4180

CITY CLERK

Ph: 960-4200 • Fax: 960-4205

COMMUNITY DEVELOPMENT

Ph: 960-4400 • Fax: 960-4459

Building Division

Ph: 960-4410 • Fax: 960-4419

Engineering Division

Ph: 960-4500 • Fax: 960-4505

Housing & Human Services Division

Ph: 960-4580 • Fax: 960-4149

Planning Division

Ph: 960-4450 • Fax: 960-4459

ECONOMIC DEVELOPMENT

Ph: 960-4140 • Fax: 960-4149

FINANCE DEPARTMENT

Ph: 960-4300 • Fax: 960-4309

FIRE DEPARTMENT

4550 East Avenue
Ph: 454-2361 • Fax: 454-2367

LIBRARY

1000 S. Livermore Avenue
Ph: 373-5500 • Fax: 373-5503

HUMAN RESOURCES

Ph: 960-4100 • Fax: 960-4105

POLICE DEPARTMENT

1110 S. Livermore Avenue
Ph: 371-4900 • Fax: 371-4950
TDD 371-4982

PUBLIC SERVICES

3500 Robertson Park Rd.
Ph: 960-8000 • Fax: 960-8005

Airport Division

636 Terminal Circle
Ph: 373-5280 • Fax: 373-5042

Golf Course Division

909 Clubhouse Drive
Ph: 373-5239 • Fax: 373-5203

Maintenance Division

3500 Robertson Park Rd.
Ph: 960-8020 • Fax: 960-8025

Water Resources Division

101 W. Jack London Blvd.
Ph: 960-8100 • Fax: 960-8105

October 27, 2004

RECEIVED
OCT 29 2004

Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, California, 94588-5127

Attn: Jack Fong, Project Manager

RE: City of Livermore Comments –
Draft Environmental Impact Report for the Altamont Pipeline Project

Dear Mr. Fong:

Thank you for the opportunity to comment on the Draft Environmental Impact Report for the proposed Altamont Pipeline Project. Specific comments related to information contained in the Draft Environmental Impact Report (DEIR) as well as on the specific mitigation measures proposed are attached and organized by Chapter, Section and Page number.

Because so much of the proposed preferred alignment will travel through existing urban areas of Livermore, the City acknowledges its role as a responsible and coordinating agency on this significant infrastructure project, both in assessing environmental issues and impacts related to the project, as well as during the design and implementation stage of the project. As a responsible agency, the level of detail in this EIR regarding all stages of development of the project, including detailed alignment design and construction, are of interest and importance to the City.

The City acknowledges that at this stage of review, specific design details for many aspects of the proposed alignment are not yet finalized and the EIR analyzes more broadly potential impacts based on the level of information that is currently available. Because exact locations and design details for various facilities are not included in this Draft EIR, the City of Livermore wishes to note that additional environmental review may be warranted or required for those facilities within City limits. Additional environmental review, at the time more specific details are known, will ensure that any new or changed circumstances and information are addressed.

L-1

City of Livermore Comments
October 27, 2004
Page 2

City staff is available to answer any questions or clarify any of the comments that have been provided to you if needed. Please contact Ingrid Rademaker, Associate Planner, at (925) 960-4450 with any questions regarding the above or attached comments or any other assistance we can provide.

Sincerely,


Susan Frost *for Susan Frost*
Principal Planner

Attachments

1. City of Livermore DEIR Comments
2. Isabel Interchange Improvements
3. City Standard Details

cc: Linda Barton, City Manager
Marc Roberts, Community Development Director
Conrad Montgomery, Assistant Community Development Director
Cheri Sheets, City Engineer
Dan McIntyre, Public Services Director
Mike Cavalieri, Assistant City Engineer
Jacqueline Solomon, Senior Civil Engineer
Bob Vinn, Senior Transportation Engineer
Eric Brown, Planning Manager
Susan Frost, Principal Planner

Altamont Pipeline Project – Draft EIR

City of Livermore Comments

General Comments

- **References to Livermore General Plan.**

- All references to City's General Plan should be dated 2003 (not 2004).

L-2

- **Permanent Easements across private property.**

- Where the project is located away from a public right-of-way and crosses private property, the pipeline and easement should be located to minimize the impact on the development potential of the property. There are two specific areas where the project could significantly impact the development potential of private property:
 - From the terminus of Lassen Road to the north side of I-580. The City currently has a Vesting Tentative Parcel Map application for this site, which involves the extension of Lassen Road. The pipeline and easement should be located within the future road right-of-way and between or outside of the proposed lots in a manner that would not impede the development of the lots.
 - From the point where the pipeline veers from the Arroyo Las Positas to Portola Avenue. The project crosses vacant land with development potential. The land is designated for Service Commercial and Highway Commercial use according to the City's General Plan. The pipeline and easement should be located to minimize the impact on the development potential of this site.

L-3

- **Utility Base Maps**

- Zone 7 shall obtain updated utility base maps from the City prior to design of the final alignment for the pipeline to avoid conflicts with existing City utilities and ensure meeting the required clearances from existing utilities (see attached City Standard Detail G-2A and G-2B).

L-4

- **Existing Sewer and Water Lines**

- Please note there is a new 12-inch water line that was installed by the City in 2003 along Northfront Road, from Laughlin Road to Vasco Road. Also note that there is a 24-inch sewer trunkline that was completed by the City in 2003 along or adjacent to the Las Positas Bike Path from Walmart to Las Colinas overpass. See attached drawings showing the general location of these installations.

L-5

Chapter 2 - Project Description

- Page 2-3 and 2-4
 - **Emergency Outage Facility.** Paragraph three describes a potential 500 square foot pump station, but stipulates exact location will be determined during design phase of the project. Please note, since the exact location and design details of this facility have not yet been determined, it is suggested, and may be required by the City of Livermore, that additional environmental review be conducted during the design phase of project to determine potential impacts and/or any new impacts as a result of changed circumstances. | L-6
- Figures 2-5 and 2-6
 - **Potential Construction Methods.** These two figures show proposed construction methods along Dyer Road and Altamont Pass Road. We suggest that similar figures be included in the EIR for the rest of the proposed pipeline to provide clarity. | L-7
- Page 2-7
 - **South 580 Frontage Corridor.** Second paragraph indicates the exact location of portions of alignment along the Las Positas Multi-Use Trail would be determined during the design phase of the project. Similar to our comment regarding the Emergency Outage Facility above, additional minimal environmental review may be required, once specific details of the project are known. | L-8
- Page 2-9
 - **Trench Excavation/Shoring.** Use of V-cut trenches shall be limited to excavations outside of City street areas.
 - Refer to City standard details and specifications for trenching within City rights-of-way and easements. See attached City standard detail G-1A "Trench Section."
 - Refer to City standard detail G-2A and G-2B, "Required separation between water, sewer and reclaimed water pipelines."
 - City roadways that are damaged due to pipeline installation or traffic detours and diversions shall be reconstructed to pre-construction condition and resurfaced as required by the City. | L-9
- Page 2-12
 - **Staging Areas.** States that staging areas for micro-tunneling have been identified at this time, but other staging areas will be identified later in design phase. Again, it is suggested that additional minimal environmental review be conducted, once specific details of the project are known during the design phase, to determine potential impacts. | L-10
- Page 2-21
 - As part of the Project Description, it is suggested that an additional Environmental Commitment be added to the effect that areas sensitive for the presence of resources that have not been surveyed will be surveyed prior to finalizing design and prior to construction. See following example: | L-11
 - **Environmental Commitment EC-14.** *Ensure that preliminary archeological survey will be done of known sensitive areas prior to final design and disturbance.*

Chapter 3 - Environmental Analysis

Section 3.1 - Aesthetics

- Page 3.1-9

- *Impact AES-1: Temporary changes to scenic views associated with construction of the proposed project.* Paragraph two discusses potential staging areas for construction, which may temporarily impact scenic views. These staging areas, however, will not be identified until later in the design process. As noted in comments above, additional environmental review may be required by the City of Livermore to determine potential aesthetic impacts, once the exact location of these areas is known.

L-12

- Page 3.1-10:

- *Impact AES-3: Creation of adverse light and glare during construction of pipeline.* Description states that any requiring nighttime lighting would be temporary and would not occur in locations that would affect residences in the project area. However, paragraph further states that all nighttime construction would require approval by local residents. If there is a possibility that any nighttime construction may impact local residents, a mitigation should be devised that outlines how residents will be notified and approval sought.

L-13

- Page 3.1-11

- *Impact AES-4: Permanent alteration of existing visual character and creation of new visual features.* Second paragraph mentions an access road that “could” be located west of Lassen Road and along I-580 to the I-580 crossing. General Plan Scenic Corridor policy for this area does stipulate that access roads, in general, “should be located and designed to keep grading to a minimum.”

L-14

Please note that additional environmental review may be necessary to determine any new impacts, based on a finalized alignment and design, as well as consistency with Livermore General Plan Scenic Corridor Policy.

- *Mitigation Measures AES-4-MM1: Emergency Outage Facility Design; and AES-4-MM2: Emergency Outage Facility Screening.* The project description stipulates that the most likely location of this facility would be between Greenville Road and Vasco Road. The proposed pipeline alignment between Greenville and Vasco Road traverses two subparts (Subparts A and B) of Subarea 3 of the City’s I-580 Scenic Corridor. General Plan policy for these two areas does require preservation of views to distant hills through established view angles (1.58 degree for Subpart A and 1.9 degree for Subpart B), which determine the maximum height of development in these areas. Once the exact location and design of this facility is determined, additional environmental review may be required to determine potential impacts and consistency with Scenic Corridor policy.

L-15

Section 3.14 - Recreation

- Page 3.14-2

- *City of Livermore.* References to Livermore General Plan date (first and last paragraph) should be dated 2003.

L-16

- **Arroyo Las Positas Bike Trail:** Please revise to Arroyo Las Positas “Multi-use” trail.
- **Bikeways and Trails Master Plan.** All of the Goals listed in the Bikeways and Trails Master Plan are now policy in the City’s General Plan. Please include them under General Plan along with the following General Plan Objective and re-label goals as follows:

- **Objective CIR-3.3** Provide a bicycle Plan and trails network.
- **P1** Development a comprehensive bikeway and trail system as a viable alternative to the automobile for all trip purposes in order to maximize the number of daily trips made by non-motorized means for all residents of all abilities.
- **P2** Consider bicycle, pedestrian, and equestrian access in all aspects of City Planning...
- **P3** Provide related facilities and services necessary to allow bicycle and pedestrian travel to assume a significant role as a local alternative mode of transportation.
- **P4** Improve the safety of bicyclists and pedestrians by educating...
- **P5** Maintain all roadways and multi-use trails so that they provide safe and comfortable bicycling, walking, and equestrian conditions.
- **P6** Implement a bikeway system with community input on the priorities and with a minimal impact on the environment.

Please note that the Bikeways and Trails Master Plan contains details regarding implementation programs, design standards and specific alignment details.

**L-16
(cont.)**

L-17

• **Page 3.14-3:**

- **Stream Management Master Plan.** Last sentence of paragraph states that “Bicycle and pedestrian trails will be created as a result of the Stream Management Master Plan; however, none will connect to the Arroyo Las Positas Multi-Use Trail.”

Projects R.1-5, R.1-6 and R.1-7 of Reach 1, as described in the SMMP Program and Project Descriptions for Reach 1, do provide trail connectivity along the Arroyo Las Positas as well as between the Arroyo Las Positas and Altamont Creek Trail. Please clarify.

L-18

• **Page 3.14-4:**

- **Stream Management Master Plan.** Last sentence of paragraph 1 “There are no plans to connect with the Arroyo Las Positas Trail.” This sentence seems out of place here and inaccurate based on above comment. Please clarify.

L-19

• **Page 3.14-5:**

- **Impact REC-1: Causes a substantial long-term disruption of any institutionally recognized recreational facilities or activities.** A portion of the Las Positas Multi-Use Trail has been constructed on the east side of North Livermore Avenue from approximately the western boundary of Walmart to the Las Colinas Overpass. This section should address temporary impacts to both existing trail sections.

L-20

Because more exact details regarding the actual design of these two portions of the proposed alignment are not yet known, please be aware, the City suggests additional environmental review during the design phase, when more specific details regarding actual

L-21

construction and alignment are known, to evaluate impacts and potential additional mitigation to offset any additional impacts.

Section 3.3 – Air Quality

- Page 3.3-7:

- **Local Regulations.** Reference City of Livermore General Plan policy relating to Air Quality:
 - **Objective OSC-6.1** Minimize air pollution emissions.
 - **Action 5** Coordinate with other local and regional agencies (e.g. LARPD, LVJUSD, Alameda County) to manage and control fugitive dust from sources including, but not limited to, quarries, ballfields, construction sites and landscaping and maintenance activities.

L-22

Section 3.4 – Biological Resources

- Page 3.4-36:

- **Mitigation Measure BIO5-MM1: Redesign project or compensate for removal of protected trees.** The proposed mitigation involving the compensation of removed trees is not entirely consistent with the City's tree replacement policy, which calls for the replacement of a removed tree with a four-inch or greater diameter trunk to be replaced by one to five trees, depending on the condition of the removed tree.

L-23

- Page 3.4-44:

- **Mitigation Measure BIO10-MM1: Conduct a preconstruction survey for California re-legged frog and monitor construction activities within 300 feet of suitable aquatic habitat and, if a frog is found, cease project activities until the frog is removed...** Mitigation measure has a misspelling of "cease" as "crease" in the third from the last line on the page, which changes the meaning of the sentence.

L-24

- Page 3.4-46:

- **Mitigation Measure BIO12-MM1: Monitor construction activities with annual grasslands...and if California horned lizard or San Joaquin whipsnake are discovered in the path of construction, the biological monitor shall encourage the species to move out of the construction area.** Please clarify what is meant by "encourage" the species (i.e., California Horned Lizard and San Joaquin Whipsnake) to move out of the construction area? Mitigation measure should contain very specific information as to steps that will be taken to ensure impacts to endangered species are adequately mitigated.

L-25

Section 3.5 – Cultural Resources

- **General Comments**

- A map should be included to indicate all properties surveyed for architectural and archeological significance. For sensitive archeological sites, some general location or boundary should be indicated, even if exact location is confidential.

L-26

- **Page 3.5-2:**

- **Study Area Defined.** First paragraph, last sentence, recommend replacing “A historic railroad alignment” with “An old railroad alignment,” since “historic” denotes some kind of significance.
- **Records Search.** The Records Search should also include the 1988 Historical Resources Inventory for the City of Livermore as reference.

L-27

L-28

- **Page 3.5-3:**

- **Native American Consultation.** Based on information received by representatives of local Native American Tribes as well as confidential information held by the NAHC, it is recommended that mitigation measure be added requiring preliminary survey of known sensitive areas and that a Native American representative be allowed to monitor ground-disturbing activities if so desired.

L-29

- **Page 3.5-9:**

- **Town of Livermore.** In last paragraph, statement that “Currently, City has population of 73,000” is not accurate. 2000 census indicated a population of 73,345. Statement Department of Finance (DOF) estimates for 2003 and 2004 are 77,600 and 78,600 respectively.

L-30

- **Page 3.5-17:**

- **Methodology.** Last paragraph states, “The inaccessible area appears to be sensitive for the presence of prehistoric archeological resources as determined by the environmental setting and previously recorded sites in the vicinity. Prior to pipeline design, a qualified archeologist must survey this area. The detailed mitigation measure is discussed below.”

L-31

The proposed mitigation measures (CR-1-MM1, MM2, and MM3), however, do not specify survey prior to construction. They only specify further study if discovery of actual artifacts occurs (presumably during construction). To be consistent with the statement on Page 3.5-17, as well as General Plan Objective CC-3.4.P3, please include an additional mitigation measure, preceding those already listed, requiring that an archeological survey be conducted and completed *prior to final design and disturbance*.

- **Page 3.5-18:**

- **Historic Site.** Recommend specifying “Potential Historic Site,” since there was determined to be no historic significance.

L-32

- **Page 3.5-19:**

- **Architectural Resources.** Similarly may wish to label as “Potential Architectural Resources.”

L-33

- Page 3.5-21:

- *Add new Mitigation (CR-1-MM1): Prepare preliminary archeological survey prior to final design and disturbance.*

L-34

- *Mitigation Measure CR-1-MM1 (Renumber to CR-1-MM3): Stop work if buried cultural deposits are encountered during construction activities.* This mitigation measure should follow MM2 below, since a Treatment Plan that addresses complete date recovery excavation should be prepared, completed and available prior to any disturbance.

Additionally, this mitigation measure should be revised to include provisions to have a qualified archeologist on site in locations sensitive for the presence of prehistoric resources, as identified on the preliminary survey (now required as Mitigation MM1), as well as a Native American representative, is so desired. Without this provision it is not clear how buried cultural resources will be identified. Construction workers on site may not have the knowledge or expertise to accurately identify a cultural resource, once it is unearthed. "Inadvertently discovered" leaves identification to chance and is too vague.

L-35

- *Mitigation Measure CR-1-MM2: Complete a Cultural Resources Treatment Plan for buried cultural deposits.* This mitigation should follow the added mitigation (now MM1) requiring a preliminary survey of sites. It should also include a provision to review the treatment plan with workers on-site prior to disturbance.

L-36

- Page 3.5-22:

- *Mitigation Measure CR-1-MM3.* Please see suggested additional language below to 5th paragraph, 4th bullet to allow NAHC to make a recommendation on treatment of any discovered Native American remains, if a descendant cannot be located or fails to make a recommendation.

- The Native American Heritage Commission (NAHC) was unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the NAHC, and the NAHC has either provided a recommendation or failed to make a recommendation within 48 hours after being notified.

L-37

Section 3.7 – Hazardous Materials

- Page 3.7-8

- *Hazardous Materials.* Cite General Plan policies: PS-4.1.P5 and P7.
- *Livermore Municipal Airport Master Plan.* The Livermore Airport Master Plan does not include directives regarding development within the Airport Protection Area, however, the City's General Plan does contain specific policy to protect the Airport from encroachment by incompatible uses (General Plan Obj.PS-5.1.P1 and Obj.CIR-8.1.P2). These should policies should be included to clarify.

L-38

- Page 3.7-11

- *Mitigation Measure HM-3-MM1: Perform a Phase I investigation for the project alignment.* Please include provision that remediation/control measures should be closely coordinated with the City of Livermore/Pleasanton Fire Department.

L-39

Section 3.8 – Hydrology and Water Quality

- Page 3.8-3

- *Drainage and Flooding.* Last sentence states “No projects are planned where the APP would cross Altamont Creek and Arroyo Seco.” This project crosses both of these creeks. The Altamont Creek at Greenville Road and Arroyo Seco on the north side of I-580 opposite the Target Store (just east of the connection with the Arroyo Las Positas. See figure 3.8-2). They even refer to the crossing of them later in Chapter 3.

L-40

- Page 3.8-4

- *Groundwater Hydrology.* Middle of second paragraph....”Groundwater flows southward toward the Springtown Alkali Sink and discharges to the Cayetano and Altamont Creeks, rather than flowing subsurface to the main basin.” Please clarify whether the Springtown Sink does indeed drain to the Cayetano Creek, which comes out near Las Positas College. Also, it seems that some groundwater would flow to the Arroyo Las Positas, west of Springtown Boulevard. Please clarify as well and provide update information in EIR.

L-41

- Figure 3.8-4

- Please amend to show micro-tunneling or jack-and-bore across North Livermore Avenue.

L-42

Section 3.9 – Noise

- Page 3.9-2

- *Sensitive Land Uses and Sensitive Receptors.* Second paragraph, please revise to read as follows: “Both north and south of I-580, residential and scattered commercial and industrial areas border the proposed project.” Please delete second sentence, since it repeats what is stated in first sentence.

L-43

- *Existing Noise Environment.* In first sentence, replace “suburban” with “urban.”

L-44

- Page 3.9-3

- *City of Livermore Noise Element.* Relevant Livermore General Plan policy regarding temporary construction noise should be included here. Objective N-1.5 discusses reducing the level of noise generated by mechanical and other noise generating equipment by means of public education, regulation, and/or political action. Policies 1 – 4 govern noise levels for temporary construction. Policy 4 specifically exempts temporary construction, maintenance or demolition activities conducted between the hours of 7:00 a.m. and 8:00 p.m. from the noise standard in Policy 1.

L-45

- Page 3.9-17

- *Mitigation Measure NZ-1-MM-1: Limit hours of construction to avoid noise conflicts in local jurisdictions.* Include provision for notification of surrounding residents/sensitive receptors when construction will occur outside specified periods allowed.
- *Mitigation Measure NZ-1-MM-2: Locate stationary equipment as far from the noise-sensitive receptors as practicable.* Clarify type of “structures” to be utilized as noise-attenuating buffers.

L-46

L-47

- Page 3.9-20

- **Impact NZ-4: Exposure of Noise Sensitive Land Use to Noise from operation of facilities.** Second paragraph stipulates that a detailed description of the emergency outage facility (which may generate significant noise levels) will be provided at the design stage of the project. Since exact details of the location and amount of noise that will be generated by the outage facility are not known at this time, please be aware that the City of Livermore may require additional environmental review of this particular project at the design phase and prior to construction to determine potential impacts to surrounding area.

L-48

Section 3.10 – Population and Housing

- Page 3.10-2

- **Existing Conditions, City of Livermore.** In the first paragraph, please note that the City's recently updated General Plan includes a potential population of approximately 100,000 at buildout. This number includes development of the BART Transit Oriented Development (TOD) site located in the northeast area of the City.
- The second paragraph notes information on the City's residential growth policy. It is correct that the City originally adopted its residential growth policies in 1976 with a growth rate of 2% per year. However, growth management policies were amended in 1988 to allow a residential growth rate between 1.5% and 3.5% to be implemented in three-year increments through the Housing Implementation Program (HIP). With the recently updated General Plan (February 2004), the residential growth rate was changed to a numerical range between 140 to 700 units per year. The revised growth rate would also be implemented through the Housing Implementation Program in three-year increments. Please clarify this information in discussion.

L-49

L-50

Section 3.11 – Public Services and Utilities

- Page 3.11-1

- **Introduction:** The dates of the City's General Plan should be from 2003 (not 2002).

L-51

- Page 3.11-1

- **Environmental Setting.** Please revise to read as follows: "...such as sewer mains, water mains, storm drains, communication cables, gas and electric lines, aboveground power lines and communication lines."

L-52

- Page 3.11-2, Table 3.11-1

- **Public Service and Utility Providers.** Please revise as follows:
 - Line 8: *Water (treated)* *Zone 7 Water Agency (wholesaler)*
California Water Service Company (retailer)-portions of
Livermore
City of Livermore-Public Services Department.

L-53

Water Resources Division (retailer)-portions of
Livermore

- Page 3.11-9

- **Mitigation Measure PSU-1-MMI. Conduct an investigation of utility line locations and maintain utility services.** The fourth bullet states that residents and businesses in project area will be notified 2 to 4 days in advance of service interruptions. To ensure adequate notification, please revise to include that initial public outreach will be done well in advance of proposed date to inform the public that this work/service interruption is coming and which month (or preferably which week) is likely. Then also provide shorter notice closer to actual date of service interruption (2 to 4 days in advance).

L-54

Section 3.12 – Traffic and Circulation

- Page 3.12-2, Table 3.12.1:

- The level-of-service definitions shown are not the criteria of the City of Livermore. Livermore uses the delay-based definitions from the 2000 Highway Capacity Manual, as referenced in Table 5-1 of the City's 2003-2025 General Plan.

L-55

- Page 3.12-3, Scheduled Roadway Improvements Projects

- **City of Livermore:** Please amend this section as shown below. The information regarding Northfront Rd. widening remains unchanged. Note that the Zone 3 Potable Water System Improvements along Northfront Rd. from Vasco Rd. to Laughlin Rd. have been completed. Other projects that are shown as budgeted in the "out years" in the CIP that are within the Altamont Pipeline Project area are not included below.

- **Bluebell Rd. Median Rehabilitation – Springtown Blvd. to Larkspur Dr. –** Estimated start of construction in 2006.

L-56

- As noted above, the Bluebell Drive median between Springtown Blvd. and Larkspur Rd. will be replaced and the pavement will be resurfaced (CIP Project No. 200212) in 2006. Pavement restoration along City streets that are damaged by the proposed project shall be done in a manner that will preserve curb and median curb heights that pre-exist construction of the Altamont pipeline. This would mean grinding the existing asphalt pavement adjacent to the curb and median curb prior to application of overlay to ensure City standard curb height is maintained. Damaged curbs and median curbs shall be replaced. All affected utility boxes and manholes shall be adjusted to grade. Traffic signing, striping, pavement markings, and detector loops that are removed or damaged shall be replaced. This comment applies to all City streets that are impacted by the proposed pipeline construction.

- **Vasco Rd. Interchange Project – First St. to Herman Ave., and Industrial Way to Northfront Rd. –** No specific date cited in the current CIP. See attached map.
- **Isabel Ave./Route 84/I-580 Interchange (Phase I) –** Estimated start of construction in 2007. See attached map.

- ***Sunflower Ct. and East Airway Blvd. Slurry Project*** – Estimated start of construction in 2005.
- ***Kittyhawk Rd. Slurry Project – Nissen Dr. to East Airway Blvd.*** – Estimated start of construction in 2006.
- ***Arroyo Las Positas Multi-Use Trail Improvements*** – North Livermore Ave. to Valhalla development – Estimated start of construction in 2006.

L-56 (cont.)

○ ***Planned Caltrans Projects:***

- Add the I-580 HOV/HOT lane project. This project would widen I-580 and could affect the design of the pipeline project. Environmental studies for this project are underway. Check with Caltrans or the Alameda County Congestion Management Agency for the schedule;
- Modify second bullet to read as follows: “*Portola Avenue at East Airway Boulevard will undergo some improvements when the City extends Portola Avenue north of I-580 and closes the Portola Ave./I-580 ramps as part of the Isabel/I-580 Interchange project.*”

L-57

• **Page 3.12-4:**

- ***Commitment to Coordination:*** This section mentions encroachment on a Caltrans ROW. Please investigate and minimize possible encroachments to the future Caltrans ROW planned as part of the Caltrans HOV/HOT lane project.
- ***Interstate 580:*** This section cites existing peak hour traffic volume of 12,000 vehicles per hour, but an estimated peak hour capacity of 8,800 vehicles per hour. This makes no sense. Are these 2-way volumes but only 1-way capacities? Recheck volumes and capacities.

L-58

L-59

• **Page 3.12-5:**

- Sunflower Court is a collector, not an arterial.

L-60

• **Page 3.12-5:**

- Bluebell Drive is a collector, not an arterial. It runs north-south, not east-west. It has 2-lanes between Larkspur and Springtown Blvd, not 4. However, the roadway is wider in this section.
- Springtown Boulevard is a collector, not an arterial.
- North Livermore Avenue has 4-lanes, not six. However, there is width for an additional northbound lane.

L-61

L-62

L-63

• **Page 3.12-7:**

- ***Intersections:*** The update of the General Plan is completed and was adopted in February 2004.
- ***Table 3.12-2 – Bluebell/Springtown LOS:*** Add (F)* to AM peak hour and modify note. Level of service F conditions exists at this intersection during the AM peak due to downstream blocking on I-580, similar to on Vasco Road.

L-64

L-65

- **Page 3.12-9:**
 - *LOS policies.* Update last paragraph to conform to LOS policies adopted in February 2004 with the 2003-2025 General Plan. | **L-66**
- **Page 3.12-10:**
 - Second bullet, please add “signalized” before intersection, where discussing video detection. | **L-67**
- **Table 3.12-4:**
 - For roadway segments reduced to one travel lane, would traffic be detoured or allowed to pass under flag control? Clarify. | **L-68**
 - *Northfront Road:* Why is this one-way road closure less than significant when the same condition on Altamont Pass Road is significant and unavoidable? | **L-69**
 - *Vasco/Northfront:* Can the bore and receive pits be constructed outside of the travel way (including travel lanes, bike lanes, and sidewalk)? It is unclear if microtunnelling can be done without impacts. | **L-70**
 - *Bluebell/Larkspur:* Existing conditions do not have 2 lanes on each approach. | **L-71, L-72**
 - Springtown/Bluebell: Congestion is worse in the AM.
 - *N. Livermore/Las Positas:* Can the bore and receive pits be constructed outside of the travel way (including travel lanes, bike lanes, and sidewalk)? It is unclear if microtunnelling can be done without impacts. | **L-73**
 - *Portola/E. Airway:* Can the bore and receive pits be constructed outside of the travel way (including travel lanes, bike lanes, and sidewalk)? It is unclear if microtunnelling can be done without impacts. | **L-74**
 - *East Airway Boulevard – 2000 ft. west of Portola Ave.* There is a potential conflict with I-580 and/or Airway Blvd. Improvements in this area. There is a potential for constructing an eastbound auxiliary lane in this area in conjunction with the Isabel Ave./I-580 Interchange project. It is suggested that Zone 7 consider installing the proposed pipeline along the south side of East Airway Boulevard. | **L-75**
 - *East Airway/Kitty Hawk:* This is a State signal so the video detection should conform to State standards. Also, potential issue with Caltrans regarding longitudinal utility encroachment on State Route 84. | **L-76**

Section 3.13 – Land Use

- **Page 3.13-10:**
 - *Impact LU-3: Incompatibility with adjacent land uses and inconsistencies with applicable land use designations and zoning as a result of ancillary pipeline facilities.* The above-grade ancillary pipeline facilities, i.e., utility boxes, located in public rights-of-way and other publicly accessible areas have the potential to have a negative aesthetic impact. These above-grade facilities should be located as much as possible outside of public view and/or screened with closely spaced evergreen shrubs or landscaped berm. This item can also be addressed in Section 3.1, Aesthetics, of the EIR. | **L-77**

In addition, the ancillary pipeline facilities should be located so as not to be a hazard for pedestrians and bikers on sidewalks, trails and paths.

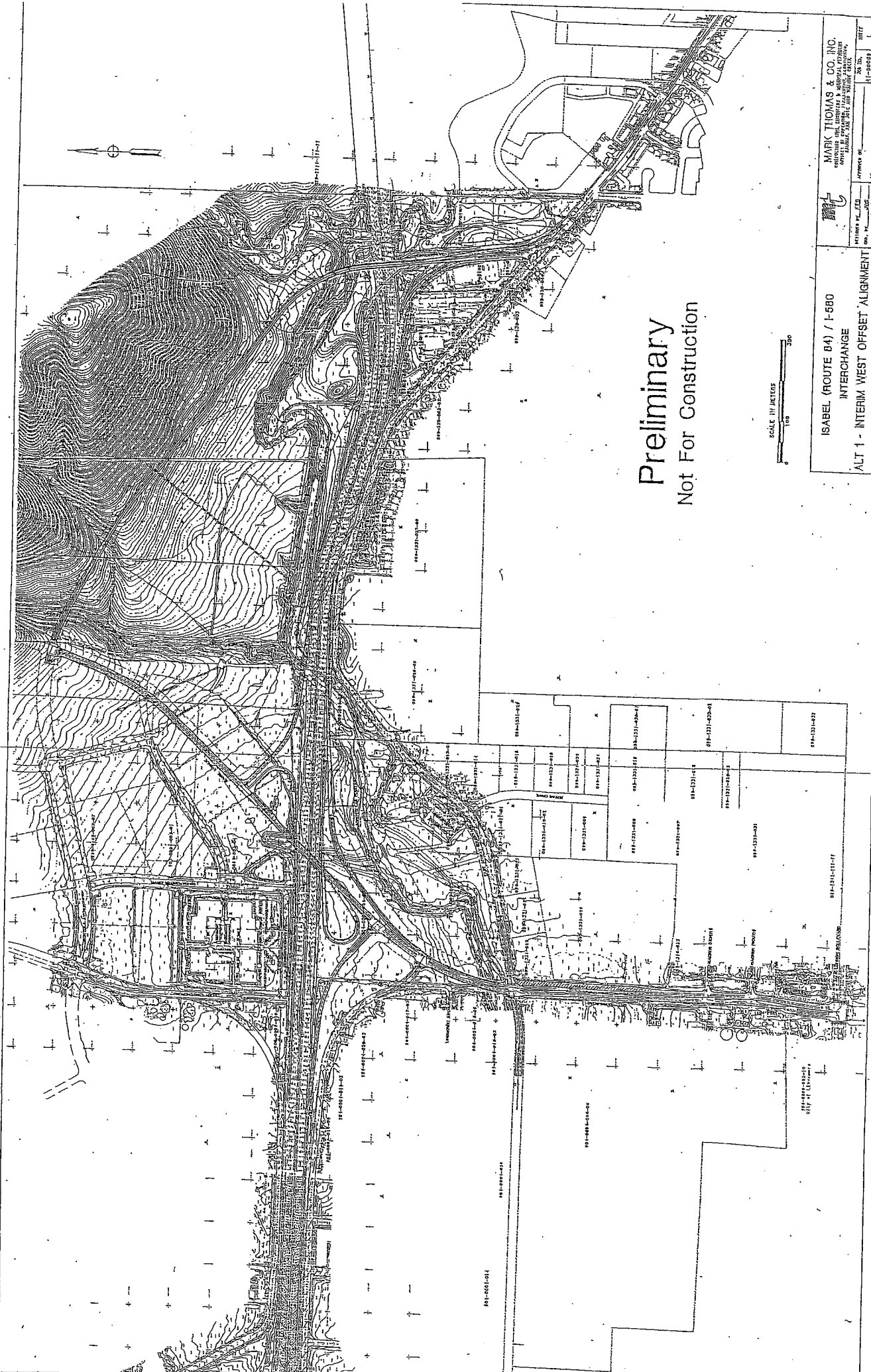
L-78

Section 3.14 - Recreation

- Page 3.14-3:

- *Regulatory Framework, Local Regulations.* The Livermore Area Recreation and Park District (LARPD) Master Plan and Trail Master Plan are omitted in the discussion. These documents should be considered in the EIR.

L-79



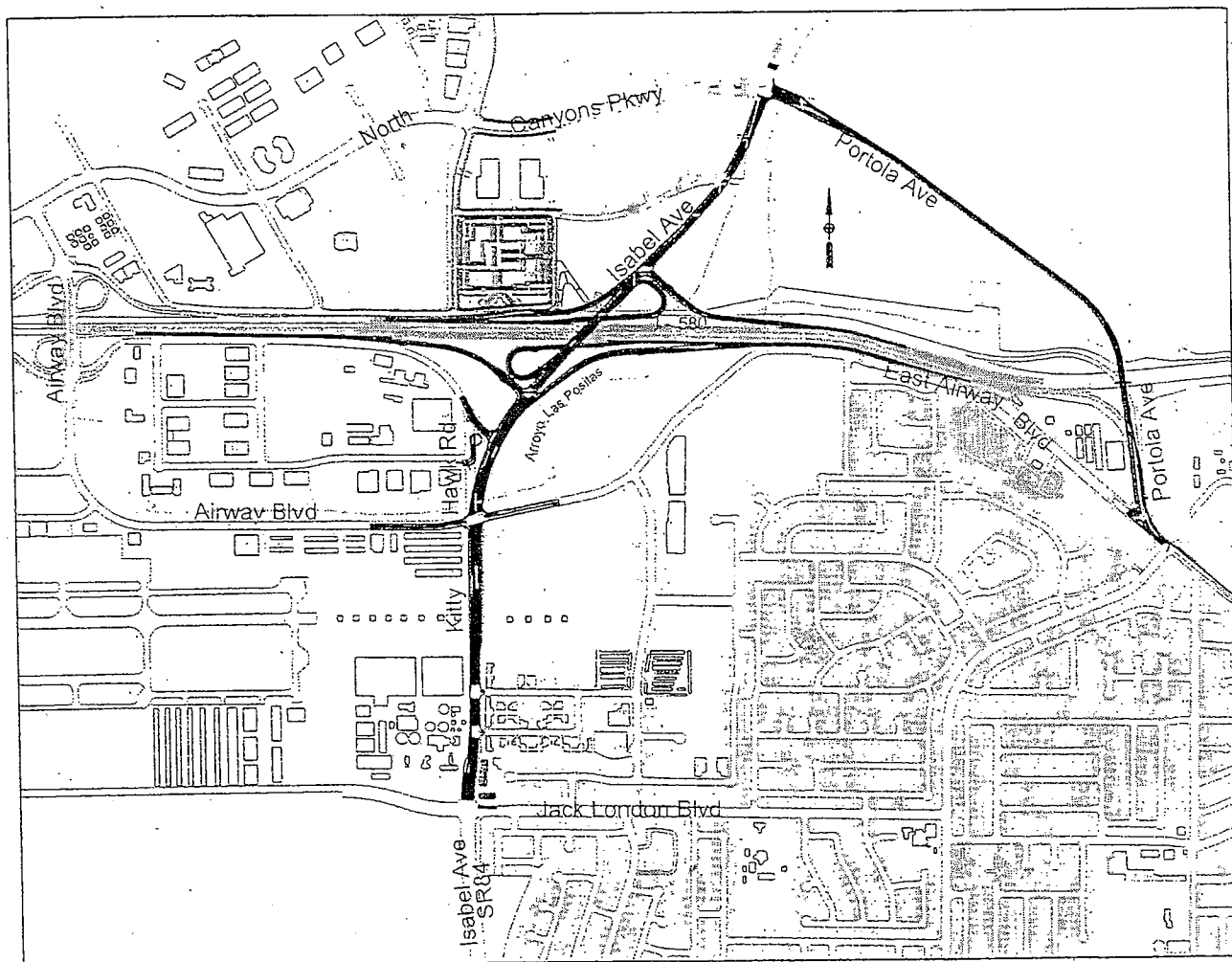
Preliminary
Not For Construction

SCALE IN METERS
100 300

ISABEL (ROUTE 84) / I-580
INTERCHANGE

ALT 1 - INTERIM WEST OFFSET ALIGNMENT

MARK THOMAS & CO., INC.	
ENGINEERING AND ARCHITECTURAL	
1000 N. 10TH ST., SUITE 100, DENVER, CO 80202	
PROJECT NO.	11-00000
DATE	01/11/02
BY	FILE NO.



Project No. 199238
Isabel Ave./I-580 Interchange

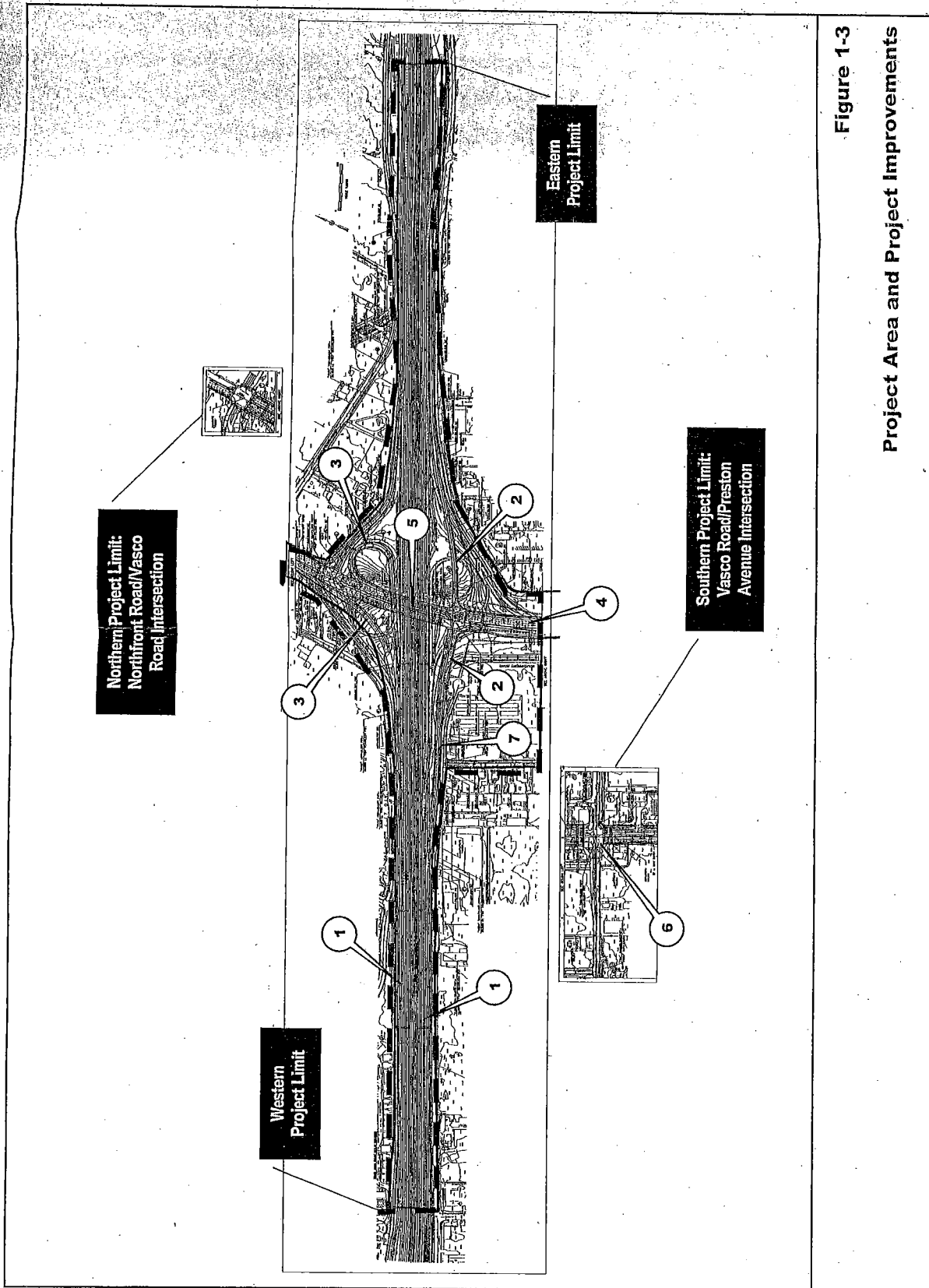


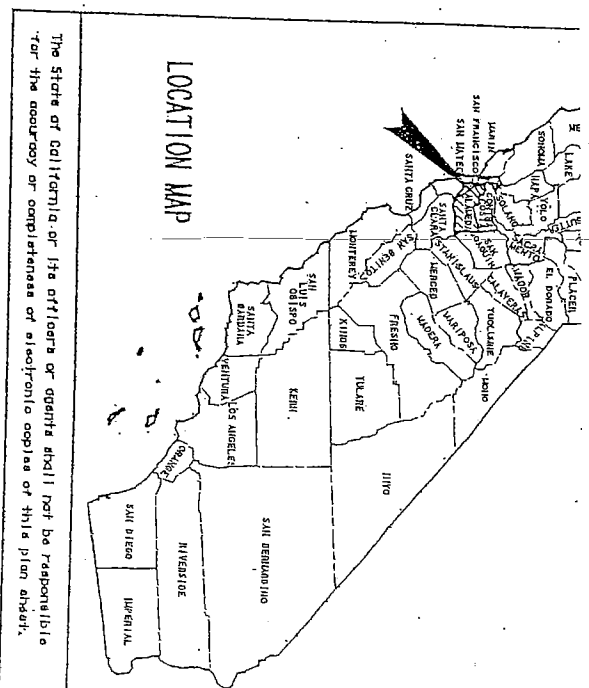
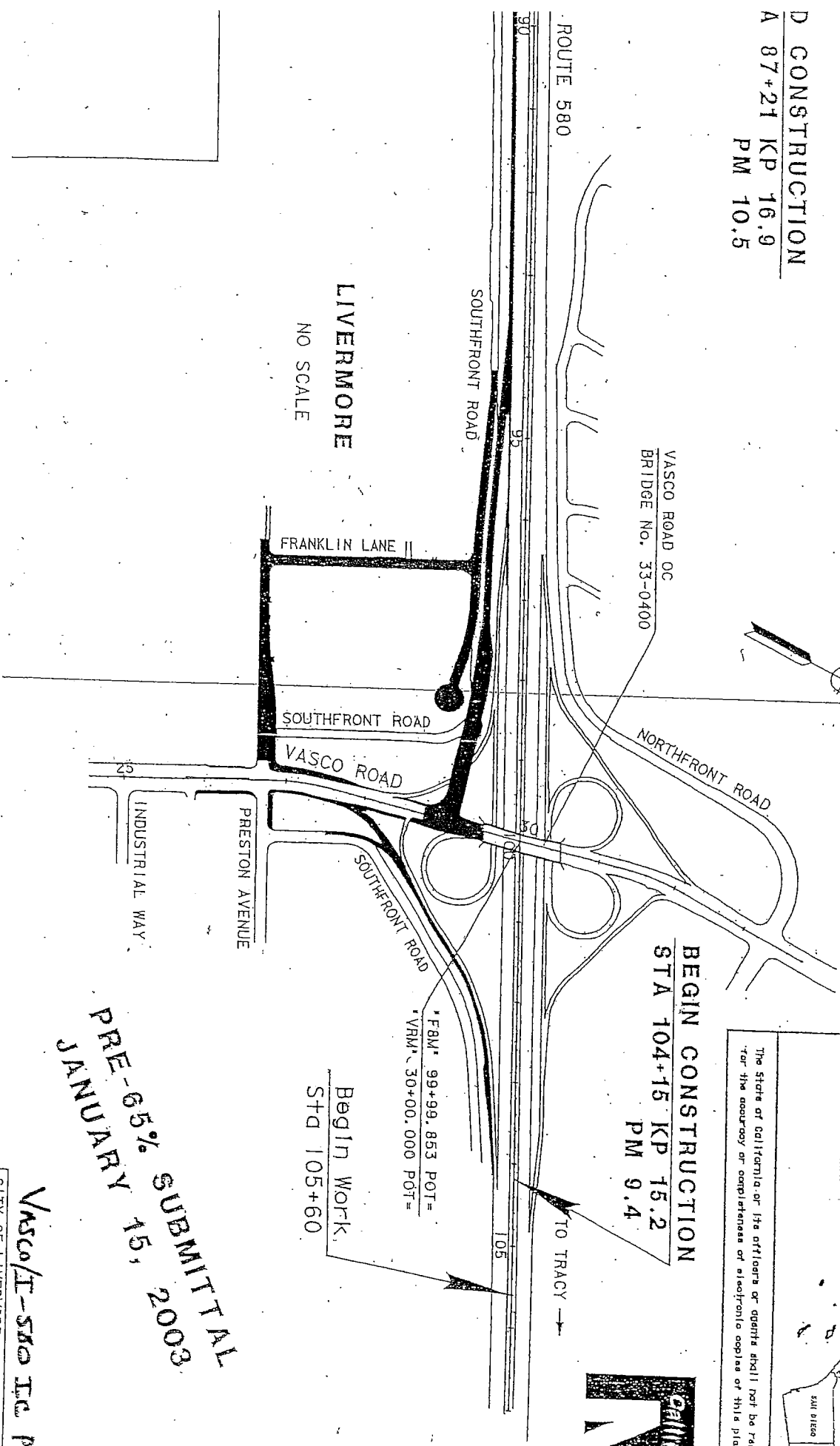
Figure 1-3

Project Area and Project Improvements

ALAMEDA COUNTY IN LIVERMORE EAST OF VASCO ROAD OVERCROSSING ST OF FIRST STREET ROAD OVERCROSSING

To be supplemented by Standard Plans dated July, 1999

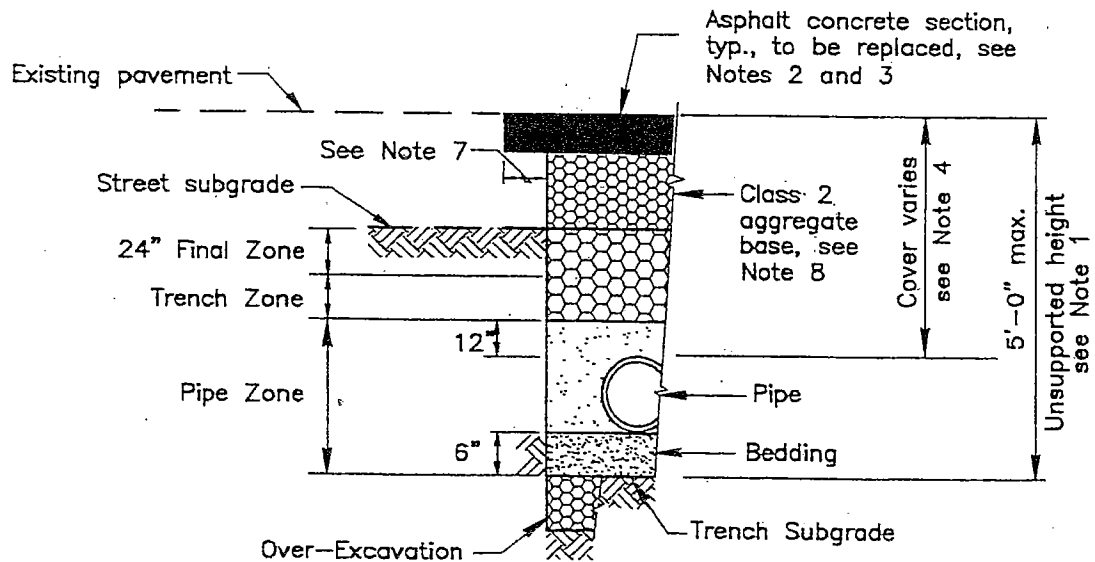
D CONSTRUCTION
A 87+21 KP 16.9
PM 10.5



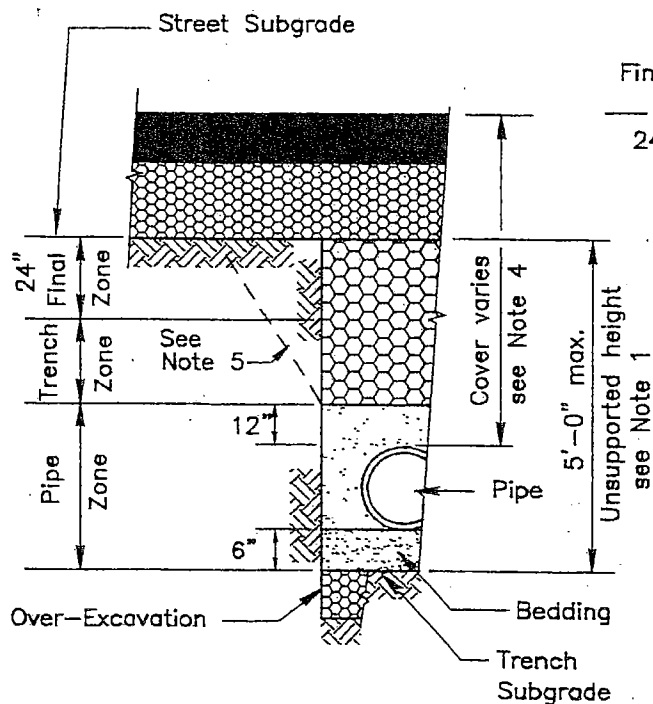
PRE-65% SUBMITTAL
JANUARY 15, 2003

Vasco/E-580 IC PL 1

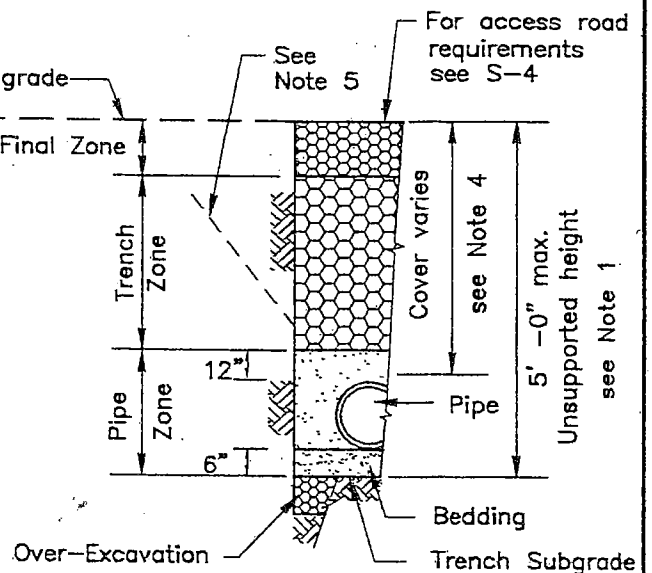
CITY OF LIVERMORE



EXISTING STREET



NEW STREET



UNIMPROVED AREAS

User note:

These details shall be used in conjunction with all the City standard details and specifications. Refer to the City standard specifications for the materials, installation, testing, protective coatings, and other requirements.

TRENCH SECTION

CITY OF LIVERMORE STANDARD DETAIL

Dwn: M-W/KY

Date: April-01

No.

Ckd: Spec. Committee

Scale: None

G-1A

David McIntyre
City Engineer

Date: By: Rev:

G01A.DWG

BASIC SEPARATION STANDARDS:

1. Parallel construction: The horizontal clear distance between pressure domestic water and reclaimed water mains and sewer lines shall be at least 10 feet clear.
2. Perpendicular construction (Crossing): Pressure water mains shall be at least one (1) foot clear above sanitary sewer and reclaimed water lines where these lines must cross.
3. The basic separation standard are applicable under normal conditions for sewer lines and water distribution lines. More stringent requirements as determined by the State Health Department may be necessary if conditions, such as, high ground water exist.
4. Special Provisions: Alternative construction criteria where the basic separation standards cannot be attained are shown below and on G-2B:

SPECIAL PROVISIONS GENERAL NOTES (SEE G-2B):

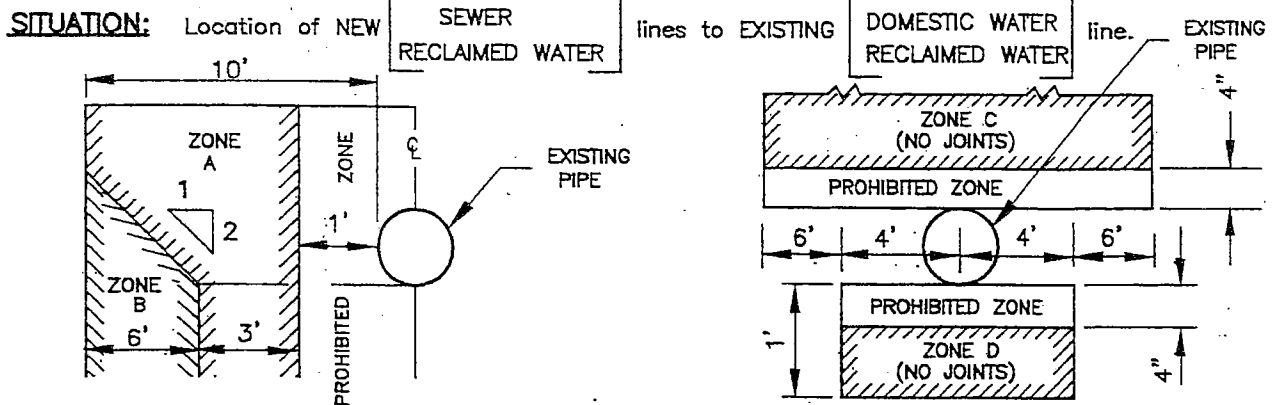
1. No pipe joints shall be permitted within Zones C and D.
2. All DIP must have hot DIP bituminous coating and all Class 200 PVC must meet DR-14 per AWWA C900 or equivalent.
3. Sewer force mains shall not be permitted in Zones A through D.
4. This criteria does not apply for a reclaimed water line crossing another reclaimed water line.
5. The construction criteria should apply to the house laterals that cross above a pressure water main but not to those house laterals that cross below a pressure water main.
6. Construction for sewer and domestic water or reclaimed water lines 24" diameter or larger will not be allowed without the approval of the Engineer and the State Health Department.
7. See G-2B for applicable situations.

User note:

These details shall be used in conjunction with all the City standard details and specifications. Refer to the City standard specifications for the materials, installation, testing, protective coatings, and other requirements.

G2A.DWG

			REQUIRED SEPARATION BETWEEN WATER, SEWER AND RECLAIMED WATER PIPELINES		CITY OF LIVERMORE		
					STANDARD DETAIL		
					Dwn: KY	Date: April-01	No.
					Ckd: Spec. Committee	Scale: None	G-2A
<i>Daniel McIntyre</i> City Engineer							
Date:	By:	Rev:					



If any sewer or reclaimed water pipelines are to be constructed within any of the above indicated Zones, special construction shall be required as described below.

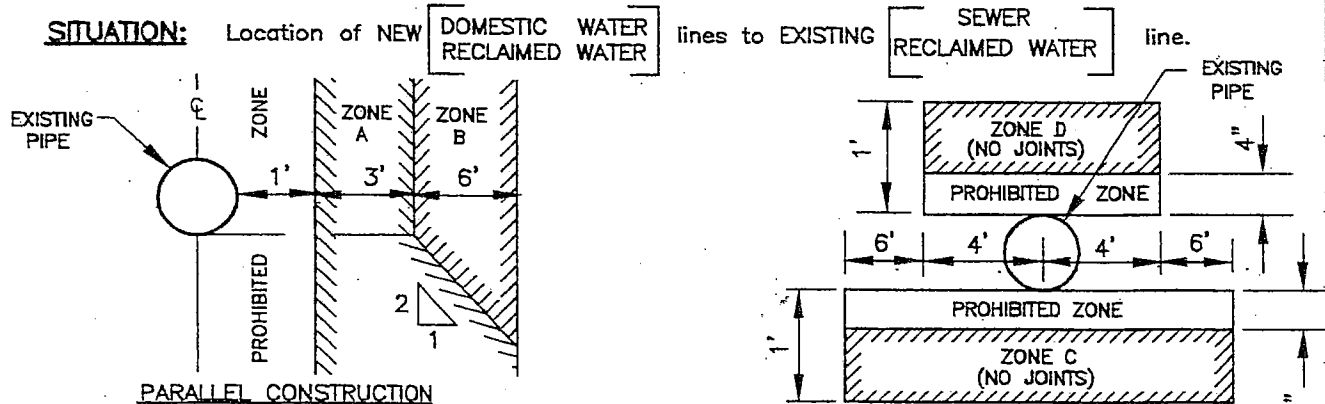
Construction Requirements

ZONE NEW SEWER:

- A Do not locate any parallel sewer lines in this area without State and Local Health Department Approval.
- B Use VCP, PVC sewer pipe with rubber ring joints, or DIP with compression joints.
- C Use DIP with mechanical joints or PVC Class 200 - AWWA C900
- D Use DIP or PVC Class 200 - AWWA C900

ZONE NEW RECLAIMED WATER:

- A Do not locate any parallel reclaimed water line in this area without State and Local Health Department Approval.
- B Use DIP or PVC Class 200 - AWWA C900
- C Use DIP or PVC Class 200 - AWWA C900
- D Use DIP or PVC Class 200 - AWWA C900



If any water or reclaimed water pipelines are to be constructed within any of the above indicated Zones, special construction shall be required as described below.

Construction Requirements

ZONE NEW DOMESTIC OR RECLAIMED WATER:

- A Do not locate any parallel domestic water or reclaimed water main in this area without State and Local Health Department Approval.
- B Use DIP or PVC Class 200 - AWWA C900
- C Use DIP or PVC Class 200 - AWWA C900
- D Use DIP or PVC Class 200 - AWWA C900

User note:

These details shall be used in conjunction with all the City standard details and specifications. Refer to the City standard specifications for the materials, installation, testing, protective coatings, and other requirements.

**REQUIRED SEPARATION
BETWEEN WATER, SEWER
AND RECLAIMED WATER
PIPELINES**

**CITY OF LIVERMORE
STANDARD DETAIL**

Dwn: KY	Date: April-01	No.
Ckd: Spec. Committee	Scale: None	
<i>Daniel M. [Signature]</i> City Engineer		G-2B

G2B.DWG

Date: By: Rev:

Response to Letter L: City of Livermore (October 27, 2004)

Response to Comment L-1: The conclusions in the DEIR are based on facts, expert analysis, and prior experience with similar projects. The DEIR has identified the most likely impacts associated with the Proposed Project based on the current understanding of the project's impact mechanisms in relation to the current environmental setting. The DEIR has identified mitigation measures sufficient to address those impacts where feasible. It is not anticipated that additional project-level CEQA review will be necessary because the DEIR has anticipated the type of impacts associated with the project and the appropriate mitigation measures. However, consistent with CEQA Guidelines Sections 15162 and 15163, if either "substantial changes" or "new information of substantial importance" is discovered prior to an additional discretionary act, additional CEQA review would be appropriate.

Response to Comment L-2: Comment noted and confirmed. The *City of Livermore General Plan 2003–2025* (City of Livermore 2004) was adopted on February 9, 2004. Where necessary, references to the general plan have been updated in the DEIR.

Response to Comment L-3: Zone 7 would coordinate the final pipeline alignment with the City of Livermore and the property owner(s) to minimize any impediments to development (see response to comment I-1).

Response to Comment L-4: As described in Mitigation Measure PSU-1–MM1 on pages 3.11-8 and 3.11-9 of the DEIR, all utilities and services in the project area would be investigated, confirmed, and considered during the design phase of the project. Construction requirements of the City of Livermore would be met, including review of updated utility base maps.

Response to Comment L-5: As stated in the response to comment L-4, locations of all existing utility lines would be considered and confirmed during the design and construction phases of the project.

Response to Comment L-6: See the response to comment L-1.

Response to Comment L-7: Figures 2-5 and 2-6 of the DEIR illustrate construction methods along the two reaches of the pipeline alignment that are most constrained by narrow rights-of-way. Because significant road and/or lane closures would be necessary along these two reaches, an additional level of analysis was required. Table 3.12-3 on page 3.12-14 of the DEIR lists roadway construction techniques for all reaches along

the pipeline alignment and supplies the information that is requested by this comment.

Response to Comment L-8: See the response to comment L-1.

Response to Comment L-9: Roadway reconstruction requirements and standard details provided are acknowledged and would be followed. Any deviations necessary would be submitted to the City of Livermore for approval.

Response to Comment L-10: See the response to comment L-1.

Response to Comment L-11: All segments of the proposed alignment were subjected to archeological surveys prior to circulation of the DEIR. Results of these surveys are included in Section 3.5 of the DEIR (see also Appendix H of the DEIR). As shown in Chapter 3 of this FEIR, text has been deleted from Section 3.5, *Cultural Resources*, on page 3.5-17, to clarify that all areas within the Proposed Project corridor were surveyed prior to circulation of the DEIR. Therefore, the recommended environmental commitment is not necessary.

Response to Comment L-12: See the response to comment L-1.

Response to Comment L-13: Nighttime construction may occur along Altamont Pass Road to accelerate construction and thus possibly minimize the total number of road closure days. Similarly, nighttime construction may be used for tunneled segments of the pipeline. Should nighttime construction be required, the project team would notify potentially affected residents in writing at least once within 1 month in advance of nighttime construction and a second time at least 5 days in advance of nighttime construction. As shown in Chapter 3 of this FEIR, additional language has been added to the text of mitigation measure AES-3 on page 3.1-10 of the DEIR to clarify the notice and approval process. See also Mitigation Measure NZ-1-MM4, which addresses the effects of nighttime construction noise on nearby residents.

Response to Comment L-14: Comment noted (i.e., access roads should be located and designed to keep grading to a minimum). See the response to comment L-1.

Response to Comment L-15: See the response to comment L-1.

Response to Comment L-16: See the response to comment L-2. As shown in Chapter 3 of this FEIR, pages 3.12-8 and 3.14-2 of the DEIR have been revised to identify Arroyo Las Positas Trail as a “multi-use” path.

Response to Comment L-17: Comment regarding information in the Bikeways and Trails Master Plan noted. As shown in Chapter 3 of this

FEIR, referenced general plan language has been added to pages 3.14-3 and 3.14-4 of the DEIR.

Response to Comment L-18: The Stream Management Master Plan (SMMP) is still in development. Determination of potential conflicts between the Proposed Project and potential recreational opportunities and facilities, including trails, identified in the SMMP Interim Report (Zone 7 2004a) would be speculative at this time. However, since Zone 7 is the lead agency for both projects, development and implementation of SMMP projects and the Proposed Project are being coordinated to minimize or avoid potential long-term conflicts. As shown in Chapter 3 of this FEIR, language to this effect has been added to page 3.14-4 of the DEIR.

Response to Comment L-19: As shown in Chapter 3 of this FEIR, the sentence has been deleted from page 3.14-4 of the DEIR.

Response to Comment L-20: As shown in Chapter 3 of this FEIR, reference to this section of Las Positas Trail has been added to the impact discussion under Impact REC-1 on page 3.14-5 of the DEIR. An environmental commitment requiring coordination of notification of temporary closures and information about alternate routes to the public is contained in Environmental Commitment 10 (EC-10) on pages 2-19 and 2-20 of the DEIR. The intent of EC-10 is to require Zone 7 to provide adequate notice of temporary closures related to construction to all appropriate agencies with jurisdiction over recreational facilities that could be affected by construction activities.

Response to Comment L-21: See the response to comment L-1.

Response to Comment L-22: As shown in Chapter 3 of this FEIR, text has been added to page 3.3-8 of the DEIR to include City of Livermore General Plan policy item Objective OSC-6.1.

Response to Comment L-23: As suggested and as shown in Chapter 3 of this FEIR, Mitigation Measure BIO-5-MM1 on page 3.4-36 of the DEIR has been revised to clarify the City of Livermore's tree replacement policy.

Response to Comment L-24: As shown in Chapter 3 of this FEIR, Mitigation Measure BIO-10-MM1 on page 3.4-44 of the DEIR has been revised per the City's comment.

Response to Comment L-25: As suggested and as shown in Chapter 3 of this FEIR, a sentence has been added to Mitigation Measure BIO-12-MM1 on page 3.4-46 of the DEIR to clarify the meaning of the word "encourage."

Response to Comment L-26: As shown in Chapter 3 of this FEIR, Figure 3.5-1, depicting all properties surveyed for archaeological and architectural significance, has been added to the DEIR. Also as shown in Chapter 3 of this FEIR, the figure has been referenced on page 3.5-18. See Appendix H for additional information available at www.zone7water.com.

Response to Comment L-27: The recommended change was not made. However, as shown in Chapter 3 of this FEIR, “50 years old or older” has been added for clarification on page 3.5-2 of the DEIR. For cultural resources, the term, “historic” does not denote some type of significance. Rather, the term means “old” as in “50 years old or older.” When a building or structure is indeed significant, the term “significant” is used.

Response to Comment L-28: As shown in Chapter 3 of this FEIR, a change has been made in response to this comment to page 3.5-2 of the DEIR.

Response to Comment L-29: EC-13 on pages 2-21 and 2-22 of the DEIR requires coordination with representatives of local Native American tribes. If it is determined through this coordination process that additional monitoring is necessary, Zone 7 would obtain an appropriate monitor.

Response to Comment L-30: As shown in Chapter 3 of this FEIR, a change has been made in response to this comment to page 3.5-9 of the DEIR.

Response to Comment L-31: All segments of the proposed alignment were subjected to archeological surveys prior to circulation of the DEIR, and the results of these surveys are included in the DEIR. Accordingly, no additional mitigation is required pertaining to further cultural resource surveys. However, as shown in Chapter 3 of this FEIR, text has been deleted from page 3.5-17 of the DEIR to clarify that cultural resource surveys were completed on all portions of the proposed pipeline alignment prior to issuance of the DEIR. For a description of surveyed areas, see Appendix H at www.zone7water.com.

Response to Comment L-32: The recommended change was not made. As stated above, for cultural resources, the term “historic” denotes age rather than significance. If a site were found to be “potentially significant,” it would be termed as such.

Response to Comment L-33: The recommended change was not made. In cultural resources terminology, resources are either archaeological or architectural. The use of “potential” implies that the resources may not be present. If the resources were potentially significant, the term “significant or potentially significant” would be used.

Response to Comment L-34: Comment noted. See the response to comment L-31 for discussion of status of cultural resource surveys.

Response to Comment L-35: Changes to the document were not made based on this comment for the following reasons: (1) there is no need to add monitoring unless an actual resource has been identified in the area of potential effect; (2) no known resources have been identified within the proposed pipeline alignment area of potential effect; (3) EC-13 requires coordination with representatives of local Native American tribes; and (4) mitigation measures are currently proposed requiring preparation of a treatment plan if buried cultural deposits are encountered during construction. However, as shown in Chapter 3 of this FEIR, text has been added to Impact CR-1 on page 3.5-20 of the DEIR and deleted from and added to CR-1–MM2 on page 3.5-21 of the DEIR to clarify when preparation of a treatment plan is required. (See Appendix H for results of cultural resources study, available at www.zone7water.com.)

Response to Comment L-36: Comment noted. See the responses to comments L-31 and L-35 for discussion of mitigation related to preparation of treatment plans.

Response to Comment L-37: As shown in Chapter 3 of this FEIR, change have been made in response to this comment to page 3.5-22 of the DEIR.

Response to Comment L-38: Page 3.13-6 of the DEIR lists City of Livermore General Plan Objective LU-4.4: “Protect the Municipal Airport from encroachment by incompatible uses.” Additional reference is not necessary within the discussion of local regulations for hazardous materials.

Response to Comment L-39: Zone 7 is committed to coordinating with the City of Livermore and Pleasanton Fire Department, as the primary responder to hazardous materials incidents, regarding any necessary remediation/control measures.

Response to Comment L-40: The sentence noted refers to projects planned as part of Zone 7’s *Stream Management Master Plan* (Zone 7 2004b), not to the Proposed Project. The Stream Management Master Plan has no plans for flood control improvement projects near locations where the Proposed Project would cross Altamont Creek or Arroyo Seco.

Response to Comment L-41: As shown in Chapter 3 of this FEIR, text has been added to page 3.8-3 of the DEIR to clarify the description of groundwater resources in the vicinity of the Springtown Alkali Sink, in accordance with the City’s comment.

Response to Comment L-42: The DEIR does not include a Figure 3.8-4. Reaches of the Proposed Project that would be constructed by

microtunneling or jack-and-bore are discussed in the project description section of the DEIR and include the crossing of North Livermore Avenue (see DEIR, Chapter 2.)

Response to Comment L-43: As shown in Chapter 3 of this FEIR, changes have been made in response to this comment to page 3.9-2 of the DEIR.

Response to Comment L-44: As shown in Chapter 3 of this FEIR, Livermore General Plan Policy Objective N-1.5 has been added on page 3.9-3 of the DEIR.

Response to Comment L-45: As shown in Chapter 3 of this FEIR, changes have been made in response to this comment to page 3.9-3 of the DEIR.

Response to Comment L-46: As shown in Chapter 3 of this FEIR, text has been added to clarify notification process on page 3.9-17 of the DEIR.

Response to Comment L-47: As shown in Chapter 3 of this FEIR, text has been added to describe the type of structures utilized for noise attenuation buffers on page 3.9-17 of the DEIR.

Response to Comment L-48: Comment noted. See the response to comment L-1.

Response to Comment L-49: As shown in Chapter 3 of this FEIR, this general plan population information has been added to page 3.10-2 of the DEIR.

Response to Comment L-50: As shown in Chapter 3 of this FEIR, the paragraph on page 3.10-2 of the DEIR has been revised to include the updated residential growth management information.

Response to Comment L-51: See the response to comment L-2.

Response to Comment L-52: As shown in Chapter 3 of this FEIR, the Environmental Setting section on page 3.11-1 of the DEIR has been revised in response to this comment.

Response to Comment L-53: As shown in Chapter 3 of this FEIR, Table 3.11-1 on page 3.11-2 of the DEIR has been revised in response to this comment.

Response to Comment L-54: As shown in Chapter 3 of this FEIR, Mitigation Measure PSU-1-MM1 related to notification of service interruptions on page 3.11-9 of the DEIR has been revised in response to this comment.

Response to Comment L-55: As shown in Chapter 3 of this FEIR, the level-of-service definitions referenced in Table 5-1 of the City's 2003–2025 General Plan have been included on page 3.12-2, Table 3.12.1 of the DEIR.

Response to Comment L-56: As shown in Chapter 3 of this FEIR, page 3.12-3 of the DEIR has been amended as recommended to reflect status of other projects.

Response to Comment L-57: As shown in Chapter 3 of this FEIR, page 3.12-3 of the DEIR has been amended as recommended. In addition, scheduled construction and completion dates for the I-580 HOV/HOT lanes have been added.

Response to Comment L-58: As shown in Chapter 3 of this FEIR, page 3.12-4 of the DEIR has been amended as recommended to emphasize Zone 7's commitment to coordinate with Caltrans.

Response to Comment L-59: As shown in Chapter 3 of this FEIR, page 3.12-4 of the DEIR has been amended as recommended to reflect peak hour capacity of I-580.

Response to Comment L-60: As shown in Chapter 3 of this FEIR, page 3.12-5 of the DEIR has been amended to reflect this comment.

Response to Comment L-61: As shown in Chapter 3 of this FEIR, page 3.12-6 of the DEIR has been amended to reflect this comment.

Response to Comment L-62: As shown in Chapter 3 of this FEIR, page 3.12-6 of the DEIR has been amended to reflect this comment.

Response to Comment L-63: As shown in Chapter 3 of this FEIR, page 3.12-6 of the DEIR has been amended to reflect this comment.

Response to Comment L-64: As shown in Chapter 3 of this FEIR, page 3.12-7 of the DEIR has been amended to reflect the date of adoption for the *City of Livermore 2003–2025 General Plan*.

Response to Comment L-65: As shown in Chapter 3 of this FEIR, table 3.12-2 on page 3.12-7 of the DEIR has been amended to include note regarding AM peak hour.

Response to Comment L-66: As shown in Chapter 3 of this FEIR, the level of service (LOS) policies on page 3.12-9 of the DEIR has been amended to reflect the LOS policies adopted in February 2004 with the *City of Livermore 2003–2025 General Plan*.

Response to Comment L-67: As shown in Chapter 3 of this FEIR, page 3.12-10 of the DEIR has been amended as recommended.

Response to Comment L-68 and L-69: The last paragraph on page 3.12-13 of the DEIR states “significant and unavoidable designations have been given to those areas where there would be road closures, or where traffic would be restricted to one lane along roadways with LOS ‘E’ or ‘F’ or where traffic would be restricted to one lane along roadways for which no alternative route is available.” It is the intent that, as part of the traffic control plan, any location that is reduced to one lane for two-way traffic would require flag controls or a defined detour. Based on the analysis in the DEIR, the only locations that cannot be mitigated in this manner are Altamont Pass Road and Sunflower Court at Bluebell Drive, thus the significant and unavoidable impact conclusion for those segments.

Response to Comment L-70–74: Microtunnelling bore and receiving pits can be constructed outside of the travel way thereby avoiding impacts. As shown in Chapter 3 of this FEIR, changes have been made to Table 3.12-4 of the DEIR per comments L-71 and L-72.

Response to Comment L-75: As shown in Chapter 3 of this FEIR, Table 3.12-4 of the DEIR has been amended to include Zone 7’s coordination with Caltrans and other agencies on potential conflict with future road improvements.

Response to Comment L-76: As shown in Chapter 3 of this FEIR, Table 3.12-4 of the DEIR has been amended to reflect Zone’s 7 commitment to coordinate with Caltrans to adhere to state standards as applicable.

Response to Comment L-77: Zone 7 and its contractors would coordinate the design of aboveground facilities outside the roadway to minimize aesthetic impacts. Utilities that would be above grade could include blowoffs, air valves, and the emergency outage facility. With the exception of the emergency outage facility, other at- and above-grade facilities are not anticipated to be substantially visibly intrusive. See Impact AES-4 and Mitigation Measure AES4-MM1 of the DEIR for a more detailed discussion.

Response to Comment L-78: Zone 7 and its contractors would design ancillary pipeline facilities to avoid hazards to pedestrians and bicyclists. See Impact REC-2.

Response to Comment L-79: As shown in Chapter 3 of this FEIR, the LARPD Master Plan and Trail Master Plan are discussed in amended text on page 3.14-6 of the DEIR.

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929

RECEIVED
OCT 29 2004



*Flex your power!
Be energy efficient!*

October 27, 2004

ALA580762
ALA-580-14.98
SCH#2003022070

Mr. Jack Fong
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

Dear Mr. Fong:

ALTAMONT PIPELINE – DRAFT ENVIRONMENTAL IMPACT REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Altamont Pipeline project. The comments presented below are based on the Draft Environmental Impact Report (DEIR). Please note that the Department will not issue an encroachment permit before our concerns are adequately addressed. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding the encroachment permit process. Additional comments may be forthcoming pending completion of our review of the DEIR. Our comment letter regarding the Pipeline Alignment Study Report dated December 9, 2003 is enclosed for reference.

Mitigation

As lead agency, Zone 7 Water Agency is responsible for all project mitigation, including mitigation affecting State highways. See the enclosed Mitigation Monitoring and Reporting Guidelines for more information.

Traffic Operations

1. Please provide traffic operations analysis and delay calculations from Greenville Road to Grant Line Road. **M-1**
2. Caltrans requires that a minimum road width of 11 feet (3.3 meters) with a minimum one-foot (0.3 meter) shoulder width be maintained where temporary K-rail is placed near the edge of traveled way. These minimum lane width requirements for construction within State Right Of Way (ROW) should be identified in the DEIR and Figures 2-8 and 3.12-2 should be revised accordingly. **M-2**

The DEIR states that, "These widths are variable but are limited to the following constraints: for two-way traffic flows, a minimum of 20 feet is required between the white line at the edge of traveled way and the outside edge of the construction K-rail barrier". 5th Paragraph, Page 3.12-11. This would leave only a 10-foot wide lane in direction, which does not satisfy Caltrans' standards. Figures 2-8 and 3.12-2 also show only a 10-foot lane width.

M-2 (cont.)

3. Potential impacts due to concurrent construction of both the pipeline project and the Interstate 580/Isabel Avenue project should be discussed in the DEIR, along with any recommended mitigation measures. Since pipeline construction is expected to start in 2006 or 2007 and could take 24 months, this could conflict with the Interstate 580/Isabel Avenue project that is expected to begin construction at about the same time.

M-3

Drainage

The DEIR should clarify whether any of the excavation work and side cast material could impact State ROW or drainage along the edge of State ROW. Mitigation measures should be recommended where appropriate. The DEIR should also clarify where the pipeline alignment will encroach into State ROW.

M-4

Cultural Resources

Mitigation measures should require that a qualified archaeologist monitor construction activities in sensitive areas so that any uncovered cultural deposits can be accurately identified. Please notify Brian Ramos at the Cultural Resources Office at (510) 286-5613 when a monitor is present for trenching work in sensitive areas within State ROW.

M-5

Encroachment Permit

1. Based on the proposed pipeline alignment, the encroachment permit application should address the Kitty Hawk Road/Airway Boulevard intersection since it is located within State ROW recently adopted as State Route 84. Tables 2-1 and 2-2 should be revised accordingly.
2. Work that encroaches onto the State ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.

M-6

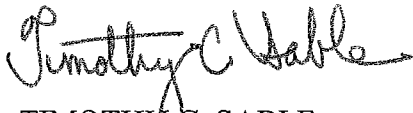
M-7

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Sean Nozzari, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email Patricia Maurice of my staff at (510) 622-1644 or patricia_maurice@dot.ca.gov with any questions regarding this letter.

Sincerely,

A handwritten signature in black ink, reading "Timothy C. Sable". The signature is written in a cursive style with a large, stylized 'T' and 'S'.

TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: Ms. Terry Roberts, State Clearinghouse

Enclosures with original

DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5513
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

December 9, 2003

ALA580762
ALA-580-14.98

Mr. Jack Fong
Zone 7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

Dear Mr. Fong:

ALTAMONT PIPELINE PROJECT – PIPELINE ALIGNMENT STUDY REPORT

Thank you for including the California Department of Transportation (Department) in the environmental review process for the Altamont Pipeline project. The following comments are based on the Pipeline Alignment Study Report.

Right of Way

1. Since the Interstate 580 (I-580) Widening project from Vasco Road to Tassajara Road could affect the proposed pipeline project more than the various interchange projects, the I-580 Widening project should be discussed in detail in the report. If the widest of the alternatives under consideration were implemented, the proposed Altamont pipeline may need to be relocated along the entire length of its I-580 frontage. The Department prefers the alternative with the least impact to state right-of-way (ROW). Section IV.B.3- Implementation Complexity.
2. If the proposed project or any project alternatives include any longitudinal encroachments within state ROW, these should be discussed in detail in the report, and should also be shown in project graphics. While the maps provided are not highly detailed, and some of the proposed pipelines appear to be located close to state ROW, the report does not clearly identify any potential encroachment within state ROW.
3. Work that encroaches onto the ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans, clearly indicating State ROW, must be submitted to the address below. Traffic-related mitigation measures will be incorporated into the construction plans during the encroachment permit process.

M-8

**GUIDELINES FOR SUBMITTING TRANSPORTATION
INFORMATION FROM A REPORTING OR MONITORING
PROGRAM TO THE CALIFORNIA DEPARTMENT OF
TRANSPORTATION (DEPARTMENT)**

INTRODUCTION The California Environmental Quality Act (CEQA) requires, under Public Resources Code (PRC) Section 21081.6, the adoption of reporting or monitoring programs when public agencies include environmental impact mitigation as a condition of project approval. Reporting or monitoring takes place after project approval to ensure implementation of the project in accordance with mitigation adopted during the CEQA review process.

Assembly Bill 1807 (effective January 1, 2001) amended the PRC in a number of ways. Section 21080.4 was amended to add a requirement that lead agencies submit Notices of Preparation (NOPs) to the Governor's Office of Planning and Research when they determine that an environmental impact report will be required to approve a project.

Section 21081.7 was amended with two additional provisions. The first provision required that transportation information resulting from a reporting or monitoring program adopted by a public agency in accordance with Section 21081.6 be submitted to the Department of Transportation (Department) when a project has impacts that are of statewide, regional, or area-wide significance. The second provision required that the Department adopt guidelines for the submittal of those reporting or monitoring programs.

PURPOSE The purpose of these guidelines is to establish clear and consistent statewide procedures to be used by both Department District Intergovernmental Review (IGR) Program Coordinators to identify the scope and timing of transportation information needed from lead agencies, and public agencies when submitting transportation information to the Department, in accordance with Section 21081.7.

- 3) The District IGR Coordinator shall: (a) Retain the original document; (b) forward a copy to the District Permit Engineer (if the Permit Engineer signed Part 2); (c) forward a copy to the Department's Headquarters IGR Program Manager; and, (d) send a copy to the lead agency.

B. The CEQA lead agency shall:

1. Following project approval:

Submit the following information to the Department District IGR contact:

- 1) Name, address, and telephone number of the CEQA lead agency contact responsible for the mitigation reporting or monitoring program.
- 2) Location and custodian of the documents or other material, which constitute the record of proceedings upon which the lead agency's decision to approve the project is based.
- 3) Assurances that the Department can obtain copies of the aforementioned documents and materials, if needed, to clarify details or resolve issues related to the mitigation adopted.
- 4) Detailed information on impact assessment methods, the type of mitigation, specific location, and implementation schedule for each transportation impact mitigation measure included in the reporting or monitoring program.
- 5) A copy of the "CEQA Lead Agency Checklist/Certification" form, with Part 1, *Checklist*, signed and dated, and the reporting or monitoring program transportation information attached or enclosed. The CEQA lead agency, at its discretion, may submit the complete reporting or monitoring program with the required transportation information highlighted.

CEQA LEAD AGENCY CHECKLIST/CERTIFICATION
TRANSPORTATION INFORMATION FROM A REPORTING OR MONITORING PROGRAM

Part 1 - Checklist

Project Name: _____

Lead Agency: _____

Lead Agency Contact (Name, Title, Agency, Address & Phone): _____

State Clearinghouse (SCH) File #/s: _____

Document Type/s: _____

Findings & Approval Date/s: _____

Project Proponent (Name, Title, Company, Address & Phone): _____

For each specific Transportation Related Mitigation Measure associated with this Project, The following information items are included in the attached materials:

Yes	No	
☐	☐	Location/Custodian Of CEQA Documents, Proceedings, Records
☐	☐	Description Of How To Obtain Copies Of Above Documents
☐	☐	Mitigation Measure Name & Identifying Number
☐	☐	Detailed Description of Measure & its Purpose (attach blueprints if necessary)
☐	☐	Measure Location Description, Latitude/Longitude, & Vicinity Map
☐	☐	Location of Impacted State Highway Component (County, Route, Postmile)
☐	☐	Caltrans Encroachment Permit Number (if one was needed)
☐	☐	Copy of Other Agency Permits required for this Measure (if needed)
☐	☐	Completion Criteria (including detailed performance objectives)
☐	☐	Implementation Schedule
☐	☐	Estimated Monetary Value of Completed Measure & % Local Agency Funded
☐	☐	Responsible Contractor (Name, Company, Address & Phone)

The above project mitigation measures will be implemented as indicated in the adopted reporting or monitoring program, and the California Department of Transportation will be notified upon implementation.

CEQA Lead Agency _____

Date _____

Part 2 - Certification

We certify that the agreed upon mitigation measures have been implemented, and all other requirements have been adhered to, in accordance with PRC Sections 21081.6 and 21081.7. Attached: 1. Completion evaluation (including field inspection reports); 2. Photograph of completed measure.

Signature

& Date: _____

Name: _____

Title: _____

CEQA Lead Agency

California Department of Transportation

This form is to be used by public agencies to submit their mitigation reporting or monitoring programs to the California Department of Transportation (Department) when a CEQA project has been found to have transportation or circulation impacts that are of statewide, regional, or area-wide significance. Copies of this form, and the Department Guidelines developed pursuant to PRC Section 21081.7, can be downloaded from our website (http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_guidelines_procedures.htm). Completed form with attached materials may be post-mailed, e-mailed, or faxed to the appropriate Department District Planning Office, Attention: Intergovernmental Review (IGR) Coordinator. (Form Version 07/2004)

Response to Letter M: California Department of Transportation (Caltrans) (October 27, 2004)

Response to Comment M-1: The segment of Altamont Pass Road west of Carroll Road is proposed for temporary closure as part of the Proposed Project. This impact has been identified as significant and unavoidable. A traffic operations study of this closure would only reinforce this finding and would not change the conclusion. As part of the traffic control plan (TCP) for the Proposed Project, traffic flows would be maintained during the peak periods and along adjacent detour routes. During the permitting phase of the Proposed Project, traffic operations studies would be needed to assist in defining the parameters for the TCP. Therefore, it is not recommended that a TCP be completed at this time; rather, it is recommended that it be completed during the design phase.

Response to Comment M-2: Zone 7 and its contractors would comply with all Caltrans minimum road width requirements where applicable. Within all other non-Caltrans rights-of-way, Zone 7 and its contractors would comply with the controlling entities' minimum road width requirements and/or Caltrans requirements. Under those conditions, where an 11-foot travel lane requirement resulted in a roadway closure and there were no effective detour, the construction area would be reduced where feasible to provide the required travel lane width. Environmental Commitment 10 (EC-10) on page 2-20 of the DEIR has been amended accordingly.

Response to Comment M-3: At the time of the development of the DEIR, the precise alignment of the Proposed Project relative to the Isabel Avenue/I-580 interchange project was unknown, although the general alignment of the Proposed Project was known. Therefore, it was not possible to conduct a detailed impact assessment of the two projects. As part of the Proposed Project design process, Zone 7 would fully coordinate the design with the planning, environmental clearances, and detailed construction plan development of the Isabel Avenue/I-580 interchange project to ensure that if concurrent construction did occur, the construction of these two projects would not conflict.

Response to Comment M-4: As described in the second paragraph of Impact HWQ-1 on page 3.8-17 of the DEIR, potential impacts on water quality from excavation activities and spoils materials would be managed under requirements of a National Pollutant Discharge Elimination System (NPDES) General Construction Permit issued by the Regional Water Quality Control Board (RWQCB). Requirements of these permits sufficiently protect against degradation of waters of the U.S. and state, including state right-of-way lands. As stated in the project description, the pipeline is anticipated to encroach only on the state right-of-way where it crosses I-580.

Response to Comment M-5: Comment noted. See the responses to comments L-31 and L-35, discussing cultural resource mitigation.

Response to Comment M-6: The Kitty Hawk Road/Airway Boulevard intersection is the terminus of the Airway reach of the Proposed Project. As shown in Chapter 3 of this FEIR, Table 2-1 of the DEIR has been revised to reflect this. Table 2-2 identifies right-of-way and permit requirements from “Other Public Agencies” (which includes Caltrans) on the Airway reach.

Response to Comment M-7: Comment noted.

Response to Comment M-8: Information provided by Caltrans regarding the proposed I-580 widening was reviewed for potential conflicts between future Caltrans right-of-way and the Proposed Project alignment. According to this information, for the widest of the alternatives, approximately 1,000 feet of Northfront Road would need to be relocated near Laughlin Road and 1,000 feet near Herman Avenue. Initial placement of the pipeline along Northfront Road appears to be outside the proposed future state right-of-way. Zone 7 would coordinate the pipeline design with Caltrans to make use of the latest information on I-580 widening and interchange projects.

No longitudinal encroachments within current state right-of-way are anticipated. A perpendicular encroachment would be required for the I-580 crossing near Las Colinas Road.



Terry Tamminen
Secretary for
Environmental
Protection

California Regional Water Quality Control Board

San Francisco Bay Region

Internet Address: <http://www.swrcb.ca.gov>
1515 Clay Street, Suite 1400, Oakland, California 94612
Phone (510) 622-2300 or FAX (510) 622-2460



Arnold Schwarzenegger
Governor

RECEIVED
OCT 29 2004
ZONE 7, A...

Date: October 26, 2004
File No. 2188.05 (BKW)

Mr. Jack Fong
Zone7 Water Agency
5997 Parkside Drive
Pleasanton, CA 94588

Re: Altamont Pipeline Project, Draft Environmental Impact Report
SCH # 2003022070

Dear Mr. Fong:

Regional Water Quality Control Board (Water Board) staff appreciate the opportunity to review the *Altamont Pipeline Project, Draft Environmental Impact Report (DEIR)*. The DEIR evaluates the potential environmental impacts associated with construction of about 11 or 12 miles of buried potable water pipeline. The DEIR identifies and provides mitigation for many of the potential impacts that the project may have on the beneficial uses of waters of the State. Water Board staff have the following comments for further improvement of the water-related impact discussions in the DEIR. In the event that the pipeline alignment along Altamont Pass Road is selected for the project, Water Board staff are also offering a suggestion for a potential opportunity to coordinate work with the Department of Water Resources.

Comment 1.

Section 3.4, Biological Resources, State Regulations (page 3.4-26) and Section 3.8, Hydrology and Water Quality, State Regulations (page 3.8-11).

The discussion of State Regulations in Section 3.4 should also include the Porter-Cologne Water Quality Act of 1989, which is addressed in Section 3.8 of the DEIR. As is noted in the discussion of the Porter-Cologne Water Quality Act in Section 3.8, the *San Francisco Bay Basin Water Quality Control Plan*, which was developed and implemented under the authority of the Porter-Cologne Act, defines the beneficial uses of waters of the State. Several of these beneficial uses are related to wildlife habitat: cold freshwater habitat, warm freshwater habitat, preservation of rare and endangered species, fish spawning, and wildlife habitat.

In Section 3.8, the discussion of Water Board authority should be expanded to cover Water Board jurisdiction over projects that are not under Army Corps of Engineers (ACOE) jurisdiction. Recent U.S. Supreme Court decisions on the Tulloch Rule and isolated waters have excluded a number of impacting activities from federal regulation. However, these waters continue to be waters of the State and the Water Board continues to regulate these impacting activities. Section 3.8 should be expanded to explain that activities in areas that are outside of the jurisdiction of the ACOE (e.g., isolated wetlands, vernal pools, or stream

N-1

banks above the ordinary high water mark) are regulated by the Regional Board, under the authority of the Porter-Cologne Water Quality Control Act. Activities that lie outside of ACOE jurisdiction may require the issuance of waste discharge requirements from the Regional Board.

N-1 (cont.)

Section 3.8 notes that the Water Board issues Waste Discharge Requirements (WDRs) under the authority of the Porter-Cologne Act for projects that discharge to state waters. This paragraph would be more useful if it pointed out that WDRs are required for the placement of fill in waters of the State, which is considered a discharge. Activities regulated as fill can include, but are not limited to, the construction of outfalls, bridge piers, and wing walls.

Comment 2

Section 3.8, Hydrology and Water Quality, Dewatering Activities (page 3.8-9) and Impact HWQ-1 (page 3.8-17). Water Board staff concur with the recommendation to consult with Water Board staff prior to discharging construction-related dewatering to waters of the State. In addition to the concerns addressed in the DEIR, the turbidity of discharged water should be monitored and controlled (Note: The need to reduce suspended sediment loads is discussed in HWQ-1).

N-2

The turbidity of discharged water should not exceed 110 percent of the ambient receiving water turbidity, if the receiving water is a flowing stream with turbidity greater than 50 NTU, or be more than 5 NTU above ambient turbidity for ambient turbidities that are less than or equal to 50 NTU. If the water is discharged to a dry streambed, the discharged water should not exceed 50 NTUs.

Comment 3

Part of the proposed alignment of the Altamont Pipeline follows Altamont Pass Road. The portion of this alignment identified as Altamont B in the DEIR includes an area in which Altamont Pass Road is north of Altamont Creek, and Altamont Creek is north of Interstate 580. The Southbay Aqueduct (SBA), which is operated by the Department of Water Resources (DWR), is buried beneath the creek channel of Altamont Creek at this location (Milepost/Station 6.86 – 6.89/362+50 – 364+00 of the Altamont Pipeline component of the SBA).

N-3

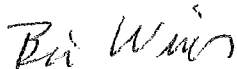
Since the SBA was constructed, the channel of Altamont Creek has incised and DWR does not believe there is sufficient soil cover of the SBA to prevent groundwater from pushing the pipeline upwards, in the event that the SBA is dewatered. In the past, DWR has proposed placing rip rap on the bed of this reach of Altamont Creek to provide additional cover for the SBA. However, the Water Board, the California Department of Fish and Game, and the U.S. Fish and Wildlife Service have not issued permits for this proposal

because: 1) placing rip rap in the channel bed may destabilize the creek channel and promote erosion of the bank opposite from Altamont Pass Road, and 2) Altamont Creek provides habitat for the California red-legged frog (CRLF), which would be degraded if rip rap were placed in the creek. The best long-term protection of the SBA at this location would be provided by relocating the SBA outside of the channel of Altamont Creek. If Zone 7's Altamont Pipeline will be placed in a trench in Altamont Pass Road, Zone 7 is encouraged to consider approaching DWR to explore the feasibility of excavating a trench that could carry both the Altamont Pipeline and a re-aligned reach of the SBA.

N-3 (cont.)

If you have any questions, please contact me at (510) 622-5680 or by e-mail at bkw@rb2.swrcb.ca.gov.

Sincerely,



Brian Wines
Alameda-Santa Clara Watershed Section

cc State Clearinghouse, Attn: Katie Shulte Joung, P.O. Box 3044, Sacramento, CA 95812-3044
USACE, San Francisco District, Attn: Regulatory Branch, 333 Market Street, San Francisco, CA 94105 -2197
CDFG, Central Coast Region, Attn: Robert Floerke, Regional Manager, P.O. Box 47, Yountville CA 94599

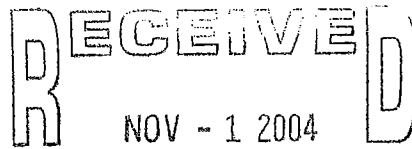
Response to Letter N: California Regional Water Quality Control Board (October 26, 2004)

Response to Comment N-1: As shown in Chapter 3 of this FEIS, a discussion of the Porter-Cologne Water Quality Control Act and the San Francisco Bay Basin Water Quality Control Plan has been added to pages 3.4-26 and 3.4-27 of the DEIR.

Also as shown in Chapter 3 of this FEIS, page 3.8-11 of the DEIR has been updated to highlight the full jurisdiction of the State Water Resources Control Board (SWRCB) and the regulatory authority for issuance of waste discharge requirements.

Response to Comment N-2: If deemed necessary, treatment measures, including turbidity monitoring, would be proposed by the Regional Water Quality Control Board (RWQCB) as requirements of a National Pollutant Discharge Elimination System (NPDES) dewatering permit. The project would not require additional mitigation measures to avoid significant adverse impacts on surface water quality. See Impact HWQ-1 on page 3.8-17 of the DEIR.

Response to Comment N-3: Zone 7 would take the South Bay Aqueduct into consideration during the design phase of the Proposed Project.



4008 Dyer Rd.
Livermore, CA 94551
925-371-5325
gina@acornnmr.com

Oct. 27, 2004

Jack Fong
Zone 7 Water Agency
5997 Parkside Dr.
Pleasanton, CA 94588

Re: Altamont Pipeline Project

Dear Mr. Fong,

As part of the Altamont Pipeline project, Zone 7 proposes to locate pipeline along the east side of Dyer Rd, in the area designated as Section 17. Development on this land is prohibited by the terms of Conditional Use Permit C-5512, the Altamont Landfill and Resource Recovery Facility (ALRRF) - Class II Expansion Project (Expansion) (herein referred to as "C-5512") which states that ***"The operator shall set aside a total of 750 acres for biological habitat mitigation and buffer area in Sections 15, 16, 17 and 21"***.

While I realize that the impact of pipeline construction is temporary, I am concerned that failure to insist on strict compliance with the conditions of C-5512 would open the door to more invasive future development on that land.

The EIR proposes that equivalent offsite land could be substituted to compensate for loss of part of this buffer area. This is not an acceptable solution, as offsite land does not satisfy the stated purpose, which is to establish a buffer between Dyer Rd and the landfill. C-5512 also contains requirements for additional, unspecified off-site mitigation land, but this particular 750 acres is separately and specifically defined. C-5512 contains no provision for any circumstances under which the 750 acres could be reduced in size or "traded" for alternate land.

O-1

I can find no ambiguity in the permit condition ***"The operator shall set aside in perpetuity, by recorded deed, the 750 acres of Sections 15, 16, 17 and 21"***. The intent is clear that this specific 750 acres would remain undeveloped.

In a letter to Zone 7, Chris Bazar (Alameda County Community Development Agency Planning Department) referred to the requirements of C-5512:

"Feasible mitigation measures that have been made conditions of approval are not subject to change by any party without additional CEQA review; the requirements of the condition must be either implemented, or the physical ability to implement the condition must be maintained until it is feasible to do so."

The lawsuit settlement agreement states "each Party shall have the contractual right to seek enforcement of the provisions of this Agreement". It seems clear that any modification to the terms of the agreement would also require consent by all parties to the lawsuit. The EIR is deficient in not adequately describing the process necessary before development in Section 17 could proceed.

O-2

The EIR states that there will be no complete closure of Altamont Pass Rd between Dyer Rd and Carroll Rd for local traffic. However, Figure 3.12-4 designates Altamont Pass Rd between Dyer Rd and Grant Line Rd as "Detour #2". This is inconsistent, as this detour route would only be needed if Altamont Pass Rd were closed between Dyer Rd and Carroll Rd. The detour shows Dyer Rd as one endpoint, indicating it is a detour route for local traffic.

For the section between Carroll Rd and Greenville Rd, a detour involving I-580 and Carroll Rd is feasible. However, the section between Dyer Rd and Carroll Rd should never be closed to local traffic, to emergency vehicles, or to postal and other delivery vehicles. The detour via Grant Line Rd is a four-fold increase in distance and undoubtedly greater increase in time.

O-3

The EIR states that during a test drive of detour routes, "The detour on I-580 between Carroll Road and Grant Line Road resulting in an approximately 1-minute decrease during mid-day traffic, and an approximately 3.5-minute increase during p.m. peak traffic." Note that this was not a complete test of the detour route that would be required to reach Dyer Rd, as it does not include the return trip of 6 miles from Grant Line Rd along Altamont Pass Rd to Dyer Rd.

Our recent experience with the re-paving of Altamont Pass Rd leads us to conclude that both the duration and delay times associated with construction will be substantially greater than advance estimates. What guarantee is Zone 7 offering that will ensure the level of inconvenience does not exceed these plans?

O-4

I am very concerned about traffic safety on Dyer Rd, with the construction project adding large numbers of drivers unfamiliar with the local rules of the road. This is a remote country road and foot traffic (human and non-human) frequently outnumbers motor vehicle traffic. It is common to find people and animals actually in the roadway, and drivers need to understand that they cannot assume they have the right of way. Two steers were hit and killed last spring by drivers who did not appreciate this danger. The hazard is particularly serious in several sections of the road having limited visibility. Drivers need to be aware that Section 21759 of the California Motor Vehicle Code provides that the driver of any vehicle approaching a horse-drawn vehicle or person on horseback must slow down or stop as appropriate under the circumstances to avoid frightening the horse or otherwise endangering horse and rider.

O-5

The EIR acknowledges that the cumulative impact of the Altamont Water Treatment Plant, the Altamont Pipeline Project, the Altamont Landfill Expansion, and the SBA Improvement and Enlargement project is significant and unavoidable, and only partially reduced with mitigation. An alternative route for the pipeline, not affecting Dyer Rd and Altamont Pass Rd, would help to reduce the total impact.

O-6

Sincerely,



Virginia W. Miner, Ph.D.

Response to Letter O: Virginia Miner (October 27, 2004)

Response to Comment O-1: This comment correctly notes that lands east of Dyer Road have been identified in Conditional Use Permit C-5512 (CUP) as future conservation easement areas (conservation area) to mitigate the expansion of the Altamont Landfill and Resource Recovery Facility (ALRRF). The CUP states that “[t]he operator shall set aside in perpetuity, by record deed, the 750 acres of Sections 15, 16, 17, and 21.” Currently, there are no restrictions on these lands because the CUP does not require implementation of this condition until the ALRRF actually begins development of the 250-acre expansion for which the CUP was issued. Development of the 250-acre expansion is not anticipated to begin for approximately 2 years (Lewis pers. comm.). Alameda County has concluded that the CUP condition does not prohibit the use of the area east of Dyer Road and west of the existing aqueduct as a utility easement area (Bazar pers. comm.). Coordination with Alameda County regarding the utility easement and the conservation area restrictions would be pursued to ensure future compatibility regardless of whether construction is completed prior to the conservation easement being implemented. All impacts on the potential conservation area related to the temporary effects of the Proposed Project have been disclosed and mitigated in the DEIR, ensuring that impacts on the potential conservation area’s habitat values are protected (see pages 3.4-1 through 3.4-53 of the DEIR). Accordingly, the Proposed Project would have only minimal temporary impacts on the future conservation area.

The comment also states that using off-site land to compensate for loss of part of the conservation area would require reducing the size of the conservation and buffer area or trading it for alternate land, thereby decreasing the size of the buffer between Dyer Road and the ALRRF. The DEIR does not propose trading land or decreasing the size of the potential 750-acre conservation and buffer area, but rather potentially requiring additional acreage be placed under conservation (see Mitigation Measure BIO-9-MM4, page 3.4-44 of the DEIR). The pipeline utility easement would not conflict with the potential of the buffer to provide separation from the landfill activities because it would not result in the potential landfill expansion being located any closer to Dyer Road. Finally, the pipeline would be located permanently underground.

Response to Comment O-2: Neither the CUP nor the settlement agreement state that a utility easement would be inconsistent with the requirement to set aside 750 acres for biological habitat mitigation. Further, Alameda County has concluded that the CUP condition does not prohibit the use of the area east of Dyer Road and west of the existing aqueduct as a utility easement area (Bazar pers. comm.). Accordingly,

there is no “modification” of the settlement agreement required. Section 17 of the CUP does require formal Section 7 consultation, California Department of Fish and Game involvement, and implementation of mitigation measures identified in the CUP FEIR prior to initiating any ground-clearing activities that could disrupt San Joaquin kit fox and other target species in the expansion area. The DEIR has taken all of these requirements into account and is consistent with these requirements as they relate to disturbance caused by the construction of the Proposed Project (see pages 3.4-1 through 3.4-53 of the DEIR.).

Response to Comment O-3: The DEIR acknowledges that the Altamont Pass Road closure between Dyer Road and Greenville Road would result in significant and unavoidable impacts (page 3.12-16 of the DEIR). As stated in Table 3.12-4 of the DEIR, pipeline segment Altamont Pass Road, Dyer Road to Carroll Road, can expect a roadway closure of up to 41 days for non-local traffic, while Altamont Pass Road, Carroll Road to Greenville Road, can expect a roadway closure of up to 15 days for local traffic and 54 days for non-local traffic. Notes on Figure 3.12-4 clarify that road closures are to non-local traffic only, with the exception of 15 days on Altamont Pass Road, Carroll Road to Greenville Road. The DEIR does not propose complete closure of Altamont Pass Road between Dyer Road and Carroll Road for local traffic.

Response to Comment O-4: The DEIR acknowledges that the Altamont Pass Road closure between Dyer Road and Greenville Road would result in significant and unavoidable impacts (page 3.12-16 of the DEIR), although the actual duration of the delays may vary from the delay times given. Estimates of the duration of construction activities for the Proposed Project were conservative and should therefore reflect durations not expected to be exceeded. Methods such as 24-hour construction or concurrent construction of multiple segments could be employed to reduce construction duration. Implementation of Environmental Commitment 10 (EC-10), requiring a traffic control plan (TCP), would reduce the effects of construction along most of the proposed alignments.

Estimates of delay times were given to provide an “order of magnitude” estimate of the anticipated delay and were not intended to be definitive.

Response to Comment O-5: Construction traffic on Dyer Road would adhere to all traffic laws, including Section 21759 of the California Motor Vehicle Code.

Response to Comment O-6: See DEIR Chapter 5 for a discussion of alternatives and associated impacts. As discussed in the DEIR, each alternative, including the Proposed Project, would result in varying impacts on the environment. For example, Alternative 1 would avoid some impacts on traffic but would have greater impacts on biological

resources. Accordingly, choosing a different alternative would lessen impacts in one area by increasing them in another, rather than reducing total impacts. See page 5-21 of the DEIR for further discussion of this issue.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

ZONE 7 PUBLIC MEETING
ALTAMONT PIPELINE PROJECT EIR
TUESDAY, OCTOBER 5, 2004
7:00 P.M.
CITY OF LIVERMORE CIVIC CENTER BRANCH LIBRARY
1188 SOUTH LIVERMORE AVENUE
LIVERMORE, CALIFORNIA

ORIGINAL

1 IN ATTENDANCE:

2

3 ZONE 7 WATER RESOURCES MANAGEMENT:

4 JOHN MAHONEY; JIM HOREN; JACK FONG

5

6 JONES & STOKES:

7 PATTY COOK; MICHAEL MURELL STEVENSON;

8 KARLA NEMETH; LAUREN ALBOM

9

10 MONTGOMERY WATSON HARZA:

11 MARK GRAHAM; BOB ELLIS; LINDA TRIPP;

12 DEBI LEWIS

13

14 PUBLIC ATTENDEES:

15 ROBERT VIEUX; GENE BROADMAN; SUSAN FROST;

16 KEITH PACKARD; BOB BALTZER; JOEY SAPPALA;

17 SCOTT LILLIBRIDGE

18

19

20

21

22

23

24

25

1 7:28 P.M. - PUBLIC COMMENT PORTION

2 MS. COOK: Tonight, I hope you all filed out
3 speaker cards. Karla is collecting them. I'll be
4 calling on those speakers in whatever order the cards
5 are in. You can come up to the podium. The court
6 reporter will be recording your comments. Your comments
7 should be related to this project and the Draft
8 Environmental Impact Report for this project.

9 After tonight, if you don't feel comfortable
10 talking tonight or you still would like to write
11 comments, you'll be sending them to Jack Fong, whose
12 address is here, it's also on the fact sheet that's on
13 the table outside.

14 As I mentioned, the responses will be provided
15 by the Final EIR. And the next steps include a Board
16 decision sometime in February.

17 We'll take a couple minutes to collect the
18 cards, then come back up and call speakers up.

19 Well, Bob Baltzer, if you could state your
20 name, again, identify yourself.

21 MR. BALTZER: Bob Baltzer, 944 El Caminito,
22 Livermore.

23 The comment I have, couple of them, actually,
24 questions. And the first one is in regard to a request
25 that was made at the scoping meeting for a parallel

P-1

1 pipeline. I think the original request was through
2 North Livermore, but I am -- I would like to know if
3 that was studied; if so, what the details were.

4 I would also like to know if the preferred
5 alternative was studied for a parallel pipeline, that
6 pipeline to be used for agricultural water, untreated.
7 I understand there would be cost ramifications and so
8 forth, but I would like to know what they are. And I
9 think this is an important enough issue that it should
10 be included in the EIR and I request that happen.

11 The other question is in regard to tunnelling
12 through Brushy Peak. And I understand that is what the
13 carpenters would prefer. I'm curious to know what is
14 required by law or any agreements that are in effect.
15 And if it is not required, the possibilities of just
16 cost with that particular group. That does it. Thank
17 you.

18 MS. COOK: I'll take a stab at those. I may
19 defer some of the details to later discussion and may
20 rely on you, Mark, to help.

21 Regarding the second parallel pipeline, I
22 think what I will do is refer back to the project
23 objectives, which are these two items here. And these
24 original project objectives were established by Zone 7
25 in their Water Supply Planning Program, which was a

P-2
Response

P-1
(cont.)

P-2

**P-2 Response
(cont.)**

1 process that started back in 1999.

2 So coming off of that planning process, we
3 identified two objectives for these -- two objectives
4 for this project which are summarized here. So I think
5 beyond that, I understand there will be further
6 discussions about a parallel pipeline between Zone 7 and
7 the North Valley Feasibility Group. And I think we need
8 to defer that conversation for a later time.

9 Unless Jim would like to say something else.

10 MR. HOREN: Yeah, again, Jim Horen, principal
11 engineer at Zone 7. We did meet a number of times with
12 a number of the North Valley landowners during the
13 development of this. And just really, really briefly,
14 we looked at a potential parallel line as a separate
15 project and it is outside the scope of this. There has
16 been a lot of ongoing discussion. And, in fact,
17 actually City Council Member Reitter has talked to our
18 general manager. And we're right now considering -- I
19 believe he's going to be preparing a response to Council
20 Person Reitter next week.

21 But I think that's the gist of it. It is a
22 project that is outside the scope of this project.

23 MS. COOK: Regarding the second question about
24 tunnelling, I understand, maybe Mark can clarify, that
25 one of the reasons for the tunnelling was a gravity

P-2 Response
(cont.)

1 issue.

2 MR. GRAHAM: As we reviewed the project
3 specifically for the treated water pipeline and also in
4 the alternative for a raw water pipeline to be a part of
5 this project, we looked at both tunnelling and an
6 alignment that went up and over. And the tunnelling
7 alternative was preferred, because it avoided the
8 construction and ongoing operation of a pipeline -- of a
9 pump station.

10 So, the net project value was better for a
11 tunnel than for a pipeline and pump station. So that is
12 why these alternatives both that were reviewed in the
13 EIR both include tunnels if they are going on the north
14 side through the hills there.

15 MR. HOREN: One more thing. I just wanted to
16 add, I forgot this, is that we don't view that this
17 particular project in any way precludes construction and
18 the implementation of such an untreated water pipeline
19 to areas of North Livermore. I wanted to add that, that
20 it is a separate project. We don't believe that this
21 work here precludes the construction of such a pipeline.

22 MS. COOK: Next comment card is from Robert
23 Vieux.

24 MR. VIEUX: My name is Robert Vieux, 9989
25 Altamont Pass Road. I'm here for my parents and myself.

P-3

1 We have an issue with the proposed plan number
2 one that they have up there, in that at one point in
3 order to avoid a wetlands, which isn't really a
4 wetlands, but none the less it is designated that on the
5 sheet there, they've taken this thing and shown that
6 they are going to bore a hole under Altamont Pass Road
7 and then put a receiving pit right in where the center
8 of our ranching operation is, where our corrals are,
9 scales, all this type of thing. At that point they were
10 going to go and do an exposed pipeline, in other words,
11 they were going to dig and cover the pipeline thereafter
12 and cross our driveway. Probably have to remove a good
13 portion of our corrals to do it. Cross our driveway,
14 then cross directly back over Altamont Pass Road again.

15 We feel that this is totally unnecessary, due
16 to the fact that it looks to me like in the process of
17 boring, by extending the boring just a little bit
18 further, they can go right just beyond the wetlands and
19 then put their receiving pit and continue from that
20 point on.

21 I would like to ask a question at this point,
22 and ask why we can't do that.

23 MS. COOK: Well, I think if you could rephrase
24 it in a comment, and then --

25 MR. VIEUX: Okay. How do I go about doing

P-3

P-3
Response

P-3
Response
(cont.)

1 this correctly?

2 In light of what we would like to have done,
3 is there a reason that the boring operation which would
4 go underneath Altamont Pass Road at my parents' home, is
5 there a reason that could not be extended an extra 100
6 or 200 feet, or even kept the same length, and put the
7 receiving pit at that point and continue with -- and
8 stay on the opposite side of the road where the pipeline
9 should stay?

10 MS. COOK: Thank you.

11 THE WITNESS: Was that okay?

12 MS. COOK: That was perfect. Thank you for
13 your comment. I understand just talking with you
14 earlier tonight, and Jim, there is going to be some
15 discussions about that issue during the design phase of
16 the project.

17 MR. HOREN: That's right.

18 MR. VIEUX: Again, with the question, is there
19 a reason that, you know, engineering-wise at this point
20 that anybody can see that that isn't feasible? And, you
21 know --

22 MR. GRAHAM: The feasibility of any proposed
23 alternative is going to have to be worked out during the
24 design process. Right now we are not in a position to
25 engineer the project one way or another or make

P-3
(cont.)

P-3
(cont.)

P-3
Response
(cont.)

1 commitments to you at this meeting.

2 MR. VIEUX: I understand.

3 MR. GRAHAM: But I think Zone 7 already
4 demonstrated its commitment to work with you to come up
5 with a solution that will minimize the impacts to you.
6 And if that involves moving the pipeline, that will
7 involve moving the pipeline. If it involves some other
8 mutually negotiated means, then that is where we can go.
9 That's all I can tell you tonight; sorry.

10 THE WITNESS: That's all right. Thank you
11 very much.

12 MS. COOK: Thank you. The next comment card
13 is from Gene Broadman.

14 MR. BROADMAN: I'm Gene Broadman. I live at
15 4051 East Avenue in the City of Livermore.

16 First of all, let's address the project
17 objectives. Us folks in North Livermore were promised
18 water of various kinds when Zone 7 was formed in the
19 early '60s. So I would say that your objectives ought
20 to be to supply water to serve future and planned growth
21 to your customers. Now, water can be both potable and
22 untreated to serve its customers, because you have a
23 responsibility, I believe, in your charter, to serve
24 both irrigation and potable water. So I think you've
25 truncated your project objectives.

P-4

1 Secondly, I don't think you've looked at where
2 planned growth is over the next 35 years. Clearly if
3 you look into the future, rather than just what the
4 general plans reflect now, you would see that the North
5 Livermore, North Dublin area have the potential
6 ultimately if we don't get untreated water for
7 agriculture, will be where most of the development goes.
8 And so, therefore, you ought to be considering your main
9 trunk lines in the North Livermore area where most of
10 your customers are going to be.

11 All you have to do is look at PG&E, who has
12 done that same study and has built a big high-powered
13 substation right in the middle of North Livermore to
14 serve its future customers over the next 35 years.

15 So I would argue that your trunk lines, if
16 you're going to serve your customers, both potable and
17 untreated water should be in the North Livermore area.

18 Second comment is, your preferred alignment
19 really puzzles me. Even if I agreed with it, which I
20 don't, runs along north of the freeway to about Las
21 Colinas area, and then crosses over into what I would
22 call one of the new commercial and industrial areas of
23 Livermore, and probably the most disruptive route you
24 could possibly pick, rather than keeping it on the north
25 side of the freeway where there is nothing but open

P-5

P-6

1 space for the next three miles, now, without any
2 interferences to business, traffic or any of those
3 issues, and you don't seem to address that in your EIR.

4 My final comment for tonight, just because I
5 only got this far, was that PG&E has done a lot of work
6 through what I would call the Vasco corridor over to
7 North Livermore, which you define as your alternate
8 number one, at least part of that route. They put in an
9 underground 230 kv power line that in the first order
10 looks like a pipeline. They ran it through the whole
11 May School area. Their EIR says that the whole water
12 issue with the Birds Beak that far north is a
13 boogie-man. And they solved it basically for no cost by
14 the picking out of the shading that they put in the
15 trenches where they put the power lines.

16 So I would say a lot of the issues in your EIR
17 that you state are unsurmountable or terrible for the
18 Birds Beak, all you have to do is look at what PG&E did,
19 which has had basically no effect on the Birds Beak.
20 And whatever mitigation they did was for all practical
21 purposes no cost.

22 MS. COOK: Thank you. Anybody else wishing to
23 speak tonight? We are going to be sticking around for a
24 few minutes, if you would like to chat informally in the
25 back of the room.

P-7

1 Otherwise, if there is no further questions, I
2 guess we'll end this part of the presentation. Thank
3 you for coming.

4 (End of Public Comment Portion - 7:42 p.m.)
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25

1 STATE OF CALIFORNIA]

2]

3 COUNTY OF ALAMEDA]

4 I hereby certify that the foregoing
5 proceedings in the within-entitled cause took place at
6 the time and place herein stated and were reported by
7 me, Diana Nobriga, a Certified Shorthand Reporter
8 and disinterested person, and were thereafter transcribed
9 into typewriting.

10 And I further certify that I am not of counsel
11 or attorney for either or any of the parties, nor in any
12 way interested in the outcome of the cause named in said
13 caption.

14

15

16 DATED:

17

18

19


Diana Nobriga, C.S.R. No. 7010

20

21

22

23

24

25

Response to P: Public Meeting, Altamont Pipeline Project (October 5, 2004)

Response to Comment P-1: See response P-2 in the public meeting transcript (Letter P, which precedes this page). Also, see page 2-2 of the DEIR for project objectives.

Response to Comment P-2: See response P-2 in the public meeting transcript (Letter P, which precedes this page).

Response to Comment P-3: See response P-3 in the public meeting transcript (Letter P, which precedes this page). Also, see the responses to comments C-1 through C-3, earlier in this chapter.

Response to Comment P-4: See page 2-2 of the DEIR for project objectives. CEQA allows the lead agency to determine project objectives. Subsequent to this determination, the CEQA document is limited to analyzing the proposed project and alternatives consistent with those objectives. Public disagreement with those objectives is noted.

Response to Comment P-5: CEQA requires an analysis of impacts caused by the proposed project and alternatives. CEQA does not require analysis of future planning decisions other than to the extent that the proposed project may conflict with adopted plans, i.e., general plans. Accordingly, the proposed project and alternatives are analyzed based on applicable projected growth in general plans.

Response to Comment P-6: The alternatives discussion of the DEIR includes an analysis of the Altamont Hills/North Livermore Alignment (Alternative 1) and Altamont Hills – South & North I-580 Alignment (Alternative 2). These alternatives looked at locating the pipeline north of I-580 in the area described as beginning around the Las Colinas area. The alternatives analysis concluded that impacts on biological and hydrological resources would be greater than those caused by the Proposed Project. It has been determined that impacts on biological and hydrological resources would be long term rather than temporary interference due to construction, i.e., traffic, public services and utilities. See Chapter 5, *Alternatives*, and the *Altamont Pipeline Alignment Study, Pipeline Alignment Study Report* (Pipeline Alignment Study) (Montgomery Watson Harza and Jones & Stokes 2003a), available at www.zone7water.com, for discussion of impacts.

Response to Comment P-7: Irrespective of the conclusions presented in PG&E's *Application for Certificate of Public Conveyance and Necessity for Tri-Valley 2002 Capacity Increase Project Draft EIR* (PG&E Draft EIR) (Pacific Gas and Electric Company 2000), Zone 7 has determined that the Altamont Hills/North Livermore Alignment (Alternative 1)

would have greater impacts than the Proposed Project on biological and hydrological resources. The Pipeline Alignment Study (referenced above in the response to comment P-6) and the DEIR found that Alternative 1 would result in increased impacts related to potential interference with subsurface water flows in the Springtown Alkali Sink area, compared to the Proposed Project. Further, it was determined that the Alternative 1 alignment would also have greater temporary impacts on special-status species in annual grasslands, agricultural areas, wetland habitat, creeks, and vernal pool habitats. See DEIR Chapter 5, *Alternatives (Biological Resources and Wetlands)* sections on page 5-9 and the *Hydrology and Water Quality* section on page 5-11 of the DEIR), and the Pipeline Alignment Study (referenced above). Further, the PG&E Draft EIR does not definitively conclude that impacts on shallow subsurface flows can be avoided. In addition, the nature of PG&E's project allowed for greater flexibility in the depth of the excavation required compared to that required for the Proposed Project.

Along the Alternative 1 alignment, bird's beak is only one of many sensitive plant species that would be affected and would require mitigation pursuant to CEQA. Impacts on biological and hydrological resources are only two of many considerations taken into account in choosing an alternative. Public preference for Alternative 1 has been noted.

Chapter 3

Revisions to Draft Environmental Impact Report

Introduction

Comments discussed in Chapter 2 of this FEIR have resulted in revisions to the DEIR. Those revisions are shown below. Text to be deleted is shown in ~~strikeout~~, and text that has been inserted is shown in underline.

Revisions

The following modifications have been made to the DEIR.

The following changes have been made to Table 2-1 in Chapter 2, *Project Description*:

Table 2-1. Characteristics of Pipeline Reaches

Reach	Major Roadways and other Rights-of-way	Construction Categories	Length (linear feet)	Construction Duration ^a (working days)	Duration of Road Closure to Local Traffic ^b (calendar days)	Duration of Road Closure to Non-Local Traffic ^c (calendar days)
East Dyer	East of Dyer Road	Overland, Microtunnel	6,350	16	0	0
Altamont A	Adjacent to Altamont Pass Road, crosses UPRR, Alameda County Transportation Corridor and DWR ROWs	Overland, Difficult Overland, and Microtunnel	6,500	34	0	41
Altamont B	Within and adjacent to Altamont Pass Road, crosses UPRR and DWR ROWs	2 lane Rural – Difficult, Difficult Overland, Microtunnel	9,300	56	15	54
Altamont D	Within and adjacent to Altamont Pass Road and DWR ROWs	2 lane Rural – Standard	3,700	12	0	0
Northfront A	Northfront Road	2-4 lane Urban	2,150	22	0	0
Northfront B	Sunflower Court	2-4 lane Urban, Microtunnel	1,550	16	0	0
Bluebell	Bluebell Drive, adjacent to Caltrans ROW	2-4 lane Urban, Overland	11,350	89	0	0
North 580 A Partial	Adjacent to Caltrans ROW	Overland	1,000	3	0	0
Interim Crossing	Crosses Caltrans ROW (I-580)	Microtunnel	1,000	10	0	0
Las Positas Bike Path Partial	Undeveloped and on Las Positas Bike <u>Multi-use</u> Path	Difficult Overland	5,750	23	0	0
Portola B	Las Positas Bike <u>Multi-use</u> Path	Difficult Overland, Microtunnel	4,150	23	0	0
Airway	Airway Blvd, <u>Caltrans ROW at pipeline terminus</u>	2-4 lane Urban	7,400	74	0	0
Total Length			60,200	n/a	15	95

Notes:

- Construction duration refers to actual excavation and installation of pipeline, assuming a normal working schedule. These durations may be shortened through use of multiple crews, multiple shifts, and nighttime construction. Staging, preparation, cleanup, and road resurfacing not included in duration estimates.
- Local traffic = Dyer Road residents and businesses, windmill operators, DWR, emergency services, U.S. Postal Service, FedEx and other delivery services
- Non-local traffic = Waste management transfer trucks to the Altamont Landfill, Livermore-Dublin Disposal residential garbage trucks, day users of landfill, non-residents who use Dyer, Carroll, and Altamont Pass Roads, I-580 commuters using Carroll Road and Altamont Pass Road as relief roads to I-580, and clients/customers of businesses located on Dyer Road and Altamont Pass Road

The following text has been revised in Chapter 2, *Project Description*, Environmental Commitment EC-10, Traffic Control, page 2-20:

The following travel lane widths, speeds, and conditions shall be maintained during project construction.

- For two-way traffic operations, the minimum width for the traveled way, between the construction barriers and the white edge of traffic land strip shall be 20 feet, or a minimum of a 10-foot traffic lane in each direction unless greater lane width required per Caltrans requirements.
- For one-way operation, the minimum width for the traveled way shall be 12 feet where some shoulder exists. In those areas where no shoulder is present, the minimum width for the traffic lanes shall be 13 feet.
- Traffic control devices shall be installed as specified in the California Department of Transportation's MUTCD and MUTCD California Supplement Manual of Traffic Controls for Construction and Maintenance Work Zones (California Department of Transportation 1996). Flaggers shall be used as necessary for directional traffic controls.

The following text has been revised in Section 3.1, *Aesthetics*, page 3.1-10:

Impact AES-3: Creation of adverse light and glare during construction of the pipeline.

Nighttime construction may occur along Altamont Pass Road for the purpose of accelerating construction, and thus minimize the total number of days requiring road closure. The project team has identified one residence along Altamont Pass Road. Should nighttime construction be required, the project team will notify these residents in writing at least once within one month of nighttime construction beginning, and a second time at least 5 days in advance of nighttime construction beginning.

~~Construction activities associated with the proposed pipeline would generally occur during daytime hours, and would therefore not require construction lighting. However, nighttime construction in limited areas may occur with the approval of the City and/or County as identified in the project description, which could require nighttime lighting. This condition would be temporary and, and nighttime lighting would not occur in locations that would affect residences in the project area. Furthermore, all nighttime construction would require approval of local residents. As a result, light and glare from nighttime construction is not anticipated to generate significant adverse impacts.~~

The following text has been added to Section 3.3, *Air Quality*, page 3.3-8:

City of Livermore

The City of Livermore General Plan policy contains the following objectives related to air quality:

Objective OSC-6.1: Minimize air pollution emissions.

Action 5: Coordinate with other local and regional agencies (e.g. LARPD, Livermore Valley Joint Unified School District [LVJUSD], Alameda County) to manage and control fugitive dust from sources including, but not limited to, quarries, ball fields, construction sites and landscaping and maintenance activities.

The following text has been added to Section 3.4, *Biological Resources*, pages 3.4-26 and 3.4-27:

Porter–Cologne Water Quality Control Act of 1969

The Porter-Cologne Water Quality Control Act established the State Water Resources Control Board (SWRCB) and divided the state into nine regional basins, each with a regional water quality control board. SWRCB is the primary state agency responsible for protecting the quality of the state’s surface and groundwater supplies, while the regional boards are responsible for developing and enforcing water quality objectives and implementation plans. The project area is within the jurisdiction of San Francisco Bay Regional Water Quality Control Board (SFRWQCB). The act authorizes SWRCB to enact state policies regarding water quality in accordance with Section 303 of the federal Clean Water Act (CWA) (refer to Section 3.8: Hydrology and Water Quality for further details).

In addition, the act authorizes SWRCB to issue waste discharge requirements (WDRs) for projects that would discharge to State waters. The SWRCB regulatory authority over waters of the State extend to areas outside of the jurisdiction of the Army Corps of Engineers (ACOE), such as isolated wetlands, vernal pools, and stream banks above the ordinary high water mark. A WDR may be issued by the RWQCBs for discharge activities outside of ACOE jurisdiction such as, but not limited to, placement of fill, construction of outfalls, bridge piers, and wing walls.

The Porter-Cologne Water Quality Control Act requires that SWRCB or the RWQCBs adopt water quality control plans (basin plans) for the protection of water quality. A basin plan must:

- identify beneficial uses of water to be protected;
- establish water quality objectives for the reasonable protection of the beneficial uses; and
- establish a program of implementation for achieving the water quality objectives.

Basin plans also provide the technical basis for determining waste discharge requirements, taking enforcement actions, and evaluating clean water grant proposals. Basin plans are updated and reviewed every 3 years in accordance with Article 3 of Porter-Cologne Water Quality Control Act and Section 303(c) of CWA. SFRWQCB adopted the most recent edition of its basin plan in June 1995.

California Regional Water Quality Control Board, San Francisco Bay Region—Basin Plan

Water quality in streams and aquifers of the region is guided and regulated by the SFRWQCB Basin Plan (SFRWQCB 1995). State policy for water quality control is directed at achieving the highest water quality consistent with the maximum benefit to inhabitants of the state. To develop water quality standards consistent with the uses of a water body, the SFRWQCB classifies historical, present, and potential future beneficial uses as part of its basin plan.

Beneficial Uses

The SFRWQCB Basin Plan identifies the beneficial uses of the San Francisco Bay basin. Beneficial uses of the San Francisco Bay that may be protected against water quality degradation include (but are not necessarily limited to) domestic, municipal, agricultural, and industrial supply; power generation; recreation; aesthetic enjoyment; navigation; and preservation and enhancement of fish, wildlife, and other aquatic resources or preserves. Maintenance of cold and warm freshwater habitat, preservation of rare and endangered species, fish spawning, and wildlife habitat are among the most sensitive beneficial uses from the standpoint of water quality management. A detailed discussion of beneficial uses and water quality objectives can be found in the basin plan.

The following text has been added to Section 3.4, *Biology*, Mitigation Measure BIO5-MM1, page 3.4-36:

For any street tree or designated ancestral tree within the City, and any tree outside the City that is within the County right of way, that is part of a large group of healthy, mature trees, or is of considerable size and age, and shall be removed as a result of the proposed project, Zone 7 shall ensure that replacement trees are

planted in the proposed project corridor. At a minimum, each removed tree that is at least 4-inches in diameter at breast height shall be replaced with either (1) one replacement tree of 24-inch box size, or (2) three replacement trees of 15-gallon size. For trees within the City of Livermore, tree replacement shall meet the City's requirements, which call for the replacement of a tree greater than four inches in diameter at a height of 4.5 feet with up to five trees of 15-gallon size, depending on the condition of the tree removed. Within the City of Livermore, trees that are larger than 4 inches in diameter at 4.5 feet from the ground will be replaced at the following ratios:

- 5:1 for trees in good to excellent health;
- 3:1 for trees in moderate health;
- 1:1 for trees in poor health; and
- 0:1 for dead trees.

These ratios assume replacement trees of 15-gallon size. The use of larger trees may reduce the required number of trees, according to the City's specifications.

The following text has been revised in Section 3.4, *Biology*, page 3.4-44:

Mitigation Measure BIO10-MM1: Conduct a preconstruction survey for California red-legged frog and monitor construction activities within 300 feet of suitable aquatic habitat and, if a California red-legged frog is found, cease project activities until the frog is removed and relocated by a USFWS-approved biologist.

The following text has been added to Section 3.4, *Biology*, page 3.4-46:

Mitigation Measure BIO12-MM1: Monitor construction activities within annual grasslands and alkali grasslands. To minimize construction-related impacts on California horned lizard and San Joaquin whipsnake, the biological monitor shall conduct a clearance survey for California horned lizard and San Joaquin whipsnake prior to ground-disturbing activities within annual grassland and alkali grassland habitats. If California horned lizard or San Joaquin whipsnake are discovered in the path of construction, the biological monitor shall encourage the species to move out of the construction area. Possible methods of encouraging lizards and whipsnakes to move out of the area include making loud noises, stomping on the ground, arm waving, and advancing toward the individuals.

The following text has been revised in Section 3.5, *Cultural Resources*, page 3.5-2:

Study Area Defined

The proposed Altamont Pipeline Project (APP) study area is located in Alameda County (County) in the vicinity of the City of Livermore (City) north of Interstate 580 and spans eastward toward Altamont Pass Road (Figure 2-2). The study area includes a mixture of modern commercial and residential development as well as light industrial use along the southwestern end of the alignment, and primarily rural parcels with some small farming and ranching complexes on the eastern portion of the alignment as it travels along the Altamont Pass Road and Dyer Road. A historic (50 years old or older) railroad alignment and abandoned railroad bed are also located in the proposed study area.

Records Search

On March 10, 2004, Jones & Stokes conducted a records search at the Northwest Information Center (NWIC) of the California Historical Resources Information System at Sonoma State University. The records search consisted of a database search of all previously recorded sites and studies within 1/2 mile of the Proposed Project corridor. The search also consulted the current listings for the CRHR and the National Register of Historic Places (NRHP), Historic Spots in California, the 1988 Historical Resources Inventory for the City of Livermore, and historical maps. The records search did not result ~~identify~~ in any previously reported archaeological sites within or directly adjacent to the Proposed Project corridor.

The figure on the following page, Figure 3.5-1, has been added to Section 3.5, *Cultural Resources*, following page 3.5-2:

The following text has been revised in Section 3.5, *Cultural Resources*, page 3.5-9:

The region supported a population of approximately 3,000 through the middle of the twentieth century. The post World War II period, however, ushered in new development in the form of an airport and military facilities as well as the establishment of the Lawrence Livermore Laboratory. In the latter half of the twentieth century Livermore and the Livermore Valley experienced continuous growth in the form of commercial and residential development. Currently, the city has a population of more than 73,750 (William Self Associates 2002).

The following text has been revised in Section 3.5, *Cultural Resources*, page 3.5-14:

City of Livermore General Plan

The City of Livermore General Plan (City of Livermore 2003~~4a~~) includes the following objectives and policies that pertain to cultural resources for the Proposed Project.

The following paragraph has been deleted from Section 3.5, *Cultural Resources*, page 3.5-17:

~~In addition, due to lack of access to private property within the Proposed Project corridor, certain areas were not subject to a field survey. The inaccessible area appears to be sensitive for the presence of prehistoric archaeological resources as determined by the environmental setting and previously recorded sites in the vicinity. Prior to pipeline design, this area must be surveyed by a qualified archaeologist. The detailed mitigation measure is discussed below.~~

The following text has been added to Section 3.5, *Cultural Resources*, page 3.5-18.

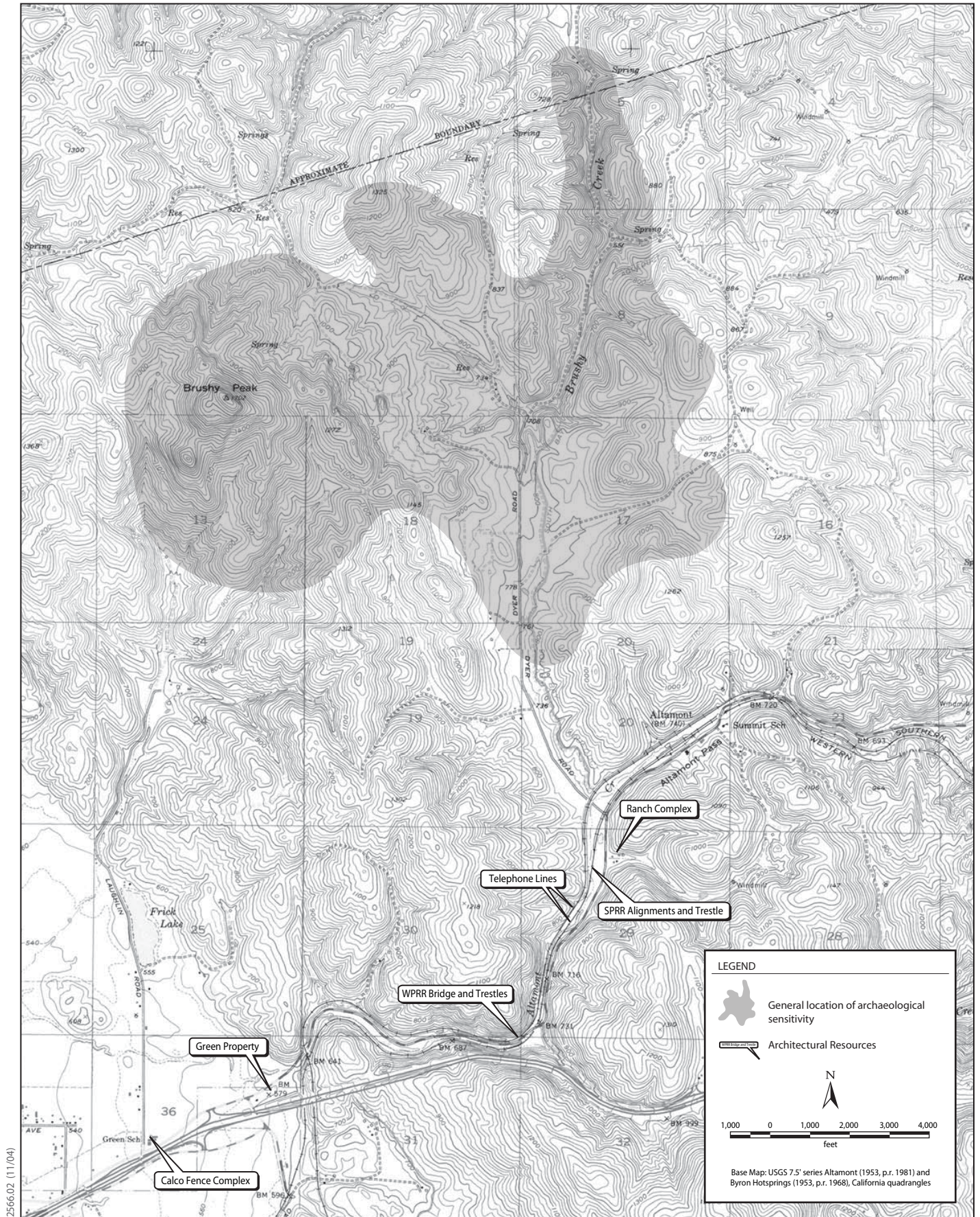
Summary of Cultural Resources Investigation Results

The following section describes known archaeological and architectural resources located in the cultural resources study area, and their significance findings (see Figure 3.5-1 for location of cultural resources). The completed California Department of Parks and Recreation (DPR) forms for these resources are included in the technical report (Appendix H).

The following text has been revised in Section 3.5, *Cultural Resources*, pages 3.5-20 and 3.5-21:

Impact CR-1: Disturbance of unknown archaeological deposits and or human remains.

No significant archaeological resources have been recorded within the area of potential effects (APE) for the proposed project; however, the potential always exists for inadvertent discovery of buried cultural deposits and/or human remains. ~~Also, the northeastern-most portion of the alignment of the Proposed Project was not accessible for field survey at the time of document preparation. This area appears sensitive for the presence of prehistoric resources due to the environmental setting, creeks, rock outcrops and undeveloped land, —~~ **This impact is considered potentially significant, but would be reduced to a less-**



than-significant level by implementation of the following mitigation measures.

Mitigation Measure CR-1-MM2: Complete a Cultural Resources Treatment Plan for buried cultural deposits.

If significant resources are found under Mitigation Measure CR-1-MM1, ~~and Mitigation Measure CR-1-MM2 is found to not be feasible,~~ a treatment plan will be prepared prior to continuing onset of construction in an area where buried cultural deposits were encountered. The ~~treatment plan that~~ will provide detailed research design and methodology for test excavations and archival research to identify and evaluate the resources. The treatment plan will also provide provisions for a complete data recovery excavation. The treatment plan will provide for at least the following activities:

The following text has been added to Section 3.5, *Cultural Resources*, page 3.5-22:

- ❑ the Native American Heritage Commission was unable to identify a descendent or the descendent failed to make a recommendation within 24 hours after being notified by the commission, and the NAHC has either provided a recommendation or failed to make a recommendation within 48 hours after being notified.

The following text has been revised in Section 3.8, *Hydrology and Water Quality*, page 3.8-3:

The basin is divided into one Main Basin and nine subbasins referred to as the Fringe Subbasins. These include the ~~Camp~~, Cayetano, May, Vasco, Spring, and Altamont subbasins (Todd Engineers 2003). The Cayetano subbasin is separated from the other Fringe Subbasins by a groundwater divide located approximately parallel to North Livermore Avenue. Groundwater from the Cayetano subbasin flows westward towards Cayetano Creek. Groundwater from the May, Vasco, Spring and Altamont subbasins flows southward and discharges to Altamont Creek in the area of the Springtown Alkali Sink, rather than flowing subsurface to the Main Basin, the majority of which is located south of Highway 580 (Questa Engineering 1998).~~Groundwater flows southward toward the Springtown Alkali Sink and discharges to Cayetano and Altamont creeks, rather than flowing subsurface to the main basin.~~

The following text has been revised in Section 3.8, *Hydrology and Water Quality*, page 3.8-11:

The act authorizes SWRCB to enact state policies regarding water quality in accordance with Section 303 of CWA. In addition, the act authorizes SWRCB to issue WDRs for projects that would discharge to ~~state~~ State waters. The SWRCB regulatory authority over waters of the

State extend to areas outside the jurisdiction of the U.S. Army Corps of Engineers (Corps), such as isolated wetlands, vernal pools, and stream banks above the ordinary high water mark. A WDR may be issued by the RWQCBs for discharge activities outside ACOE jurisdiction such as, but not limited to, placement of fill, construction of outfalls, bridge piers, and wing walls.

The following text has been revised in Section 3.9, Noise, page 3.9-2:

Both north and south of I-580, residential and scattered commercial and industrial area border the proposed project. South of I-580, residential subdivisions and scattered commercial and industrial areas border the proposed project. North of I-580, residential subdivisions north of Bluebell Drive, and commercial and industrial development south of Bluebell Drive border the proposed project. Single-family residences separated by undeveloped grazing land occupy the west side of Dyer Road and include one residence on Altamont Pass Road, located to the southeast of the Dyer Road/Altamont Pass Road intersection.

Also on page 3.9-2:

The proposed pipeline alignment is located in suburban, open space, and agricultural areas within Livermore and unincorporated areas of Alameda County. The major existing sources of noise in the project area are traffic on freeways, arterial roadways, and local roads; trains; the municipal airport; and general industry and agricultural operations. The primary source of traffic noise in the project area is I-580. Wind turbines located in the nearby wind farm are also a source of noise.

The following text has been revised in Section 3.9, Noise, on page 3.9-3:

City of Livermore Noise Element

The purpose of the City of Livermore Noise Element is to identify and appraise noise generation in the community in order to minimize problems from intrusive sound and to ensure that new development does not expose people to unacceptable noise levels. The City of Livermore Noise Element establishes policies regarding temporary construction.

Objective N-1.5 To reduce the level of noise generated by mechanical and other noise generating equipment by means of public education, regulation, and /or political action.

Policy 1-4 governs noise for temporary construction.

Policy N-1.5.P1. states that the City shall require that industrial and commercial uses be designed and operated so as to avoid the generation of noise effects on surrounding sensitive land uses (e.g., residential,

churches, school, hospitals) from exceeding the following noise levels for exterior environments:

(a) 55 dBA L₅₀ (7:00 a.m. to 10:00 p.m.)

(b) 45 dBA L₅₀ (10:00 p.m. to 7:00 a.m.)

Policy N-1.5.P2. states that in order to allow for temporary construction, demolition or maintenance noise and other necessary short-term noise events, the stationary source noise standards in Policy N-1.5.P1, above may be exceeded within the receiving land use by:

(a) 5 dBA for cumulative period no more than fifteen(15) minutes in any hour.

(b) 10 dBA for cumulative period no more than five (5) minutes in any hour.

(c) 15 dBA for cumulative period of no more than one (1) minute in any hour.

Policy N-1.5.P3. states that in order to allow for temporary construction, demolition, or maintenance noise and other necessary short –term noise events, the stationary noise standards in Policy N-1.P1. above, shall not be exceeded within the receiving land use by more than 15 dBA for any period of time.

Policy N-1.5.P4. states that the following sources of noise are exempt from the standards in N.1.5.P1: motor vehicles on public streets; trains; emergency equipment; vehicles, devices, and activities; temporary construction, maintenance, or demolition activities conducted between the hours of 7:00 a.m. and 8:00 p.m.

The following text has been revised in Section 3.9, *Noise*, page 3.9-17:

Mitigation Measure NZ-1-MM-1: Limit hours of construction to avoid noise conflicts in local jurisdictions.

Where feasible for construction activities within the City of Livermore, contractors shall avoid noise-generating activities Monday through Friday between the hours of 8:00 p.m. and 7:00 a.m., Saturday between the hours of 6 p.m. to 9 a.m., and on Sundays or City Holidays. Where feasible for construction activities within Alameda County, contractors shall avoid noise-generating activities Monday through Friday between the hours of 7:00 p.m. and 7:00 a.m. Monday through Friday, and between 5:00 p.m. and 8:00 a.m. Saturday and Sunday. Where limited construction hours are determined infeasible because of the continuous nature of particular activities (e.g., tunneling) or

where construction at alternative hours may reduce impacts, construction outside the time periods specified above may be allowed. Approval to work outside these construction periods shall be obtained from authorized agencies in the appropriate jurisdiction. In addition, project applicant shall provide surrounding residents/sensitive receptors notification if construction will occur outside the specified periods allowed.

Mitigation Measure NZ-1-MM-2: Locate stationary equipment as far from noise-sensitive receptors as practicable.

All stationary noise-generating construction equipment, such as pumps and generators, shall be located as far as possible from nearby noise-sensitive receptors as practicable. Where practicable, noise-generating equipment shall be shielded from nearby noise-sensitive receptors by noise-attenuating buffers such as temporary barriers, enclosure structures, structures or haul truck trailers. Stationary noise sources located less than 300 feet from noise-sensitive receptors shall be equipped with noise-reducing engine housings. Portable acoustic barriers shall be placed around noise-generating equipment located within 200 feet of residences. Water tanks and equipment storage, staging, and warm-up areas will be located as far from noise-sensitive receptors as possible.

The following text has been revised in Section 3.10, *Population and Housing*, page 3.10-2:

City of Livermore

The California Department of Finance (2004) estimated the population of the City to be 78,045 in January 2003. This represents an increase of 1.8% over the population of 76,595 in January 2002. The City accounts for 5.2% of the total population of the County. In 2003, there were 22,680 single-family and 4,743 multi-family dwelling units in the City. ABAG 2002 Projections indicate that the population of the City will reach 83,800 by 2010 and 99,400 by 2025. The Livermore General Plan anticipates a population of approximately 100,000 at buildout. (This number includes development of the BART transit oriented development site located in the northeast area of the City.)

The City adopted a residential growth policy in 1976 that established a residential growth rate of 2% on a first-come, first-served basis for developers. As part of the 2003 City General Plan update, the growth rate was changed to a numerical range between 140 and 700 dwelling units per year, equivalent to a 0.5% to 2.5% annual growth rate, based on the existing number of dwelling units in November 2002. Growth management policies were amended in 1988 to allow a residential

growth rate between 1.5% and 3.5% to be implemented in 3-year increments through the Housing Implementation Program (HIP). With the recently updated General Plan (February 2004), the residential growth rate was changed to a numerical range between 140 and 700 units per year. The revised growth rate would also be implemented through the HIP in 3-year increments.

The following text has been revised in Section 3.11, *Public Services and Utilities*, page 3.11-1:

Introduction

This section describes the setting and potential public services and utilities impacts of the proposed Altamont Pipeline Project (Proposed Project). Sources of data used in the preparation of this section include the most recent version of the City of Livermore (City) General Plan 2003~~2~~–2025, adopted February 9, 2004 (City of Livermore 2004a).

Environmental Setting

The Proposed Project would be constructed underground adjacent or perpendicular to existing underground and aboveground utilities, such as sewer mains, water mains, storm drains, communication cables, gas and electric lines, ~~and~~ aboveground power lines, and communication lines.

The following changes have been made to Table 3.11-1 in Section 3.11, *Public Services and Utilities*, page 3.11-2:

Table 3.11-1. Public Service and Utility Providers in the Project Area

Public Service or Utility	City of Livermore	Unincorporated Alameda County
Police	Livermore Police Department	Alameda County Sheriff's Department and the California Highway Patrol.
Fire	Livermore-Pleasanton Fire Department	Alameda County Fire Department
Schools	Livermore Valley Joint Unified School District	—
Parks	Livermore Area Parks and Recreation District and East Bay Regional Parks District	—
Solid waste	Alameda County Waste Management Authority	Alameda County Waste Management Authority
Wastewater	City of Livermore, Public Services Department	—
Water (raw)	State Water Project South Bay Aqueduct	—
Water (treated)	Zone 7 Water Agency (Wholesaler) <u>California Water Service Company (Retailer)-Portions of Livermore City of Livermore Public Services Department, Water Resources Division (Retailer)-Portions of Livermore</u>	—
Water (reclaimed)	City of Livermore, Public Services Department, Water Resources Division	—
Storm drainage	Zone 7 Water Agency and City of Livermore	—
Gas and electric	PG&E	PG&E
Communication	SBC Pacific Bell and Comcast Corporation	SBC Pacific Bell and Comcast Corporation
Other utilities	PG&E (five oil pipelines and three natural gas pipelines)	—

Source: City of Livermore General Plan 2003–2025 (City of Livermore 2004a).

The following text has been revised in Mitigation Measure PSU-1-MM1, in Section 3.11, *Public Services and Utilities*, page 3.11-9:

- Residents and businesses in the project area shall be notified of planned utility service disruption in advance. Residents and businesses will be notified as to which month interruptions are likely to occur and 2 to 4 days in advance, in conformance with County and state standards.

The following changes have been made to Table 3.12-1 in Section 3.12, *Traffic and Circulation*, page 3.12-2:

Table 3.12-1. Definition Of Level Of Service For Signalized Intersections

Level of Service	Expected Delay <u>Description</u>	<u>Average Total Stopped Delay per Vehicle (in Seconds/Vehicle)</u>
A	Little or no delay <u>Most vehicles do not stop.</u>	<=5.0 <u>Less than or equal to 10</u>
B	Short traffic delays <u>Some vehicles stop.</u>	> 5.0 and <= 15.0 <u>Greater than 10 and less than or equal to 20</u>
C	Average traffic delays <u>A significant number of vehicles stop. A few vehicles must wait more than one signal cycle.</u>	> 15.0 and <= 25.0 <u>Greater than 20 and less than or equal to 35</u>
D	Long traffic delays <u>Most vehicles stop. A noticeable number of vehicles must wait more than one signal cycle.</u>	25.0 and <= 40.0 <u>Greater than 35 and less than or equal to 55</u>
E	Very long traffic delays <u>Vehicles frequently wait more than one signal cycle.</u>	> 40.0 and <= 60.0 <u>Greater than 55 and less than or equal to 80</u>
F	Extreme delays potentially affecting other traffic movements in the intersection <u>Delays, potentially affecting other traffic movements in the intersection.</u>	> 60.0 <u>Greater than 80</u>

Source: Highway Capacity Manual, 2000, and, City of Livermore, 2002.

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-3:

City of Livermore

At the time this EIR was drafted, the City of Livermore Capital Improvement Program (CIP) cited the following projects, which would impact portions of the APP alignment (Vinn pers. comm.).

- Bluebell Road Median Rehabilitation – Springtown Boulevard to Larkspur Drive—Estimated start of construction in 2006.
 - As noted above, the Bluebell Drive median between Springtown Boulevard and Larkspur Road will be replaced, and the pavement will be resurfaced (CIP Project No. 200212) in 2006. Pavement restoration along City streets that are damaged by the proposed project shall be done in a manner that will preserve curb and median curb heights that pre-exist construction of the Altamont pipeline. This would mean grinding the existing asphalt pavement adjacent to the curb and median curb prior to application of overlay to ensure City standard curb height is maintained. Damaged curbs and median curbs shall be replaced. All affected utility boxes and manholes shall be adjusted to grade. Traffic signing, stripping, pavement markings, and detector loops that are removed or damaged shall be replaced.
- Vasco Rd. Interchange Project—First St. to Herman Ave., and Industrial Way to Northfront Rd.—No specific date cited in the current CIP.
- Isabel Ave./Route 84/I-580 Interchange (Phase 1) – Estimated start of construction in 2007.
- Northfront Road Widening—Vasco Road to Herman Avenue—No specific date cited in the current CIP;
- Zone 3 ~~potable~~ Potable Water System Improvements—Northfront Road from Pleasant Avenue to Laughlin Road—2004. It should be noted that the improvements from Vasco Road to Laughlin Road have been completed.
- Sunflower Court ~~slurry~~ Slurry project—Bellflower Road to Central Avenue—~~2004~~2005. ~~and~~
- East Airway Boulevard ~~slurry~~ Slurry project—400 feet east of Rutan Drive to Portola Avenue—~~2004~~2005.
- Kitty Hawk Rd. Slurry Project – Nissen Dr. to East Airway Blvd. – Estimated start of construction in 2006.
- Arroyo Las Positas Multi-use Trail Improvements—North Livermore Avenue to Valhalla development—Estimated start of construction in 2006.

Also on page 3.12-3:

- Construction of Phase 1 of the new Isabel Avenue interchange. This project requires some realignment of Kitty Hawk Road and East Airway Boulevard and the addition of a new utility corridor east of Kitty Hawk Road. Currently, Caltrans is working on the environmental clearances for the project. The APP will need to

coordinate their activities with Caltrans and the City of Livermore once a final alignment for the Isabel Avenue extension and interchange are finalized. The final alignment design will also include the relocation of a portion of Zone 7's Cross Valley Pipeline to the utility corridor.

- I-580 HOV/HOT lane project. This project would widen I-580 and could affect the design of the pipeline project. Environmental studies for this project are underway. The Alameda County Congestion Management Agency (ACCMA) estimates that construction on the HOV/HOT lanes will start during the winter quarter of 2005 and be completed during the fall quarter of 2007.
- Portola Avenue at East Airway Boulevard may will undergo some realignment improvements when the City extends Portola Avenue north of I-580 and closes the Portola Avenue/I-580 ramps as part of the Isabel/I-580 Interchange project. However, no formal project has been defined.

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-4:

Zone 7 Commitment to Coordination

Zone 7 has a commitment to coordinate with the City, County, and Caltrans on all infrastructure projects that could affect transportation facilities and improvements. To this end, an environmental commitment has been included in the *Project Description* (i.e., EC-12) identifying such coordination. At the time of report preparation, the only known encroachment on a Caltrans ROW would be the micro-tunneled crossing of I-580, west of the Las Colinas Road over-crossing of I-580. The pipeline is proposed to be constructed under I-580 near Las Colinas Road. The APP will be undergoing detailed alignment and feasibility studies during 2005 and 2006. As part of these studies, the consideration of the future HOV/HOT lanes will be included. The intent of the APP is to minimize any encroachment on the Caltrans ROW.

Also on page 3.12-4:

Interstate 580 carries an average daily traffic (ADT) volume of 165,000 to 220,000 vehicles within the City (I-580 HOV Project Study Report, Caltrans 2002). Two-way Peak-peak hour traffic just east of the Greenville Road interchange is 9,700 vehicles per hour, ~~while, West of Vasco Road, the two-way, the peak-hour volume is 12,000 vehicles per hour equal 12,000.~~¹ Interstate 580 is an 8-lane facility in this area with a peak directional (one-way) hour capacity estimated to be 8,800 vehicles per hour. During peak hours, I-580 operates at level of service F throughout the entire project area. This congested condition is the

¹ Caltrans, 2002 Traffic Volumes on California State Highways

result of downstream constraints. Actual traffic counts were conducted as part of the regional travel demand modeling. The current two-way peak hour traffic volume is about 8,900 vehicles per hour. The Caltrans traffic volume publication most likely reflects an un-congested condition.

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-5:

Sunflower Court

Sunflower Court is a two-lane ~~suburban arterial~~collector, approximately 40 feet in width, with parking along the north side just west of Blueflower Street.

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-6:

Bluebell Drive

Bluebell Drive is a ~~north-south n-east-west, two-lane arterial~~collector in the project area. It is approximately 52 feet wide with parking on both sides. The intersection of Bluebell Drive and Larkspur Drive is a “Y” with a planted pork-chop median that separates the two-way traffic on Larkspur Drive. Bluebell Drive has ~~four-two~~ lanes between Larkspur Drive and Springtown Boulevard. However, the roadway is wider in this section. The intersection of Bluebell Drive and Springtown Boulevard is signalized.

Springtown Boulevard

Springtown Boulevard is a north-south, four-lane divided ~~arterial~~collector in the project area. Along the east side of Springtown Boulevard between Bluebell Drive and Lassen Road, the width of the travel way is approximately 24 feet.

North Livermore Avenue

North Livermore Avenue is a north-south, ~~six~~four-lane arterial in the project area, and carries approximately 33,650 vehicles per day. It has adequate width for an additional northbound travel lane. The APP is planned to cross beneath North Livermore Avenue just south of the eastbound ramps of I-580 adjacent to Arroyo Las Positas.

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-7:

Intersections

Construction of the project will impact numerous intersections. Some of these intersections are stop controlled while others have been signalized. The City of Livermore ~~was adopted in February 2004~~~~is currently updating the City's General Plan.~~ As part of the General Plan update~~that work~~, existing and future intersection levels of service has been developed for the AM and PM peak hours at selected locations throughout the City. The intersections shown in Table 3.12-2 were included in the City traffic model and occur along the APP alignment.

Also on page 3.12-7:

Table 3.12-2. Peak Hour Levels Of Service For Selected Intersections

Intersection	Control Type	AM Peak Hour Level of Service	PM Peak Hour Level of Service
Greenville Road/Altamont Pass Road	Stop	F	F
Northfront Road/I-580 westbound ramps	Stop	F	C
Northfront Road/Vasco Road	Signal	C (F) *	D (F) *
Bluebell Drive/Springtown Boulevard	Signal	C <u>(F)</u> *	E
Kitty Hawk Road/Airway Boulevard	Signal	C	A
Note:			
* Field observations indicate that southbound traffic (on Vasco Road) between Scenic Avenue and the westbound on-ramp to I-580 and Scenic Avenue is highly congested during peak hours due to level of service F conditions on westbound I-580. This results in long vehicle queues and level of service F on Vasco Road between I-580 and Scenic Avenue. - The level of service F condition at Bluebell Drive/Springtown Boulevard exists at this intersection during the AM peak due to downstream blocking on I-580, similar to that on Vasco Road.			

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-8:

Bike lanes and a designated bike path are provided along portions of the APP alignment. With the exception of Arroyo Las Positas ~~Bike~~Multi-use Trail (to which the alignment would be located adjacent, with the exact location to be determined during the design phase of the project), the APP alignment does not occur within or cross any streets containing posted bike routes.

The Arroyo Las Positas ~~Bike~~Multi-use Trail, located within the City, runs in an east-west direction along Arroyo Las Positas, and extends 3.65 miles between North Livermore Avenue and near the I-580 on- and off-ramps at Portola Boulevard, to Vasco Road, as shown in Figure 3.14-2 (Las Positas Bike Path). The City has proposed to increase the length of the trail by 5.1 miles, for a total length of 8.75 miles. Of the bike trail segments planned for expansion, only a 0.5-mile stretch between North Livermore Avenue and Las Colinas Road has a schedule for completion; it will be completed during 2006. (City of Livermore 2001.)

The following text has been revised in Section 3.12, *Traffic and Circulation*, page 3.12-9:

To measure and describe the operation of the roadway network, a grading system called level of service (LOS) is commonly used. The LOS grading system qualitatively characterizes motor vehicle traffic conditions during the AM and PM peak hours associated with varying levels of traffic, generally referred to as congestion. These levels range from LOS A, which indicates free-flow vehicular traffic conditions with little or no delay experienced by motorists, to LOS F which indicates congested conditions where vehicle flow exceeds the designed vehicular capacity of the roadway. When LOS falls below a particular level (the grade lowers, i.e., from LOS D to LOS F), a road segment or intersection can be considered deficient and in need of expansion to increase capacity or other improvement to increase or improve traffic flow, such as adjustments to intersection signalization. Intersections typically represent the most critical locations of bottlenecks and congestion because the roadway must be shared by opposing traffic. Table 3.12-1, from the 2003–2025 General Plan adopted in 2004, outlines the LOS concept for signalized intersections. At signalized intersections in 2003, mid-level LOS D was the upper limit of acceptable level of service. The mid-level LOS D reflects the City’s intent to maintain stable traffic flow throughout Livermore. The City considers a Level of Service D with a peak hour volume/capacity ratio of 0.85 to be the upper limit of acceptable service at major intersections in Livermore (Livermore General Plan 2003–2025). The maximum level of service D (volume to capacity ratio $[v/c] = 0.85$) objective for the roadway system reflects the City’s intent at this time to maintain stable traffic flow throughout the City, recognizing that peak hour congestion may occur at locations near freeways or other locations with unusual traffic characteristics due to regional traffic flow.

The following text has been added in Section 3.12, *Traffic and Circulation*, page 3.12-10:

- At any signalized intersection where part or all of the roadway approach is restricted, video detections must be provided before construction in accordance with City standards.

The following text has been added in Section 3.12, *Traffic and Circulation*, page 3.12-13:

Table 3.12-4 details the existing conditions, potential roadway disruptions, potential construction procedures, project impacts and recommended mitigation measures. Two designations for project impacts are cited. These includes less-than-significant (LS) and significant and unavoidable (SU). Significant and unavoidable designations have been given to those areas where there would be road closures, or where traffic would be restricted to one lane along roadways with LOS “E” or “F,” or where traffic would be restricted to one lane along roadways for which no alternate route is available. For roadway segments reduced to one travel lane, traffic would be allowed to pass under flag control. The procedures for maintaining two-way traffic flows will be identified as part of the Traffic Control Plan for the APP.

The following changes have been made in Section 3.12, *Traffic and Circulation*, Table 3.12-4:

Table 3.12-4. Roadway Segment Impacts Due To Construction

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (LTSL or SU)
Dyer Road – AWTP to railroad trestle west of Altamont Pass Road	Two lanes—20-foot width, no shoulders	Truck traffic entering and exiting Dyer Road May encroach Dyer Road to avoid surface water features	Open trench and/or microtunnel east of Dyer Road	Environmental Commitments (EC) 10 & 11	LTSL
Dyer Road – at Railroad trestle	Two-lanes—15-foot 2-inch width	None	Microtunnel	EC-10/EC-11	LTSL
Dyer Road – Railroad trestle to Altamont Pass Road	Two-lanes—20-foot width	Truck traffic entering and exiting Dyer Road	Microtunnel	EC-10/EC-11	LTSL
<u>Altamont Pass Road – Dyer Road to Carroll Road</u> (Two sub segments described below)	<u>Details below</u>	<u>Roadway closure up to 41 days to non-local traffic; directional (i.e., one-lane) traffic control will be required for local traffic</u>	<u>Details below</u>	<u>EC-10/EC-11</u> <u>Restrict construction to non-peak hours</u> <u>Traffic diverted to I-580 at Grant Line Road and Carroll Road</u>	<u>SU</u>
1. Altamont Pass Rd.–Dyer Road to 1,000' west of Dyer Road	Two lanes, 24 feet with narrow shoulders	As above None	Microtunnel	As above EC-10/EC-11	As above LTSLSSU
2. Altamont Pass Road – 1,000 feet west of Dyer Road to Carroll Road	28 to 36 feet—limited shoulder width	As above Directional (i.e., one-lane) traffic control will be required	Open trench and/or microtunnel	As above EC-10/EC-11 Restrict construction to non-peak hours	As above Significant and unavoidable

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (LTSL or SU)
<u>Altamont Pass Road – Carroll Road to Greenville Road</u> <u>(Four subsegments described below)</u>	<u>Details below</u>	<u>Roadway closure up to 15 days for local traffic and 54 days for non-local traffic; directional (i.e. one lane) traffic control will be required for local traffic</u>	<u>Details below</u>	<u>EC-10/EC-11</u> <u>Restrict construction to non-peak hours</u> <u>Traffic diverted to I-580 at either Carroll Road or Mountain House and Greenville Road</u>	<u>SU</u>
1. Altamont Pass Road at Carroll Road	Stop controls on Carroll Road approach. Two lanes on each facility roadway	<u>As above; additional potential closure of intersection during construction.</u> Potential closure of intersection during construction.	Open trench and/or microtunnel	<u>As above</u> EC-10/EC-11 <u>Restrict construction to non-peak hours</u> <u>Traffic diverted to I-580 at either Carroll Road or Mountain House Road.</u>	<u>As above</u> Significant and unavoidable.
2. Altamont Pass Road Carroll Road to about 6,000 feet west of Carroll Road	Two lanes: 24–26 feet <u>wide</u> with narrow shoulders	<u>As above</u> Roadway closure up to 15 days	Open trench	<u>As above</u> Traffic diverted to I-580 at either Carroll Road or Mountain House Road.	<u>As above</u> Significant and unavoidable.
3. Altamont Pass Road at Railroad trestle	Two 12-foot travel lanes with narrow shoulders	<u>As above</u> None	Microtunnel	<u>As above</u> EC-10	<u>As above</u> LTSL <u>SU</u>
4. Altamont Pass Road from Railroad trestle to Greenville Road	Two 26-foot lanes with narrow shoulders	<u>As above; additional truck traffic entering and exiting Altamont Pass Road</u>	Construction on the north side of Altamont Road	<u>As above</u> EC-10/EC-11	<u>As above</u> LTSL <u>SU</u>
Northfront Road – Greenville	Two 27–foot lanes. Power poles on north	Construction would restrict travel to two 10–	Construction on the north side of	EC-10/EC-11	<u>LTSL</u>

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (LTSL or SU)
Road to Laughlin Road	side of roadway. Narrows to 32 feet at Laughlin Rd. Peak Hour LOS “F” at Greenville Rd. I-580 ramps.	foot lanes	Northfront Road		
Northfront Road—Laughlin Road to Vasco Road	Two lanes between 39 and 51 feet wide. Power poles poles on north side of roadway.	Construction would restrict travel to one 14- foot travel lane. (39- foot minimum width, 25- foot construction zone).	Construction on the north side of Northfront Road	EC-10/EC-11	LTSL
Vasco Road at Northfront Road	Peak Hour Level of Service “F.”	None	Microtunnel and maintain traffic movements on all approaches.	EC-11 Video detection to meet City standards prior to construction if approach lane(s) closed within <u>100 feet</u> of the intersection.	LTSL
Northfront Road – Vasco Road to Central Avenue	Two lanes restricted to 40 <u>feet</u> ; no parking.	Travel restricted to one <u>15-foot</u> travel lane. (25-foot construction zone)	Open trench in roadway	EC-10/EC-11	LTSL
Sunflower Court – Central Avenue to Bluebell Drive	Two lanes—44 feet with parking along north side	Travel restricted to one <u>19-foot</u> travel lane with parking restricted or <u>11 feet</u> with parking	Open trench in roadway	EC-10/EC-11	LTSL

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (LTSL or SU)
Sunflower Court at Bluebell Drive	2 lanes; Route 11 stop on Bluebell Dr. Peak Hour LOS "E"	Travel restricted to 1 lane	Open trench	EC-10/EC-11	Significant and unavoidable <u>SU</u>
Bluebell Drive – Sunflower to Springtown Boulevard	Two lanes with curb-to-curb width of 55 feet.	Travel restricted to two <u>15-foot</u> travel lanes. <u>25 foot</u> construction zone Relocate transit stops during construction	Open trench	EC-10/EC-11	LTSL
Bluebell Drive at Larkspur Drive	Two lanes on each approach with planted pork-chop shaped island in intersection	Restrict turn movements at intersection. Westbound connector-Bluebell to Larkspur is less than 20 feet	Open trench	EC-10/EC-11	LTSL
Springtown Boulevard at Bluebell Drive	Springtown Blvd divided 4 lanes; solid median north of Bluebell <u>Bluebell (60 feet wide) 2 lanes.</u> Route 11 transit stop is located on Springtown north of Bluebell p.m. peak hour <u>Congestion occurs during AM and PM peak hours.</u>	Selected turn movements blocked. Two-way traffic must be maintained in the southbound lanes of Springtown Blvd. between Lassen Road and Bluebell Drive Relocate the Route 11 <u>bus</u> stop north of Lassen Rd on Springtown Blvd.	Open trench.	EC-11	LTSL

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (LTSL S or SU)
Lassen Road	Two lanes with <u>36-foot</u> roadway.	Restrict travel way to 11 feet Maintain 1 traffic lane for access to adjacent development	Open trench.	EC-11	LTSL S
I-580 crossing	8-lane highway with shoulders	None	Microtunnel	None	LTSL S
Arroyo Las Positas to North Livermore Avenue.	Creek, 15 to <u>40 feet</u> at top of bank is fenced from adjacent parking.	No roadway or intersection impacts May disrupt cyclists using bike path.	Open trench at top of bank	Provide detour for Arroyo Las Positas bike path	LTSL S
N. Livermore Ave. crossing of Arroyo Las Positas	N. Livermore Ave. carries approx. 34,000 vehicles per day	None	Microtunnel	None	LTSL S
Arroyo Las Positas to Portola Avenue	Creek with adjacent paved bike path and fence along south side.	No roadway or intersection impacts May disrupt cyclists using bike path.	Open trench in and adjacent to bike path	Provide detour for Arroyo Las Positas bike path	LTSL S
Portola Avenue crossing at <u>East</u> Airway Boulevard	<u>68 feet</u> wide with 4 lanes. Carries approx. 23,000 vehicles per day. Solid medians north and south of <u>East</u> Airway Blvd. intersection.	None	Micro tunnel under Portola Avenue and maintain all traffic movements on all approaches.	EC-11	LTSL S

Roadway Segment/ Pipeline Segment	Existing Condition	Potential Roadway Disruption	Potential Construction Procedure	Mitigation	Significance (<u>LTSL</u> or SU)
<u>East Airway Boulevard</u> – Portola Avenue intersection to 2,000 feet west along Airway Boulevard	67 <u>feet</u> wide with 2 lanes and parking.	Open trench; north side of <u>East Airway Blvd.</u>	Open trench Maintain parking when possible.	EC-10/EC-11	<u>LTSL</u>
<u>East Airway Boulevard</u> – 2,000 feet west of Portola Avenue	36 <u>feet</u> wide with 2 lanes.	Open trench; north side of <u>East Airway Blvd.</u> <u>There is a potential conflict with I-580 and/or Airway Boulevard</u> <u>Improvements in this area. As part of the Isabel Avenue/I-580 interchange, an eastbound auxiliary lane is planned, which could impact East Airway Boulevard.</u>	Open trench Maintain parking when possible.	EC-10/EC-11	<u>LTSL</u>
<u>East Airway Boulevard</u> – 2,000 feet west of Portola Avenue to Kitty Hawk Road	44 <u>feet</u> wide with 2 lanes	If traveled way is less than 20 feet, one-way rather than two-way traffic flows would occur	Cut and cover north side of <u>East Airway Blvd.</u>	EC-10/EC-11	<u>LTSL</u>
<u>East Airway Boulevard</u> at Kitty Hawk Road	Two lanes on each approach of this intersection. <u>Signal owned by Caltrans.</u>	Lane closures; two-way traffic to be maintained. <u>Construction plans for State Route 84 may conflict with the APP alignment.</u>	Cut and cover intersection.	EC-11 Video detection to meet <u>City-Caltrans</u> standards prior to construction if approach lane(s) closed within <u>100 feet</u> of the intersection.	<u>LTSL</u>

The following text has been revised in Section 3.14, *Recreation*, page 3.14-2:

East Bay Regional Parks District

The Brushy Peak Regional Preserve is owned and maintained by the East Bay Regional Parks District and the Livermore Area Parks and Recreation District (Livermore Area Parks and Recreation District is discussed below). The preserve is approximately 2,000 acres and extends north along Brushy Peak Tributary from Altamont Pass Road and Frick Lake to Brushy Peak and beyond Vasco Road. The Proposed Project alignment would pass close to but outside of the southern end of the preserve.

City of Livermore

The Livermore Area Recreation and Park District (LARPD) is an independent special district that maintains parks within the city limits, including 27 community parks, four regional parks, and 10 special use parks, all of which are shown in Figure 3.14-1 (City of Livermore 2004a).

Additionally, ~~the~~ Proposed Project alignment is in close proximity to three neighborhood parks under the management of the Livermore Area Parks and Recreation District. They include Northfront Park near the Northfront A reach, Livermore Downs near the Portola A reach, and Maitland R. Henry Park near the end of the project alignment. Neighborhood parks are typically 6 to 10 acres in size and serve residents within a 0.75- to 1-mile radius. This equates to one park per 3,000 to 5,000 City residents. The parks do not have permanent restrooms or sports lighting, and typically include open play fields, small picnic areas, and safe toddler play areas.

Arroyo Las Positas Multi-use Bike Trail

The Arroyo Las Positas Multi-use Bike Trail, located within the City, is used by recreational bicyclists, walkers, and joggers. The trail runs in an east-west direction along Arroyo Las Positas, and extends 3.6 miles between North Livermore Avenue and near the I-580 on- and off-ramps at Portola Boulevard, to Vasco Road, as shown in Figure 3.14-2.

The following text has been revised in Section 3.14, *Recreation*, page 3.14-3:

Stream Management Master Plan

Zone 7's Stream Management Master Plan (SMMP) addresses flood protection and drainage issues, as well as other issues affecting management of the streams and arroyos, water supply, water quality, habitat and environment, recreation, trails, and public education. The area addressed in the SMMP includes approximately 430 square miles of the watershed within the Zone 7 service area and lies within the greater Alameda Creek watershed. The SMMP includes the urbanized areas of

Livermore, Dublin, and Pleasanton, as well as less urbanized areas in the upper watershed. ~~Bicycle and pedestrian trails will be created as a result of the Master Plan SMMP; however, none will connect to the Arroyo Las Positas Bike Trail.~~ Many of the projects proposed under the SMMP identify the creation of new trail networks or components in their statement of purpose. A number of the proposed projects under the SMMP identify new trails or trail connections as secondary benefits, including connections with existing portions of the Las Positas Multi-use Trail.

The following text has been added in Section 3.14, *Recreation*, pages 3.14-3 and 3.14-4:

Objective CIR-3.3

Provide a bicycle and trails network.

Policy P1: Develop a comprehensive bikeway and trails system as a viable alternative to the automobile for all trip purposes in order to maximize the number of daily trips made by non-motorized means for residents of all abilities.

Policy P2: Consider bicycle, pedestrian, and equestrian access in all aspects of City Planning and coordinate with other agencies to improve non-motorized access within the City of Livermore and to surrounding regional areas and facilities.

Policy P3: Provide related facilities and services necessary to allow bicycle and pedestrian travel to assume a significant role as a local alternative mode of transportation.

Policy P4: Improve the safety of bicyclists and pedestrians by educating all Livermore residents about bicycle and pedestrian safety and by enforcing bicycle and motorist laws and regulations effecting bicycle and pedestrian safety. Increase bicycle and pedestrian mode share by increasing public awareness of benefits of bicycling and walking and of the available bike and trail facilities and programs.

Policy P5: Maintain all roadways and multi-use trails so that they provide safe and comfortable bicycling, walking, and equestrian conditions.

Policy P6: Implement a bikeway system with community input on the priorities and with a minimal impact on the environment.

Action A1. Develop, periodically review, and update a master plan for a Citywide bicycle and trails network.

Action A2. Develop bicycle routes and multi-use trails in accordance with the City's adopted master plan for a bikeway and trails network.

Action A3. Where other public works projects (roadways, buildings, or utilities) precede adopted trail development in an area, combine easement, property, or right-of-way acquisition, where feasible, to acquire necessary land for planned trails.

The following text has been revised in Section 3.14, *Recreation*, page 3.14-4:

Stream Management Master Plan

Zone 7 is in the process of developing a Stream Management Master Plan (SMMP). The current version of the SMMP is presented in the SMMP Interim Report (Zone 7 2004a). A Notice Of Preparation for a Master EIR for the SMMP was issued in May 2004. It is anticipated that the final Master Plan will be completed in May 2005 (Zone 7 2004b).

The SMMP Interim Report identifies various needs and opportunities relative to the goals and objectives of the plan. Needs and opportunities relative to *Trails, Recreation, and Public Education* include public education and outreach facilities as well as providing connectivity between existing but currently unlinked streamside recreational trails.

The SMMP Interim Report (Zone 7 2004b) lists separate goals for each aspect of the project. The primary goal and objectives of the SMMP regarding recreation are as follows. ~~There are no plans to connect with the Arroyo Las Positas Bike Trail.~~

Primary Preliminary Goal

Promote recreational, alternative transportation and public education opportunities along streams and Chain of Lakes.

The following text has been revised in Section 3.14, *Recreation*, page 3.14-5:

Criteria for Determining Significance

Based on Appendix G of the State CEQA Guidelines and professional judgment, the project would have a significant impact on recreation resources if it would cause a substantial long-term disruption of any institutionally recognized recreational facilities or activities, or conflict with future planned recreational facilities.

Also on page 3.14-5:

Impact REC-1: Causes a substantial long-term disruption of any institutionally recognized recreational facilities or activities.

Northfront Community Park and Springtown Golf Course are near the Proposed Project. However, construction activities would not disrupt

normal park recreation. The Las Positas ~~Bike~~ Multi-use Trail between North Livermore Avenue and the I-580 on- and off-ramps at Portola ~~Boulevard Avenue~~, and east of North Livermore Avenue to the Las Colinas overpass could experience temporary disruptions during the construction period. During the construction period on this stretch of the alignment, equipment could block the bike trail, temporarily impeding all bike traffic. This trail is used primarily for recreation, rather than commuting to work or school, and would be closed only temporarily. In addition, as discussed in EC-10 of the Project Description, a detour would be provided for bike traffic along the bike path. The effect would be temporary and therefore would not result in a need to construct another similar facility. **This impact is considered less than significant.** No mitigation is required.

The following impact has been added to Section 3.14, *Recreation*, page 3.14-6:

Impact REC-3: Conflict with future planned recreational facilities.

There are several proposed bikeways and trails identified in the City's Bikeways and Trails Master Plan and LARPD's Master Trail Plan that are located within or near the footprint of the proposed pipeline alignment. Once construction is complete, the pipeline would be underground with the exception of at- or above-ground maintenance facilities. As described in Chapter 2, *Project Description*, these surface features are relatively small and would not be considered physical barriers to constructing a surface pathway.

Both plans mentioned above include proposed future trail alignments similar to or very near that of the proposed project. Both plans include policies and objectives to develop and implement these plans through a collaborative process that includes several local agencies, including but not limited to the City of Livermore, LARPD, and Zone 7. Additionally, Zone 7 is committed to collaborating with local agencies to enhance and develop recreational opportunities in conjunction with water service projects when feasible. **This impact is considered less than significant.** No mitigation is required.

The following references have been added to Chapter 7.

Printed References

Livermore Area Recreation & Park District. 1991. *Trail Master Plan*. Prepared by Interactive Resources. Point Richmond, CA. May 1991.

Personal Communications

Ms. Jean Hart, Alameda County Congestion Management Agency.
November 15, 2004 – telephone conversation.



Jones & Stokes