

PROJECT DESCRIPTION

PROJECT LOCATION

The proposed Mountain House Business Park (hereinafter referred to as the “proposed project”) is located within the Mountain House community that is located in San Joaquin County adjacent to the Alameda County line and between Interstate 205 (I-205) and Old River. As shown in Figure 1-1, the proposed project is located in the southeast corner of the Mountain House community adjacent to Mountain House Parkway and I-205. Access to the proposed project will be via I-205, Mountain House Parkway, and the proposed Central Parkway. Only Mountain House Parkway currently provides local access to the project site.

As shown in Figure 2-1 (provided at the end of this chapter), easements exist on the property for various transmission lines. Natural gas pipelines and a crude oil pipeline occupy a single corridor approximately 75 feet wide that extends in a southeast/northwest direction through the southwesterly portion of the site. The corridor contains four natural gas transmission lines ranging in size from 6.625-inch-diameter to 36-inch-diameter pipes and an 18-inch-diameter pipeline for crude oil. Although the land is currently fallow, it has been used for agriculture in the past, and the owners operated a produce stand at the site. Refer to the aerial photograph of the project site and vicinity in Figure 2-2.

The property is designated as Assessor’s Parcel Number: 209-080-26.

Development within Mountain House Community

The proposed project is located within Specific Plan I, which was adopted by the County in 1994. It covers three (E, F and G) of the proposed 12 neighborhoods of Mountain House. Currently within Specific Plan I, Neighborhoods E, F, and G are under construction or in the design stage. As of September 10, 2004, approximately 410 homes were either occupied or the homes had been sold but not yet occupied (Karam, 2004). Construction of the elementary school in Neighborhood F was completed and is now in operation. Parks and landscaping also have been completed in Neighborhood F. Drainage and restoration improvements to Mountain House Creek (which flows through the community) are also under construction as proposed in the approved Mountain House Storm Water Master Plan Update. (Refer to the aerial photo in Figure 2-2.)

Planning for Specific Plans II and III is currently underway. The County Board of Supervisors adopted Specific Plan II in January 2005. Trimark Communities proposes to subdivide parcels and develop residential, commercial, and public/recreational uses within Neighborhoods H, I, and J of Specific Plan II. Neighborhoods I and J are north of Byron Road and Neighborhood H is just south of Byron Road.

The Specific Plan III area is under a separate ownership and a draft Specific Plan for this area is currently in preparation. This is the third of the three specific plans that were proposed under the Mountain House Master Plan. The area of Specific Plan III includes the southern portion of the community, primarily south of Grant Line Road and north of I-205 and borders the proposed project site. The SP III project area is proposed to contain residential neighborhoods of varying densities, commercial and light industrial uses, schools, a community park and a community college. As a part of the Specific Plan III process, Central Parkway is realigned which affects the configuration of the Mountain House Business Park site in the northwest corner of the property. Refer to the Specific Plan area configurations in Figure 2-2.

PROJECT DESCRIPTION

The project site was included in the Mountain House Master Plan and Specific Plan I (MEIR) and was evaluated as a part of the environmental analysis that was conducted in 1994 (MEIR, 1994). The applicant, Pegasus–M.H. Ventures I, LLC, is requesting approval of a Tentative Subdivision Map, Development Agreement, and Special Purpose Plan in conformance with the Master Plan and Specific Plan. In addition to these submittals, the applicant is requesting Amendments to the Master Plan, Specific Plan I and Development Title (San Joaquin County, 1992), as well as annexation to the Mountain House Community Services District. Figures 2-3 and 2-4 reflect the proposed change in the Master Plan Land Use Map and on the Specific Plan I Zoning Map. Included with the submittal of the Tentative Map is a preliminary circulation and roadway improvement plan, a preliminary street lighting plan, a conceptual site plan, and a special purpose plan. The Tentative Map, Preliminary Circulation and Roadway Improvement Plan, Preliminary Street Lighting Plan, Conceptual Site Plan, and Special Purpose Plan are shown in Figures 2-5 through 2-9. The applicant is also requesting approval of a Development Agreement.

Tentative Map

The Tentative Map shows the 135.9-acre site subdivided into 26 parcels ranging in size from less than an acre to 19.1 acres. The following table identifies the parcels and their acreage.

Parcel Number	Acreage	Parcel Number	Acreage
1	10.609	14	0.826
2	19.195	15	5.193
3	10.349	16	2.066
4	0.870	17	3.007
5	1.093	18	4.179
6	1.003	19	9.472
7	0.835	20	13.831
8	2.070	21	3.565
9	0.827	22	4.248
10	1.085	23	2.134
11	1.026	24	1.573
12	0.885	25	1.257
13	0.735	26	2.752

The map depicts the major roadways that will serve the Business Park, which includes Central Parkway, DeAnza Boulevard and Spatafore Parkway. The internal road system (Spatafore Parkway) forms a loop system to serve parcels 1, 2, 9–20, and 22–25. Central Parkway and DeAnza Boulevard will serve parcels 3–8, 21 and 22. Entrance to the Business Park will be from Mountain House Parkway at two entrances. The internal street system provides for sidewalks and the major roadways (DeAnza Boulevard and Central Parkway) provide for a Class I multi-use path. A transit stop is proposed at the DeAnza Boulevard/Central Parkway intersection.

Special Purpose Plan

Specific Plan I calls for Special Purpose Plans to be prepared for the detailed design of focus areas. The applicant has submitted a Special Purpose Plan that provides a textual description accompanied by several exhibits. Figure 2-9 illustrates the Special Purpose Plan and Figures 2-10 through 2-16 illustrate the architectural drawings for representative structures in each of the designated land use zones. Figures 2-17 through 2-19 illustrate the fencing and edge treatment plan and the entrance and street treatments.

The Special Purpose Plan provides a comprehensive set of development standards and a conceptual plan for the development of the Mountain House Business Park. It thereby presents a detailed development framework for uses within and adjacent to the entire development as required by Specific Plan I. The Special Purpose Plan describes requirements relative to uses, locations (building siting), access, physical relationships, pedestrian facilities, service, landscape and design requirements.

Development Agreement

A development agreement has also been submitted to the County for adoption as part of the Mountain House Business Park project. The development agreement sets forth the entitlements, implementation measures, and administrative responsibilities associated with the proposed project. Development agreements have typically been adopted or updated for all major developments within Mountain House.

Amendments

The amendments to the San Joaquin County General Plan, Mountain House Master Plan and Specific Plan I, and Development Title include the following:

General Plan/Master Plan/Specific Plan I

- Amend the General Plan to allow 5-story hotels within the Freeway Service Commercial – C/FS area of Mountain House. No General Plan amendment is needed for the 5-story office building in the Mountain House Business Park, for the General Plan currently allows buildings up to 100 feet in the Light Industrial – I/L areas of the County.
- Amend the General Plan to clarify that commercial uses that support administrative and professional offices are allowed in the Commercial Office land use designation. Such uses are already allowed under the Mountain House Master Plan and Development Title.

- Amend the General Plan, Master Plan and Specific Plan I land use tables to reflect the proposed changes in land use acreage within the project.
- Amend land use and zoning maps along with other maps within and referenced by the General Plan, Master Plan and Specific Plan I to incorporate the following proposed changes:
 - Relocate the park-and-ride lot from the northeast corner of Central Parkway/DeAnza Boulevard to the northwest corner of Mountain House Parkway/I-205 interchange.
 - Relocate Central Parkway to the south per the proposal in Specific Plan III. Revise boundaries of SP I to follow realignment of Central Parkway.
 - Relocate Public/Public-Facilities, Office Commercial, Freeway Service Commercial, and Light Industrial/Industrial Park land use boundaries to accommodate realignment of Central Parkway and relocation of the park-and-ride facility.

In addition to amending the Master Plan and Specific Plan I land use designation maps, the above amendments will require changes to the following maps and/or plans:

Master Plan	Specific Plan I
Figure i: Community Concept Diagram	Figure ii: Specific Plan Area and Subareas Map
Figure 3.1: Community Concept Diagram	Figure iv: Mountain House Business Park Illustrative Plan
Figure 3.2: Residential Neighborhood Boundaries Diagram	Figure 1.2: Specific Plan Area and Subareas Map
Figure 3.3: Community Subareas Map	Figure 3.1: Map and Zoning Diagram
Figure 3.5: Master Plan Designations	Figure 3.4: Mountain House Business Park Specific Plan I Map and Zoning Diagram
Figure 3.8: Master Plan Designations – South Area	Figure 4.1: Specific Plan I Expansion and Focus Areas
Figure 3.14: Commercial/Freeway Service Concept	Figure 4.7: Community Entries Location Plan
Figure 4.1: Community Walls Location Plan	Figure 4.10: Mountain House Business Park Illustrative Plan
Figure 4.3: Community Edge Treatment Key Map	Figure 4.11: Mountain House Business Park Landscape Concept
Figure 4.18: Community Entries Location Plan	Figure 7.1: Recreation and Open Space Plan
Figure 4.24: Landscape Concept Diagram	Figure 8.1: Electrical Distribution System
Figure 7.1: Recreation and Open Space Plan	Figure 8.2: Natural Gas Distribution System
Figure 7.2: Open Space Destinations and Linkages Plan	Figure 9.2: Regional Bus Routes and Facilities
Figure 8.1: Electrical Distribution System	Figure 9.3: Specific Plan Road Classification Diagram
Figure 8.3: Telecommunications Network Diagram	Figure 9.7: Mountain House Business Park Street System
Figure 9.3: Intersection Signalization and Channelization	Figure 9.8: Mountain House Business Park Transit, Bicycle and Pedestrian Circulation

Master Plan	Specific Plan I
Figure 9.4: Roadway Classification Diagram Figure 9.30: Bicycle and Pedestrian Network Figure 9.32: Transit Routes and Facilities Plan Figure 12.5: Water Distribution and Treatment Facilities Plan Figure 13.1: Wastewater Collection and Treatment Facilities Figure 15.2: Storm Drainage Master Plan	Figure 13.1: Wastewater Backbone Collection System

Development Title

- Building Height – Allow a maximum building height of five stories rather than three stories in the I-P – Industrial Park and the C-FS – Freeway Service Commercial zones. The major hotel on Parcel 26 and the major office building on Parcel 20 would contain five stories. Table 9-410.3M and Table 9-510.3M of the Development Title will need to be amended to increase the building height in these zones.

It is noted that the C-FS zone is the only such zone in the Mountain House community and, thus, this change does not affect other Mountain House areas. Also, the changes requested to the Development Title apply only to the Mountain House community and not to other I-P or C-FS zones in the County.

PROJECT DETAILS

Pegasus–M.H. Ventures I, LLC (the applicant) is proposing to subdivide 135.9 acres into 26 parcels to accommodate the following land use designations: Limited Industrial, Office Commercial, Freeway Service Commercial, and Public Facilities. The proposed development areas represent 3.6 percent of the Mountain House community acreage. As shown on the Tentative Map in Figure 2-5, Central Parkway, DeAnza Boulevard, and Spatafore Parkway will access the site. Currently adopted and proposed land uses and development are shown in Tables 2-1, 2-2, and 2-3. A summary of projected employment under the 1994 Master Plan land use designations is provided in Table 2-1. Projected development acreages and employment under the proposed project amendments to the Master Plan and Specific Plan I are shown in Table 2-2. The difference in total acreage between Tables 2-1 and 2-2 is due to the relocation of Central Parkway southward as part of the proposed Specific Plan III, which has decreased the area of the Mountain House Business Park.

**Table 2-1
Summary of Uses and Development Projected Under
Adopted Specific Plan I Zoning**

Land Use – Zoning	Area	Jobs/Acre^a	Employees^b
Freeway Service Commercial (C-FS)	27.0 acres	24	648
Office Commercial (C-O)	9.5 acres	44	418
Industrial Park (I-P)	72.5 acres	35	2,537
Public (Park & Ride) (P-F)	5.0 acres		
Subtotal	114.0 acres		3,603
Public (Arterial ROW)	20.5 acres		
Public (Collector ROW)	6.5 acres		
Total	141.0 acres		3,603

Notes: ROW = right of way.

^a Based on jobs/acre set forth in Table 3.1 of Specific Plan I.

^b Calculated per Specific Plan I, acreage times jobs/acre.

**Table 2-2
Summary of Proposed Uses and Development Under
Proposed Specific Plan I Zones**

Land Use – Zoning	Area	Jobs/Acre^a	Employees^b
Freeway Service Commercial (C-FS)	23.8 acres	24	571
Office Commercial (C-O)	10.4 acres	44	458
Industrial Park (I-P)	65.3 acres	35	2,286
Public (Park & Ride) (P-F)	5.2 acres		
Subtotal	104.7 acres		3,314
Public Streets	31.2 acres		
Total	135.9 acres		3,314

Notes: ^a Application of jobs/acre set forth in Table 3.1 of Specific Plan I by proposed development type within each land use/zoning category.

^b Calculated per Specific Plan I, acreage times jobs/acre.

**Table 2-3
Summary of Proposed Uses and Development Under
Proposed Tentative Map and Special Purpose Plan**

Zoning – Development Type	Area	Parcels	Building Area^a	Jobs/Acre^b	Employees^c
Freeway Service Commercial (C-FS) – Retail	19.0 acres	4,5,6,7,8,9, 10,11,12,13, 14,21,22	144,663 sq.ft.	24	266
Freeway Service Commercial (C-FS) – Hotel	4.8 acres	16,26	33,689 sq.ft.	24	54
Office Commercial (C-O) – Retail	10.4 acres	3	121,780 sq.ft.	24	351
Industrial Park (I-P) – Retail	4.3 acres	2 (part of),24,25	38,078 sq.ft.	24	71
Industrial Park (I-P) – Office	44.7 acres	1,2 (part of), 20,23	972,954 sq.ft.	44	2,457
Industrial Park (I-P) – Flex Ind/Office (I-P)	16.3 acres	17,18,19	230,310 sq.ft.	35	462
Public (Park & Ride) (P-F)	5.2 acres	15			
Subtotal	104.7 acres		1,541,474 sq.ft.		3,661
Public Streets	31.2 acres				
Total	135.9 acres		1,541,474 sq.ft.		3,661

Notes: ^a Based on proposed building square footage in proposed Tentative Map and Special Purpose Plan.

^b Application of jobs/acre has been applied to development types that are most representative of land use employment assumptions of Specific Plan I Table 3.1.

^c Adjusted for proposed square footage of development as per Tentative Map/Special Purpose Plan and resulting floor area ratio (FAR) variation from Master Plan FAR assumptions.

Table 2-3 identifies square footage of proposed development and employment by zoning category and use type under the proposed Tentative Map and Special Purpose Plan. As shown in Table 2-3, the majority of the acreage will be designated for limited industrial uses, which can include research and development facilities. The office commercial land uses will include offices and commercial uses that support the office community. At this time, the exact nature of the retail uses is unknown, but the applicant has stated that retail uses will be as allowed in the Development Title under the C-O zone. These uses will be located on the northeast parcel that is zoned C-O (Clevenger, 2005). The freeway service commercial land use includes services typically found at freeway interchanges, such as fast food outlets, restaurants, gas stations, and two hotels that are permitted under the C-FS. The public facilities designation applies to the park-and-ride lot, which will be located in the southeast corner of the project site. The location of the park-and-ride lot differs from the Master Plan and an amendment to the Master Plan will be required.

The difference between Table 2-2 and Table 2-3 is that Table 2-2 provides a summary of proposed land uses by zoning category while Table 2-3 summarizes specific land uses and development types for the parcels within each zoning category as identified on the Tentative Map and Special Purpose Plan. For example, 23.8 acres are designated C-FS (Freeway Service Commercial) in Table 2-2. However, as shown in Table 2-3, the 23.8 acres is broken out to include a hotel and freeway services. The acreage of the two tables remains the same.

PLAN DETAILS

Site Plan

As stated above and illustrated in the Conceptual Site Plan (Figure 2-8), the Mountain House Business Park will include the following components: commercial office, freeway service commercial, and industrial park uses. The commercial office component is considered the urban core of the development, located along Central Parkway and DeAnza Boulevard, west of Mountain House Parkway. The freeway service commercial component is located adjacent to Mountain House Parkway and will serve motorists as well as persons working at or visiting the Mountain House Business Park. The industrial park is located primarily adjacent to I-205 between Road A and the freeway and in the southwest corner of the property. Two hotels and two restaurants are proposed. The larger of the two hotels is proposed to be five stories high, contain 238 rooms, and include one level of parking. The hotel is situated to serve both the commercial office complex and motorists traveling through the region. The smaller hotel will be three stories and contain 140 rooms. The restaurants will be full-service dining establishments.

A large water feature is proposed in the office complex directly south of Central Parkway. The 3-acre lake will provide a separation between four of the office buildings. A smaller lake of approximately 14,070 square feet is proposed in the second office complex located south of Spatafore Parkway. (Refer to Figure 2-8.)

Both covered and surface parking will be provided throughout the project site. Within the office complex, a three-story parking garage is proposed and several of the office buildings include one floor of covered parking. Surface parking is provided for the retail/commercial, freeway commercial, and industrial park components. The five-story hotel will include one level of covered parking.

To meet the Tracy Rural County Fire Protection District standards relative to providing fire service to the two proposed five-story buildings, a ladder truck will be required. It is the applicant's intent to provide funding in the event a ladder truck has not been purchased prior to the occupancy of either five-story building (Clevenger, 2005). The funding will be paid to the MHCSO and would be in an amount sufficient for a ladder truck and additional staffing and would be in place prior to issuance of an occupancy permit.

As part of building plan submission package, the applicant will be required to conduct acoustical analyses for buildings in present or future 60 dB L_{dn} noise contours as designated in the General Plan. The study will determine noise control treatments necessary to achieve a maximum interior L_{dn} of 45 decibels and an exterior noise level of 60 decibels. Treatments may include windows with a sound transmission class rating high enough to provide any necessary noise reduction, building orientation, and size of windows.

Site Planning/Architecture Details

Project plans reflect a hierarchical order of building size when viewing the site from the edges inward to the center. Single-story buildings will be located along Mountain House Parkway, the Central Parkway frontage between DeAnza and Mountain House Parkway, along the boundary separating the project site from the residential zone in Specific Plan III, and along the east side of DeAnza Boulevard. Buildings in the research and development area located in the southwest corner of the site will be one story. Moving eastward adjacent to the I-205 freeway, the buildings will be two stories, culminating with a three-story hotel located adjacent to the park-and-ride lot. The height of the buildings increases to three and five stories in the center of the project site. Buildings will be massed to appear as a series of separate, connected buildings instead of one substantial mass.

The Design Guidelines within the applicant's Design Manual (Maple Dell +McClelland, 2004) define several architectural styles to provide flexibility to architects and designers as the Business Park is built out. The selected architectural styles take their influence from the decorative celebratory architectural expressions that were popular for commercial, office and industrial buildings in California at the turn of the 20th Century. The styles are also consistent with those included in *Mountain House Community Services District Design Manual* (MHCS D, 1999) to ensure architectural consistency throughout the Mountain House community.

The Design Guidelines define the architecture and site-planning features for each of the land use designations. A summary of these guidelines is provided in Table 2-4 for each land use category.

Figures 2-10 through 2-16 provide architectural elevations representing various parts of the project site. The research and development component (I-P Zone, Parcel 19) located in the southeast corner of the project site has been depicted in the Prairie style. The three-story office building that is a part of the office campus in the northwest portion of the property (Parcel 2) has been designed in the Prairie style. The office/hotel complex located in the central portion of the project site (Parcels 23, 24, 25, and 26) is designed with Traditional and Prairie elements. The retail buildings, located on Parcels 8, 9, 10, 21, and 22, are represented in a Prairie/Traditional architectural style.

Other Design Details

Lighting

The lighting is designed to minimize light levels for any given application and to emphasize high-use areas. Low-level pedestrian scale fixtures are utilized where possible. In the commercial designated areas, the light fixtures called for in the Mountain House Design Guidelines will be utilized and fixtures designated for public streets will be those as required in the Mountain House Community Services District Design Manual (MHCS D, 2000). Other lighting plans as they relate to building architecture must be approved through the Design Review process as identified in the District's manual.

Table 2-4
Summary of Design Guidelines by Land Use Category

COMMERCIAL AREAS	Architectural Styles	<ul style="list-style-type: none"> • Prairie, Civic Italianate, Neo-classical (Greek/Roman), Traditional and Spanish Revival
	Architectural Features	<ul style="list-style-type: none"> • Complexes designed using one major unified architectural theme • Complexes designed to accommodate pedestrian, bicycle and transit access and facilities • Complexes generally appear as a collection of small separate buildings rather than single uninterrupted large buildings • Large buildings designed to provide relief and variety to façade • Large undifferentiated walls will be broken up with elements such as windows, showcases, and lighting • Vertical height will be varied • Facades will be designed to provide relief and variety through use of towers, arcades, awnings, trellises and other elements • Three or more focal areas will be developed within the building complex façade • Main façade will be oriented towards the street(s) with services areas screened from view • Building rears and service aisles will be screened from adjacent uses/districts
	Site Planning Features	<ul style="list-style-type: none"> • Pedestrian walkways through parking areas • Direct connections via pedestrian walks from storefronts to adjacent streets and transit stops • Pedestrian breezeways or access streets connecting through or between buildings to residential areas in SP III • Exterior pedestrian protection from sun and rain through use of colonnades, awnings, trellises or recessed walkways • One or more areas for outdoor dining and gathering • Storefronts facing surrounding streets • Heavily landscaped parking areas to break up the mass of pavement • Parking area located to the rear or side of commercial buildings whenever practical

OFFICE COMMERCIAL DESIGNATION	Architectural Styles	<ul style="list-style-type: none"> • Neo-classical (Greek/Roman), Civic Italianate, Traditional, Prairie and Spanish Revival
	Architectural Features	<ul style="list-style-type: none"> • Buildings generally designed as small-scale buildings or complexes of buildings around shared parking areas • Building entries primarily oriented toward internal parking and vehicular entry courts with secondary entries oriented toward arterial streets • Vertical variety introduced into the façade and roof of buildings • Architectural elements will be used to protect plazas, patios and other outdoor and landscape elements • Use of stronger colors than those used in the commercial district • Mechanical equipment screened from view in roof wells or by architectural elements • Architectural elements carried out on all sides of the building with emphasis on the building entrances
	Site Planning Features	<ul style="list-style-type: none"> • Campus-like settings that emphasize landscaping of streets and parcel boundaries, common treatments of open space amenities, clear pedestrian circulation and siting of buildings around a centralized core • Clear and distinct sense of entry and identity • Buildings oriented to the street with parking and/or loading areas located behind or to the sides of the building • Common areas or courtyards located in a central location • Commercial support facilities encouraged in buildings exceeding 50,000 square feet • Individual site or common fitness and recreation facilities encouraged • Secured bicycle lockers or racks provided at a rate of five spaces/building complex plus one space for every 15 automobile parking spaces • Shower/locker rooms provided in buildings or complexes that are greater than 50,000 net rentable square feet or contain 100 or more employees

LIMITED INDUSTRIAL	Architectural Styles	<ul style="list-style-type: none"> • Neo-classical (Greek/Roman), Civic Italianate, Traditional and Prairie
	Architectural Features	<ul style="list-style-type: none"> • Architectural elements used to screen docks or delivery areas • Use of dock or roll-up type delivery/pickup areas grouped into service lanes with special architectural treatments at entries – elements can form gateway that can be used to restrict height of vehicles passing into the service lane • Bicycle storage and shower facilities provided in industrial and office area for bicycle commuters • Building colors to be more subdued than the commercial office district, but stronger than the commercial district
	Site Planning Features	<ul style="list-style-type: none"> • Designed as campus-like settings, emphasizing common treatment of the open space, amenities, circulation or other common elements • Clear sense of entry and identity • Sites designated to facilitate connections between use areas and individual properties and users; e.g., shared driveway access, pathway and open space system and shared parking • Buildings orient to the public street with parking and/or loading areas located behind or to the side of the building • Internalize outdoor activities and equipment areas as much as possible • Commercial support facilities incorporated in buildings exceeding 50,000 square feet • Individual site or common fitness and recreation facilities encouraged • Secured bicycle lockers or racks provided at a rate of five spaces/building complex plus one space for every 15 automobile parking spaces • Shower/locker rooms provided in buildings or complexes that are greater than 50,000 net rentable square feet or contain 100 or more employees

Fences and Walls

Fences and walls will be used to provide privacy and security between parcels and screening of uses. Screen walls will be used to screen uses such as loading, service areas and utilities and shall be no more than 6 inches higher than the object being screened (with a maximum height of 6 to 7 feet). Privacy walls are intended to provide privacy and security between commercial/industrial and residential uses. The privacy walls will conform to the MHCS Design Manual and will be made of split-face, concrete-masonry units integrally colored as called for in the MHCS Design Manual. (Refer to Figure 2-17.)

Signage

Signs must conform to the Mountain House Sign Ordinances as specified in the Development Title. The signs and monuments can be constructed of stone, metal or masonry. The applicant is proposing signs at all major entries from private streets and at all individual parcel driveways. A monument sign is proposed to be located adjacent to the freeway. This sign will identify the community and freeway service commercial uses; e.g., food, gas, lodging facilities. Project signage is addressed in the Mountain House Business Park Design Guidelines. Signage will be approved by the San Joaquin County Community Development Department (Clevenger, 2005).

Infrastructure

Road System

Numerous major roads will provide access within the business park complex. Two primary accesses are proposed off of Mountain House Parkway into the business park complex. The entrance points will be located at Central Parkway/Mountain House Parkway and Spatafore Parkway/Mountain House Parkway and are shown in Figures 2-18 and 2-19. The Central Parkway alignment has been revised with respect to its east/west orientation from that shown in the Master Plan/Specific Plan I. As stated previously in this chapter, one of the amendments to the Master Plan/Specific Plan I is showing the realignment of this major roadway. The Central Parkway entrance will be identified with a portal structure and an entry sign wall. The Spatafore Parkway Entrance will be landscaped with street trees and a 6-foot-wide planter strip along both sides of the roadway, consistent with the MHCS Design Manual.

The minor arterials within the development are Central Parkway and DeAnza Boulevard. Both of these roadways serve the Mountain House community as well as the project site. Central Parkway extends south from Old River past Grant Line Road then veers east to intersect with Mountain House Parkway at the project site. DeAnza Boulevard intersects with Central Parkway at the project site then extends north, paralleling Mountain House Parkway, eventually veering west to intersect with Marina Boulevard. The Master Plan and Specific Plan I call for minor arterials to be four-lane divided roadways with left-turn pockets and acceleration/deceleration lanes. A Class I multi-use bicycle path parallels each side of the roadway. The medians and street edges in both directions will be landscaped with tall, vertical, and deciduous trees, shrubs and groundcover as required in the Master Plan.

Spatafore Parkway will provide the primary interior access within the Business Park. This roadway will consist of two lanes with left-turn pockets and landscaped medians at the turn pockets. An 8-foot-wide pedestrian path separated by a 6-foot-wide lawn strip will be located on each side of the street. Landscaping plans identify large canopy trees along the street edge and canopy trees, grasses and shrubs planted on the bermed median.

Minor roads will provide direct access to the individual building complexes and will have two lanes with large canopy trees lining the roadways, and a 5-foot-wide pedestrian path separated by a 6-foot-wide lawn strip located adjacent to the roadway.

Drainage

The storm drain system serving the Business Park will be constructed in the street right of way prior to paving. The system would consist of gravity-flow pipelines (i.e., storm drains) with lateral pipes to catch basins (a.k.a. drop inlets) installed at intervals along the street gutters. These storm drains would consist of 15- to 48-inch-diameter pipelines that would collect surface runoff and convey it north to a 48-inch-diameter pipeline extended south along DeAnza Boulevard from Neighborhood B on the north side of the Business Park site (Siegfried Engineering, 2004).

As required by the Master Plan, the applicant will prepare a Maintenance and Operations Manual describing water quality basin and pond maintenance activities, including mosquito abatement, access to and maintenance of access roads, desilting, vegetative clearing, and trash and debris removal to ensure the continued proper operation of the basins and ponds. The County will submit this plan to the MHCS D along with the project improvement plans prior to Final Map approval.

In addition, per the Master Plan, the applicant will prepare a post-development Storm Water Master Plan (SWMP) that includes provisions addressing: (1) public education and outreach on storm water impacts; (2) public involvement/participation; (3) illicit discharge detection and elimination; (4) construction site storm water runoff control; (5) post-construction storm water management; and (6) pollution prevention/good housekeeping for municipal operations. The County will submit the SWMP to the MHCS D along with the project improvement plans prior to Final Map approval.

Water Supply

Water supply will be provided by the MHCS D from the water treatment plant located on the north side of Byron Road. Pipelines will be extended along DeAnza Boulevard from Neighborhood B on the north side of the Business Park site. Within the Business Park, the water distribution system would consist of 10- to 14-inch-diameter pipelines installed in a loop layout with the exception of a dead-end 10-inch-diameter pipeline along Central Parkway east of DeAnza Boulevard.

MHCS D is processing an agreement with the San Joaquin Delta Community College District for a site for two treated water storage tanks at the northeast corner of the community college campus proposed in SP III. A 5-million gallon tank would be constructed to serve Pressure Zone 1, and a 2.4-million-gallon tank would be constructed to serve Pressure Zone 2 as recommended in the *Potable Water System Plan Update* (West Yost, 2003). Water would be pumped from the Zone 2 tank to provide sufficient pressure for the Zone 2 water distribution system. The proposed Business Park is located in Zone 2. Until agreement is reached with the College District, MHCS D will retain all other options for treated water storage tank sites. These options include the alternative site in Alameda County where Grant Line Road crosses the county line, which is owned by Trimark Communities, LLC, the developer of SP II (Karam, 2005). The applicant for the proposed Business Park project would pay his fair share of the costs of the Zone 2 tank, pressurization pump station, and distribution pipelines to the Business Park site. The applicant would also pay all the costs of the potable and non-potable water distribution system within the proposed Business Park site.

The applicant, through an agreement with the Byron Bethany Irrigation District (BBID), has secured 100-acre feet of additional raw water to supply the decorative lakes, to irrigate all private and public landscaping, and to augment the water supply for the industrial park (BBID, 2005).

Wastewater

MHCS D will provide wastewater service. The MHCS D operates a wastewater treatment plant located north of Byron Road. The sanitary sewer lines would extend from the treatment plant, south to the project site along DeAnza Boulevard from Neighborhood B on the north side of the Business Park. This sewer line will be a 12-inch-diameter pipe from which the smaller pipelines will connect within the Business Park. The sewer lines will be installed along the streets prior to paving.

Telephone

Telephone and cable service would be provided by the MHCS D, which may subcontract with another entity to provide such service to businesses within the project area.

Electrical/Gas Lines

The Modesto Irrigation District will provide electricity and Pacific Gas and Electric will provide gas service. Construction of the necessary infrastructure to provide these services will be the responsibility of the two companies.

Biotics

As called for in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), the applicant will be required to conduct pre-construction surveys and implement “take”-avoidance procedures for special-status species identified in the plan. In addition, the

applicant is required to institute measures to prevent ground squirrel occupation at the project site, consistent with guidelines set forth in the SJMSCP (San Joaquin COG, 2001).

Hazardous Materials

The applicant submitted a work plan to the San Joaquin County Environmental Health Department (SJCEHD) for review and approval. The work plan included a detailed description of remedial activities, potential profile soil sampling and analyses for disposal purposes, and a confirmation soil-sampling plan. All recommendations made by Kleinfelder in the Limited Soil and Groundwater Assessment for the Petroleum Pipeline Spill were incorporated into the work plan (Kleinfelder, 2004). The petroleum-contaminated soil in the southwestern corner of the project site will be excavated and disposed of in accordance with applicable state and federal regulations to the extent necessary for issuance of a No Further Action letter by the Department of Toxic Substances Control (DTSC) prior to initiation of grading.

Other

The applicant will be required to pay development fees to the school districts, as well as be required to pay the fee instituted by the San Joaquin Multi-Species Habitat Conservation and Open Space Plan. In addition, development fees will be required as directed in the Development Agreement for infrastructure costs; e.g., water, wastewater and storm drainage systems, fire and police services, parks and recreation facilities, and the street system external to the Business Park site.

Project Phasing

The first phase of the project will be site preparation and installation of the streets. The applicant anticipates this to occur approximately 60 to 90 days after completion of the Tentative Map and Funding of the Assessment District and assumes a ten-year period to full buildout. The applicant is initially planning on developing parcels 10, 23 and 19. Parcel 10 will be built out with a gas station/convenience store/car wash. Parcel 23 will contain a single-story office and Parcel 19 will contain the single-story flex office structures. Parcel 19 will be developed in two phases; each phase containing 50,000 square feet. Many of the remaining parcels will be purchased/built-out by other developers (Clevenger, 2004).

Off-Site Development

Improvements such as the water and wastewater plants, the raw water pump station and conveyance line, and MID Substation have been the subject of separate environmental review and are now constructed. Other off-site development would include the construction of temporary facilities at Tracy High School to accommodate Mountain House students associated with the project up until the on-site school is constructed (e.g., when 650 high school students are residing within Mountain House).

Sources of Information

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- San Joaquin Council of Governments (COG). 2001. San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP).
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- West Yost & Associates. 2003. Potable Water System Plan Update, Technical Memorandum, August 20.

INSERT FIGURES 2-1 through 2-19

PLUS EVEN SHEETS for pages 2-26 and 2-40

