STAFF REPORT - Mountain House

Master Plan Amendment
Specific Plan I Amendment
Specific Plan II Amendment
Specific Plan III Amendment
Mountain House Development Title Text Amendment
Revisions of Approved Actions

Application Information

Owner:	**Mountain House Developers, LLC**		
Applicant:	**Mountain House Developers, LLC**		
File Numbers:	**PA-1800039; PA-1800040; PA-1800041; PA-1800042; PA-1800217; PA-0600327; PA-1000267**		
Location:	**Located at the northeast corner of Great Valley Parkway and Byron Road, Mountain House**		
General Plan:	**C/R, C/C, M/X, R/LM, R/MH, R/H, P/F, OS/PR**	Community:	**Mountain House**
Zoning:	**C-R, C-C, M-X, R-L, R-M, R-MH, R-H, P-F**		
Project Size:	**645 acres**	Parcel Size:	**Various**
Water Supply:	**MHCSD**	Sewage Disposal:	**MHCSD**
Storm Drainage:	**MHCSD**	Year Flood:	**No (Neighborhood J); Yes (portion in Neighborhood K)**
Williamson Act:	**No**	Supervisorial District:	**5**
Staff:	**John Funderburg**	CEQA Determination:	**Mitigated Negative Declaration**

Project Description

The project consists of a Master Plan Amendment (PA-1800039), a Specific Plan I Amendment (PA-1800041), a Specific Plan II Amendment (PA-1800040), a Specific Plan III Amendment (PA-1800042), two Revisions of Approved Actions (PA-0600327 [Conditions of Approval for Neighborhoods I & J Tentative Maps]), and PA-1000267 [Conditions of Approval for Neighborhood K Tentative Map]), and a Mountain House Development Title Text Amendment (PA-1800217).

Approval of these seven (7) applications will: a) bring the Mountain House Master Plan, Specific Plans, the Conditions of Approval (COAs) for Neighborhoods I, J, and K, and the Mountain House Development Title, into consistency with the proposed Final Maps for Neighborhoods J and K; and b) facilitate the development of the proposed Final Maps for Neighborhoods J and K . (See **Figures 1, 2,** and **3**).

These seven (7) applications include numerous changes to text, map figures, and tables in the Master Plan and Specific Plans (see Exhibit 1 [Master Plan revisions], Exhibit 2 [Specific Plan I revisions], Exhibit 3 [Specific Plan II revisions], and Exhibit 4 [Specific Plan III revisions]), revises the Conditions of Approval (COAs) for the Tentative Maps for Neighborhoods I, J, and K (see Exhibit 5), and revises the Use Tables of the Mountain House Development Title (see Exhibit 6). [Note: Exhibits 1-6 are located after the Recommendations/Findings section of the staff report.]

A summary of major changes is provided below.

Master Plan Amendment (PA-1800039)

Approval of the Master Plan Amendment will:

1. Eliminate the golf course in Neighborhoods I and J and repurpose the land to a Nature Preserve;

2. Add nature preserves and parks to the Commercial Recreation (C/R) land use designation as a replacement for the golf course, and provide language noting that the lakes of the original golf course would be retained as amenities and drainage basins for the nature preserves;

3. Provide a definition for "nature preserve", noting specifically that it is an area in its agricultural <u>or</u> approved semi-natural appearing state used for passive, limited impact recreational activities (e.g., hiking, picnicking, bird watching);

4. Change Neighborhood I from an "age-restricted" neighborhood to an "active adult" neighborhood;

5. Change Neighborhood J from an age-restricted neighborhood centered on the golf course to a mixed "active adult" and family neighborhood centered on the nature preserve;

6. Change Neighborhood K from a family neighborhood to a mixed active adult and family neighborhood;

7. Redistribute approximately three-fourths (73%) of the original Neighborhood J active adult *Expected* units between Neighborhoods J & K;

8. Specify that the K-8 school in Neighborhood K will serve *both* the Neighborhood J mixed active adult and family neighborhood and the Neighborhood K mixed active adult and family neighborhood;

9. Revise the Arterial roadway system for the area north of Byron Road by providing an additional Arterial street/Collector street intersection on Great Valley Parkway, and an additional Arterial street/Collector street intersection on Central Parkway;

10. Add two signalized intersections: one at the intersection of Central Parkway and Rustler Street (to support pedestrian movements between Neighborhoods J and K), and one at the intersection of Central Parkway and Crane Avenue (near the terminus of Central Parkway, to support traffic generated by Old River Regional Park);

11. Revise the Collector street system in both Neighborhoods J and K to reflect changes to lotting layouts;

12. Eliminate the 2½-acre Community Park in Neighborhood K (located by Old River Regional Park, near the terminus of Central Parkway);

13. Change the residential land use designation in Neighborhood K (located at the northwest terminus

of Central Parkway at Old River Regional Park) from Residential, Medium-High Density (R/MH) to Residential, High Density (R/H);

14. Change the residential land use designation in Neighborhood K (located on the east side of Central Parkway near its terminus and adjacent to the lake) from R/MH to Mixed Use (M/X);

15. Revise the required size of the three proposed Village Centers (i.e., specific shopping centers designated by the Master Plan as Community Commercial [C/C]) from 15-20 acres to 10-20 acres, and reduce the size of the current Village Center in Neighborhood K from 15 acres to approximately 10 acres;

16. Move the Neighborhood Park in Neighborhood J, from a central location to the east side of the neighborhood;

17. Allow single family lots on the north side of Crane Avenue (the east-west Collector street abutting Old River Regional Park in Neighborhood K), rather than limiting them to the south side of Crane Avenue;

18. Require view (open) fences for land uses abutting the nature preserves in Neighborhoods I and J, and the trail along the Union Pacific Railroad right-of-way in Neighborhood J;

19. Revise Master Plan land use tables (Table 3.1 – Land Use Summary, and Table 3.2 – Land Use by Neighborhood), as follows:

    a) Decrease the total number of *Expected* units in Mountain House by 43 (from 15,705 to 15,662):

    b) Increase the total [projected] number of jobs in Mountain House by 126 (from 20,956 to 21,082);

    c) Increase Residential, Medium-High Density (R/MH) acreage in Neighborhood J by 1.5 acres (from 12.5 acres to 14 acres); and decrease R/MH acreage in Neighborhood K by 4.4 acres (from 20 acres to 15.6 acres);

    d) Increase Residential, High-Density (R/H) acreage in Neighborhood K by 5 acres (from 4 acres to 9 acres);

    e) Decrease the total number of *Expected* active adult residential units in Neighborhood J by 566 units (from 1197 units to 631 units), and increase *Expected* active adult residential units in Neighborhood K by 239 units (from 0 units to 239 units);

    f) Increase Neighborhood Commercial (C/N) acreage by ½ acre, decrease Community Commercial (C/C) acreage by 5 acres, and increase Mixed Use (M/X) acreage by 4.4 acres, in Neighborhood K;

    g) Increase Old River Regional Park acreage by 3 acres (from 40 acres to 43 acres), reduce Community Park acreage by 2½ acres (from 2½ acres to 0) in Neighborhood K, and reduce Neighborhood Park acreage by 1.4 acres (from 7.7 acres to 5.3 acres) in Neighborhood J;

20. Revise student generation tables (Table 5.1 – Student Generation, and Table 5.2 – K-8 Students at Neighborhood Buildout), as follows:

    a) Increase [projected] K-8 students at buildout by 179 in Mountain House (from 7,362 to 7,541), and increase [projected] 9-12 students at buildout in Mountain House by 46 (from 1,804 to 1,850); and

    b) Increase [projected] K-8 students at buildout in Neighborhood J by 342 (from 0 to 342), and

decrease [projected] K-8 students at buildout in Neighborhood K by 163 (from 673 to 510);

21. Revise other tables (Table 3.3 – Minimum, Maximum, and Expected Residential Units by Neighborhood, and Table 7.1 – Recreation and Open Space Areas), to conform to, and be consistent with, the above.

Specific Plan II Amendment (PA-1800040)

The changes proposed by the Specific Plan II Amendment are similar to, or mirror, the changes proposed by the Master Plan Amendment. In addition, the Specific Plan II Amendment would do the following:

1. Designate the single family lots and the Residential, Medium High Density (R-MH) zoned site in the northern portion of Neighborhood J, for active adult residential living, with the remainder of the lots in the neighborhood set aside for market rate housing (see Figure 2);

2. Designate the single family lots bordering the northern portion of the lake in Neighborhood K, for active adult residential living, with the remainder of the lots in the neighborhood, including the sites zoned as Residential, High Density (R-H) and R-MH, set aside for market rate housing (see Figure 2);

3. Relocate the Neighborhood Commercial (C-N) site in Neighborhood K, from a location northwest of the Neighborhood Park and on the lake, to a location at the intersection of Central Parkway and the Collector street (i.e., Rustler Street) providing entry to the neighborhood;

4. Modify the orientation of the K-8 school and the adjoining Neighborhood Park in Neighborhood K;

5. Revise language concerning trails and paths by requiring: a) a 10-foot wide multi-use trail on the northwest side, and an eight-foot wide multi-use trail on the southeast side, of the Mountain House Creek Community Park; b) 12-foot wide multi-purpose path through Old River Regional Park; c) a Class I multi-purpose path through the Central Community Park and the Town Center; d) eight-foot wide trails in Neighborhood J along the UPRR right-of-way, and in Neighborhoods K and L along the lakes/open space features; and e) eight-foot wide and 10-foot wide trails within the nature preserves of Neighborhoods I and J;

6. Add five multi-use play areas (in lieu of “meadows”) and two staging areas to the Old River Regional Park Plan;

7. Revise Specific Plan II land use tables (Table 3.1 – SPII Land use Summary, and Table 3.2 – SPII Land Use by Neighborhood), as follows:

    a) Decrease the total number of *E*xpected units in Specific Plan II by 43 (from 9,359 to 9,316;

    b) Decrease the combined total number of *E*xpected units Neighborhoods J and K to 2,330 (from 2,373);

    c) Increase the total projected jobs in Specific Plan II by 121 (from 6,460 to 6,581); and

    d) Add the following language as a footnote: “No more than 40% of the M-X acreage for the Old River area (in Neighborhood K) shall be used for stand-alone Residential, high Density dwelling units.”

8. Revise student generation tables (Table 5.1 – SPII K-8 Student Generation, and Table 5.2 – SPII High School Student Generation), as follows:

    a) Increase the projected number of K-8 students in Specific Plan II by 179 (from 3,523 to 3,702);

b) Increase the combined total projected number of K-8 students in Neighborhoods J and K to 852 (from 673);

c) Increase the projected number of high school students in Specific Plan II by 46 (from 849 to 895); and

d) Increase the combined total projected number of high school students in Neighborhoods J and K to 208 (from 162).

Specific Plan I and Specific Plan III Amendments (PA-1800041 and PA-1800042 respectively)

The changes proposed by the Specific Plan I Amendment and the Specific Plan III Amendment are included in the project in order to be consistent with, and conform to, the Master Plan and Specific Plan II changes discussed above. Changes proposed would consist of minor, conforming changes to text and map figures.

In addition to the changes to the Master Plan and Specific Plan I, Specific Plan II, and Specific Plan III discussed above, there are several other changes proposed by staff that have been included, to achieve consistency with the proposed Final Maps for Neighborhoods J and K. These changes would:

a) Add three Community Gateways (one within and adjacent to the intersection of I-205 and Mountain House Parkway; one on Byron Road at the western edge of the Community; and one on Byron Road near the eastern edge of the Community), to conform to, and be consistent with, the MHCSD Design Manual; and

b) Allow detached single family housing units in areas set aside as Residential, Medium-High Density (R/MH), provided 6.5% of total units proposed for an R/MH project include second unit dwelling.

These revisions (referred to as “clean-up changes) should have been included as part of prior application approvals.

Revisions of Approved Actions (PA-06000327) – Neighborhoods I and J

This Revisions of Approved Actions application addresses changes to the COAs for Major Subdivision Application No. PA-0600327 for Neighborhoods I & J, approved by the Board of Supervisors on September 11, 2007. This Revisions of Approved Actions will do the following:

1. Revise language regarding the development of Neighborhoods I and J as age restricted communities by specifying that Neighborhood I shall develop as an *active adult* neighborhood and that Neighborhood J shall develop as a *mixed active adult and family neighborhood* (CDD COA #9);

2. Require placing of a note on the Final Map of each tract set aside for active adult housing prior to Final Map recordation, stating that said tract is an area set aside for active adult residential living where school age children are prohibited from living in the housing units of said tract (CDD COA #9);

3. Update the required number of second unit dwellings and the amount of the Public Land Equity Program (PLEP) “deficit” in Neighborhoods I and J (CDD COAs #10 & 19 respectively);

4. Add a COA requiring view fencing for residential development directly abutting the nature preserves in Neighborhoods I and J (CDD COA #42);

5. Revise language regarding the construction of the second fire station in Mountain House, specifying that the MHCSD General Manager shall approve the location of said fire station, that it shall be constructed prior to the issuance of the first building permit north of Byron Road (unless other conditions, including scheduling, are met to the satisfaction of the General Manager), and that it shall be completed within 18 months of the commencement of construction (MHCSD COA #24);

6. Add a COA regarding traffic signal warrant study, specifying that the applicant: a) perform a traffic signal warrant study for the tentative map area; b) comply with the results of said study, installing traffic signals where they are warranted in accordance with the adopted Signal Master plan; and c) install or bond for the signals that are not warranted at the time of the filing of the Final Map (MHCSD COA #33(e));

7. Revise language regarding the construction of three permanent Byron Road crossings, clarifying that: a) the second permanent Byron Road crossing *and the railroad crossing* shall be constructed prior to the issuance of the 1300th residential building permit north of Byron Road; and b) the third permanent Byron Road crossing and the *second at grade railroad crossing* shall be constructed prior to the issuance of the 2700th residential building permit north of Byron Road (MHCSD COA #33(l));

8. Clarify that no further Final (subdivision) Maps shall be approved until the Central Parkway overpass (over Byron Road) is *complete and operational* (MHCSD COA#33(l));

9. Add a COA regarding the timing for Byron Road widening by specifying that: a) all street improvements shall be constructed to its full and final design in accordance with the Master Plan and the MHCSD standards; b) the segment of Byron Road, between Mountain House Parkway and Great Valley Parkway shall be completed at the time of the issuance of the first building permit north of Byron Road; and c) the segments of Byron Road between the Alameda County/San Joaquin County line and Great Valley Parkway, and between Mountain House Parkway and the eastern MHCSD boundary, shall be completed prior to the issuance of the 2500th building permit north of Byron Road (MHCSD COA #33(o));

10. Revise language requiring a funding mechanism for landscape areas that were not in the original Master Plan, MHCSD Parks, Recreation, and Leisure Plan, the TIF or the CFF (as determined by the MHCSD) by including *nature preserves* in such areas and deleting *golf courses* (MHCSD COA #57(a)); .

11. Add a COA regarding view fencing by specifying that view fences shall be required for all residential lots whose rear property line backs up to the nature preserves and to the trail along Byron Road (MHCSD COA #57(o));

12. Add a COA regarding parks within the Commercial Recreation (C-R) zone in Neighborhood J by specifying that: a) a 10-acre park (separate and distinct from the Neighborhood Park, and offering active recreational experiences) shall be required; b) mini parks shall be located within the family neighborhood area of Neighborhood J; and c) all such parks shall meet the requirements of the MHCSD Design Manual and the MHCSD Parks, Recreation, and Leisure Plan (MHCSD COA #62);

13. Add language regarding the timing of parks within the C-R zone in Neighborhood J, specifying that: a) construction drawings shall be submitted to the MHCSD prior to the issuance of the 250th building permit north of Byron Road; b) design shall be completed prior to the issuance of the 500th building permit north of Byron Road; c) construction shall be completed prior to the issuance of the 800th building permit north of Byron Road; and d) completion time may be modified by the MHCSD

General Manager to reflect construction, weather, budget, or other public interest contingencies (MHCSD COA #62);

14. Add a COA regarding requirements for nature preserves within the C-R zone, including the following: a) nature preserves shall offer passive recreational opportunities (e.g., hiking, picnicking); b) nature preserves shall meet the requirements of the MHCSD Parks, Recreation, and Leisure Plan; c) nature preserves shall be designed integrally with any parks within C-R zoned areas and linked with said parks via trails/pathways; and d) access into and within the nature preserves shall meet the requirements of the MHCSD, San Joaquin County Sheriff, and Fire Department (MHCSD # 63);

15. Add language regarding the timing of nature preserves, specifying that: a) construction drawings shall be submitted to the MHCSD prior to the first building permit north of Byron Road; b) construction shall begin prior to the issuance of the 250th building permit north of Byron Road; c) improvements shall be completed prior to the issuance of the 500th building permit north of Byron Road; and d) completion time shall be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies (MHCSD COA #63);

16. Add a COA regarding the updating of the MHCSD Parks, Recreation, and Leisure Plan that: a) addresses the removal of the golf courses, the addition of the nature preserves, and the location of Neighborhood Parks, parks within the C-R zone, and trails; and b) provides details, components, and sizes of various proposed and future known facilities (e.g. Community Center, Senior Center, North Community Park, Neighborhood Parks) in terms of elements, acreages, and square footages, with said update approved by the MHCSD Board of Directors prior to the recording of the first Final Map within Neighborhood J (MHCSD COA #64); and

17. Add a COA regarding the updating of the MHCSD Design Manual to address nature preserves, with said update approved by the MHCSD Board of Directors prior to the recording of the first Final Map within Neighborhood J (MHCSD COA #65).

Revisions of Approved Actions (PA-1000267) – Neighborhood K

This Revisions of Approved Actions application addresses changes to the COAs for Major Subdivision Application No. PA-1000267 for Neighborhoods K, approved by the Planning Commission on December 1, 2011. This Revision of Approved Actions would do the following:

1. Add a COA regarding areas set aside for active adult housing by stating that these areas shall include restrictions which specifically prohibit school age children from living in the housing units of said areas CDD COA #10 (a));

2. Require placing of a note on the Final Map of each tract set aside for active adult housing prior to Final Map recordation, stating that school age children are prohibited from living in the housing units of said tracts (CDD COA #10(a));

3. Increase the required, minimum number of Residential, High Density units to 162 units (from 84 units) (CDD COA #11(b));

4. Modify the requirement that at least 50% of the Neighborhood Commercial site in Neighborhood K shall be used for retail commercial uses, by allowing a child care center to occupy most (or all) of said site, in keeping with current Master Plan policy (i.e., Master Plan Policy 3.6.2(d) permitting such child care centers, provided they are at least one acre in size) (CDD COA # 13);

5. Update the required number of second unit dwellings and the amount of the Public Land Equity Program (PLEP) “deficit” in Neighborhood K (CDD COAs #10(b) & #21respectively);

6. Add COAs regarding view fencing for residential development directly abutting Old River Regional Park (i.e., along the rear property line of residential lots on the north side of Crane Avenue), including language specifying that such view fences shall be consistent with the MHCSD Design Manual (CDD COA #38(b) and MHCSD COA #67(L));

7. Modify the language regarding a traffic signal warrant study by specifying that said study is for the *tentative map area*, and that the installation of traffic signals when warranted shall be in *accordance with the adopted Signal Master Plan* (MHCSD COA #39);

8. Add a COA regarding pedestrian connections to Old River Regional Park by specifying that said pedestrian connections from Crane Avenue (the Collector street running parallel to Old River Regional Park) shall contain a colored concrete 12-foot wide sidewalk, with illuminated bollards or post-top lights, and landscaping consistent with MHCSD standards (MHCSD COA #67(K));

9. Revise language regarding the requirements for developing Old River Regional Park by specifying that: (a) homes constructed on the south side of Old River Regional Park shall be limited to allow for full view of said park from the adjacent street, and to permit intermittent access points for the construction of a path wide enough to be accessible to fire trucks and to other emergency vehicles; b) the applicant shall evaluate the feasibility and permit requirements for a public boat launch facility along Old River bank; and c) the applicant shall construct a public boat launch along Old River bank if determined to be feasible and permitted (MHCSD COA #70);

10. Add language regarding the timing of development of Old River Regional Park, specifying that: a) the conceptual design and programming for Old River Regional Park shall be submitted to and approved by the MHCSD prior to the issuance of the first residential permit in Neighborhood K; b) construction of Old River Regional Park shall begin no later than the issuance of the 400th residential building permit in Neighborhood K; and c) construction of Old River Regional Park shall be completed no later than the issuance of the 800th building permit in Neighborhood K (unless completion time is modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies) (MHCSD COA#70);

11. Modify language regarding completion of all remaining Mountain House Creek improvements north of Byron Road by deleting the requirement that the North Community Park be completed no later than the time 80% of dwelling unit permits within Neighborhoods K and L have had their final inspections (MHCSD COA #71);

12. Add a COA regarding the development and timing of the North Community Park, specifying that: a) the North Community Park, including a Senior Center, shall be designed and constructed per the requirements of the MHCSD Parks, Recreation, and Leisure Plan; and b) the North Community Park shall be constructed no later than the time 80% of dwelling unit permits within Neighborhood K have had their final inspection (MHCSD COA #73); and

13. Add a COA regarding the update of the Mountain House Commercial, Office, and Industrial Design Manual, specifying that: a) the update shall provide a detailed development framework for Old River Center, including specifics regarding uses, locations, access (including pedestrian and vehicular access), physical relationships, circulation, services, site planning, architecture, and landscape design requirements; and b) CDD shall approve the update prior to recordation of the first final map within Neighborhood K (MHCSD COA #74).

Mountain House Development Title Text Amendment (PA-1800217)

The Mountain House Development Title Text Amendment will do the following:

1. Add the Commercial Recreation (C-R) zone to the Use Tables of Residential, Commercial, Industrial, Agricultural, and Other zones of the Mountain House Development Title;

2. Add the *Recreation: Nature Preserve* sub-use type to the Mountain House Development Title, described/defined as follows: "Outdoor areas used for limited impact recreational activities which involve large amounts of land in its agricultural, or improved semi-natural state. The Nature Preserve may also include wildlife habitat or wetland areas. Typical uses conducted with a Nature Preserve may include the following: hiking, picnicking, fishing, bird watching."; and

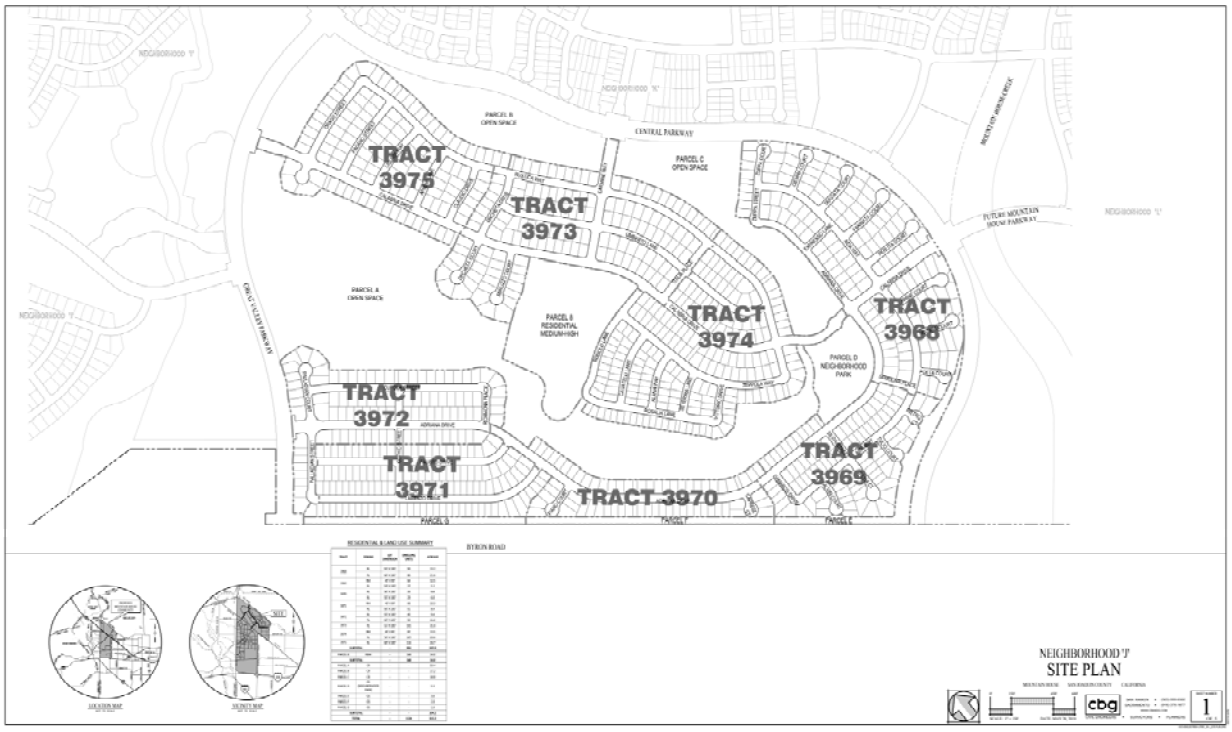
3. Allow the following uses/use types in the C-R zone: Nature Preserves (with a Site Approval); Parks (with an Improvement Plan); Outdoor Entertainment, Small Scale (with an Improvement Plan); Eating Establishments (with a Use Permit); Petting Zoo (with a Use Permit); Child Care Centers (with a Use Permit); Public Services, Essential (with a Site Approval); Utility Services, Minor (with an Improvement Plan); and Petroleum and Gas Extraction (with a Use Permit).

Recommendation

Approval of PA-1800039; PA-1800040; PA-1800041; PA-1800042; PA-1800217; PA-0600327; and PA-1000267.

Figure 1: Final Maps for Neighborhoods J and K (relative to lotting and tracts**):**

Neighborhood J



Neighborhood K

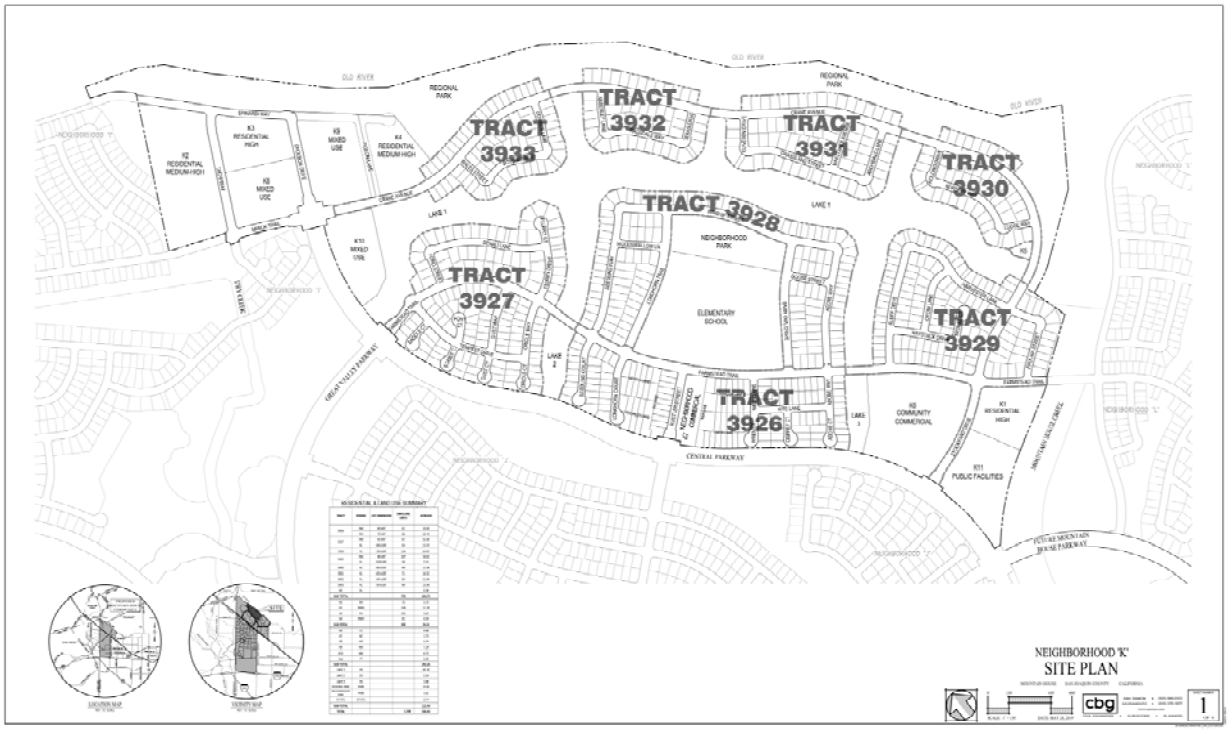


Figure 2: Conceptual Site Plan for Neighborhoods J and K

Figure 3: Neighborhoods J & K Approved Tentative Maps and Proposed Final Maps

Neighborhood J

Approved Tentative Map

Proposed Final Map

Neighborhood K

Approved Tentative Map

Proposed Final Map

Referrals and Replies

The application referrals were mailed on December 17, 2018, with responses due by January 10, 2019.

AGENCY	**RESPONSE DATE** (through July 1, 2019)
SJ Building Inspection	
SJ Fire Prevention Bureau	
SJ County Code Enforcement	
SJ Environmental Health	December 31, 2018
SJ County Plan Check	
SJ Public Works	December 31, 2018
SJ County Sheriff	
SJ Council of Governments	
US Army Corp of Engineers	
SJ County Surveyor	
SJ County Assessor	
Mountain House CSD	May 22, 2019
PG&E	
C.R.W.Q.C.B.	
French Camp Fire District	January 3, 2019
Kathy Perez	
C.V.F.P.B.	
Fish & Wildlife Region-3	
SJ Co Dept of Parks and Rec.	
Union Pacific Railroad	
Delta Keeper	
Sierra Club	
Lammersville School District	
Alameda County Planning	
Contra Costa County Planning	
City of Tracy	
Supervisor District-5	
Caltrans	
CHP	
SJV Air Pollution Control District	
SJ Resources Conservation	
Delta Stewardship Council	
Delta Protection Commission	
Department of Water Resources	
BBID	
Public Utilities Commission	
AT&T	
Trinkle & Boys	
Bureau of Reclamation	
US Fish & Wildlife	
New Jerusalem Airport	
Byron Airport	
ALUC	January 10, 2019
Delta Keeper	
Haley Flying	
MH Development Agreement List	

Housing & Community Development
Mosquito & Vector Control
State Lands Commission
Agricultural Commissioner
Precissi Flying
Sierra Club
Trimark Communities LLC
Gerry N. Kamilos, LLC
Joe Machado
Joann Kimbrough
Richard Luck
Eric Bose, Trimark Communities, LLC
Duane Grimsman, Sterling Pacific Assets
Gerry N. Kamilos, LLC
Invest West
Transamerica Minerals Company
Adams Broadwell & Joseph
Remy Thomas & Moose, LLP
EOG Resources, Inc
Herum-Crabtree-Brown
Placemakers
Peter MacDonald
Robert & Judy Burick
Fred Pakzad
Roy Cunha
Clyde Martin
C& R Landers

A legal ad for the public hearing was published in the **Stockton Record** on July 8, 2019.

1370 public hearing notices were mailed on July 5, 2019.

Analysis

Mountain House Community

Mountain House Community was approved as a new community in the previous 2010 General Plan by the Board of Supervisors on February 25, 1993. Mountain House consists of 4,784 acres or about 7.5 square miles located in southwestern San Joaquin County near the foothills of the Diablo range. Interstate 205 forms the southern boundary, Old River forms the northern boundary, and the Alameda County line runs along the western boundary. Along the eastern edge is Mountain House Parkway and the Wicklund Cut, an irrigation inlet off Old River. Residential development at Mountain House consists of 12 neighborhoods. The neighborhoods each have a separate identity, achieved through design and landscaping. Major shopping and other services will be met by the three Village Centers and the Town Center (Phase One currently under construction), the civic and commercial focus of the community which is designated for mixed use commercial, office and residential development. Employment centers for the community will include office and industrial parks. Additionally, the Mountain House Creek corridor and the Old River edge (Specific Plan II) will be enhanced as part of an overall parks and open space system.

Background

On September 11, 2007, the Board of Supervisors approved the Tentative Map for Neighborhoods I & J as Major Subdivision Application No. PA-0600327. On December 1, 2011, the Planning Commission approved the Tentative Map for Neighborhood K as Major Subdivision Application No. PA-1000267.

The 2007 Tentative Map for Neighborhoods I and J proposed the creation of an age-restricted, gated residential community centered around an 18-acre golf course that encompassed all of the area zoned for Commercial Recreation (C-R). The 2011 Tentative Map for Neighborhood K proposed the creation of a typical, Mountain House family neighborhood, with a K-8 school, Neighborhood Park, and Neighborhood Commercial area comprising its Neighborhood Center. The Neighborhood K Tentative Map also featured a manmade lake as a principal organizing element for the neighborhood.

In November of 2017, CDD received a formal request from Mountain House Developers (MHD) (the current Master Developer for much of the residential areas of Mountain House north of Grant Line Road) regarding its proposed final maps for Neighborhoods J and K. In its submittal, MHD requested that the County find its proposed final maps in substantial conformity with the approved Tentative Maps for Neighborhoods J and K. The final maps would modify the original tentative maps by: a) repurposing the golf course located in Neighborhoods I and J to an active open space use (later referred to as nature preserves); b) redistributing the age-restricted units in the original Neighborhood J, Tentative Map to both Neighborhoods J and K; and c) revising the lotting, circulation, and land uses of the approved Tentative Maps to be consistent with those of the proposed final maps. (See **Figure 3** for a comparison of the approved Tentative Maps with the (latest) proposed final maps for Neighborhoods J and K.)

Mountain House Developers provided the following rationale for changing the tentative maps for Neighborhoods J and K via its proposed final maps:

> "Subsequent to the original approval of the tentative maps [for Neighborhoods I and J], there have been significant changes in the housing market, especially for age-restricted and age-targeted housing product. The earlier community models which involved large, single amenity communities (such as Del Webb and their golf-oriented design), no longer meet the current market needs. The active adult community market continues to shift to Baby Boomers and Gen-X buyers that are seeking smaller age-restricted communities within larger, multi-generational master planned communities, offering lifestyle experiences in the areas of health and wellness, family and social connections and connectivity to nature.

Today retirees, particularly Baby Boomers, are seeking communities that are focused on lifestyle and experiences rather than a singly amenity. Boomers are living and working longer. They have greater mobility and wealth than previous generations. In short, they will want to retire differently than generations before. They are seeking communities that showcase important qualities including:

- Multigenerational Living – that allows proximity to family members and provides a variety of housing options with well-designed homes.
- Ageless Living – that allows a balanced lifestyle with variety of recreational and social experiences in proximity to shopping and services.
- Authentic Lifestyle – based on experiences, discovery, choice and personal growth.

Communities are being successful by focusing on creating multiple and authentic customer experiences as opposed to a place, amenity or building. The proposed revisions are designed to address these consumer demands and as a result will be more successful in attracting a broader segment of homebuyers and providing a broader array of retail opportunities."

In its February 2, 2018, response letter to MHD, CDD stated it had determined MHD's proposed final maps for Neighborhoods J and K are in *substantial conformity* with the approved Tentative Maps for Neighborhoods J and K. However, because it could not make the determination that the final maps are *consistent* with the Master Plan, Specific Plan II, and other Community Approvals, CDD required amendments to these documents to achieve consistency with said final maps prior to their recordation. This determination is the basis for the Planning applications now before the Planning Commission.

Land Use Changes

To achieve consistency with MHD's proposed final maps, a number of land use changes to the Master Plan and Specific Plan II are being proposed. The revised design respects the underlying land plan, but improves the spatial diversity of home sites and enhances the relationship of homes and people to open space and recreation areas. The overall approved site area acreage and the existing approved land use plan for neighborhood commercial, retail, recreation, parks, open space and residential for Neighborhoods J & K will not be substantially affected by these proposed amendments and applications. Primary land use changes are discussed below:

Repurposing the golf course

The proposed request would repurpose the existing approved acreage for the Golf Course into a Nature Preserve and a 10-acre park. A Nature Preserve is defined as outdoor areas used for limited impact recreational activities that involve large amounts of land in its agricultural, or improved semi-natural state, with typical uses such as hiking, picnicking and fishing. Utilization of the golf course lands as a Nature Preserve and park recreational uses will not result in any discernible changes in the overall implementation of the Master Plan, Specific Plan Parks and Open Space Plan objective, goals, and policies.

Master Plan, Chapter 7: Recreation and Opens Space, Section 7.2.5: Overall Objectives and Policies, Objectives a) and b) are as follows:

a) To provide a full range of recreational facilities and open space areas that exceed minimum County standards, and are made available to residents in a timely manner.
b) To provide the community with both public and private open space areas that reflect the needs and desires of the community.

The repurposing of the Golf Course into a Nature Preserve and a 10-acre park for recreational community open space uses, including walking trails and paths, will provide greater community value, and will not conflict with already approved recreational uses identified in the Master Plan (e.g. Old River Regional Park, Mountain House Creek Community Park) or the approved Recreation and Open Space Plan. Additionally, as a condition of approval, the Mountain House Community Services District (MHCSD) is requiring the MHCSD Parks, Recreation and Leisure Plan to be amended to include the proposed repurposing of the Golf Course into to a Nature Preserve and 10-acre park.

Therefore, the proposed project amendments and revisions to existing Master Plan text, tables, figures to include a Nature Preserve and 10-acre park, with trails and with activities such as hiking, picnicking, etc., will have a less than significant impact on existing and proposed recreational facilities within the community.

Converting Neighborhoods J and K to mixed active adult and family neighborhoods

The approved Neighborhood J Tentative Map shows the entire neighborhood developing as an age-restricted (i.e., active adult) neighborhood. The approved Neighborhood K Tentative Map shows the neighborhood developing as a family neighborhood. MHD, through its proposed Final Maps for Neighborhoods J and K, would fundamentally change these neighborhoods by redistributing most of the original Neighborhood J active adult units to both neighborhoods. This would convert each neighborhood into a “mixed active adult and family neighborhood”, with separate areas set aside for market rate housing (i.e., family housing) and active adult housing.

MHD is proposing this change, this blending of market rate units and active adult housing units, in response to changing market conditions as discussed in this staff report and in an effort to broaden the market appeal of its two subdivisions. Community Development Department staff has reviewed this proposal and believes, with the new layout and lotting scheme and proposed revisions, that housing diversity and choice will be enhanced. As an additional note, the previous condition to include a separate note as a deed restriction for the active adult housing area will not change as part of this project request.

Decrease in Neighborhood K Village Center Acreage

The Master Plan locates three Village Centers in the Mountain House Community: one in Neighborhood D, one in Neighborhood F, and one in Neighborhood K. A Village Center is a shopping area, which includes a major anchor grocery store, drugstore and supporting small stores, plus transit stops and park-and-ride facilities, intended to serve multiple neighborhoods with daily and weekly shopping needs. The Neighborhood K Village Center would serve the neighborhoods north of Byron Road (Neighborhoods I, J, K, and L).

The approved Neighborhood K Tentative Map shows a Village Center of 15.31 acres. The proposed Final Map for Neighborhood K shows a Village Center of 9.88 (net) acres. To accommodate this reduction, the project would reduce the Master Plan, required size of Village Centers from 15-20 acres to 10-15 acres. The reduction in the size of the Neighborhood K Village Center would be offset somewhat by the increase in Mixed Use (M-X) acreage. Areas zoned for Mixed Use are intended to provide an integration of office, retail, public, and high density residential uses. The Mixed Use acreage in Neighborhood K would increase from14 acres to 18.7 acres.

Community Development Department staff supports this change by MHD. Consumer retail experiences are changing, with the shopping needs of householders increasingly being met through on-line shopping. This trend is likely to continue, as the consumer shopping experiences are moving toward a technological base.

Elimination of the Neighborhood K Community Park

The proposed project would eliminate the 2½ acre Community Park currently planned for the northwest corner of Neighborhood K. The approved neighborhood K Tentative Map shows this recreational facility; the proposed Neighborhood K Final Map does not include the 2½ acre Community Park.

Community Development Department staff supports this change by MHD. The cost of operating and maintaining such a small Community Park is a primary concern. However, the loss of the 2½ acre Community Park would be offset by a corresponding 3-acre increase in Old River Regional Park acreage. In addition, its loss would be further mitigated by the development of the Neighborhood J, 10-acre active recreational facility, which is proposed as part of the repurposing of the Golf Course.

Impact on Affordable Housing Opportunities

The principal objective of the Master Plan Affordable Housing Program is to ensure that housing is available and affordable to all employees in Mountain House. The Affordable Housing Program is designed so that Mountain House employees at all income levels have the opportunity to purchase or rent safe and decent homes in the community. Implementing a housing trust fund supported by the collection of an affordable housing fee, the scattering second unit dwellings throughout the R/M, R/L, and R/VL areas, and encouraging development of additional units in the Town Center and R/H areas, are the primary vehicles to serve lower income households. Specific Plans, as implementing documents of the Master Plan, are bound by the same language and policies of the Master Plan concerning the Affordable Housing Program.

Since the Final Maps for Neighborhoods J and K are located in Specific Plan II, it is important to determine what impact the project has on affordable housing opportunities in the Mountain House Community in general and in the Specific Plan II area in particular.

The proposed project is consistent with the objective, policies, and implementation measures of the Master Plan regarding Affordable Housing. The number of second unit dwellings in Specific Plan II essentially remains the same, increasing by three units. Changes to the number of Specific Plan II Expected dwelling units are minimal, with a reduction of 43 units. This reduction in overall units, however, is mitigated by an increase in multi-family (R-H) units of 100 units. (Multi-family projects are, generally, a principal provider of affordable housing units.) Additionally, the increase in M-X (Mixed Use) acreage, as proposed by MHD, means a greater potential for additional stand alone multi-family units in M-X areas.

Based on the above discussion, there will be no adverse impact on the Affordable Housing Program. In fact, the proposed project is more likely to be beneficial to the provision of affordable housing in Neighborhoods J & K.

Impact on Jobs/Housing Program

The objective of the Master Plan Jobs/Housing Program is to ensure that jobs and a corresponding amount of affordable housing are available to working residents in Mountain House, with a goal of realizing a jobs/housing ratio of .99 at full buildout. To implement this objective and goal, Specific Plans must designate sufficient acreages for job-producing land uses (e.g., commercial, industrial, and office land uses; public land uses including schools, parks and other public facilities). Based on this data, and using the same assumptions and methodologies established by the Master Plan, the number of jobs for a particular Specific Plan can be estimated. Since the proposed Final Maps for Neighborhoods J and K are located in Specific Plan II, it is important to evaluate whether the amendments proposed by the project would produce a shortage of (estimated) jobs in Specific Plan II.

The project would not adversely affect the Jobs/Housing Program. The proposed amendments, in fact, would result in an increase in the expected number of jobs in Mountain House by 126 (from 20,956 to

21,082). This increase in jobs is expected to have a positive impact on the Jobs/Housing Program.

Impact on Waste Water Treatment and Water Treatment Facilities

The project site will be served by the Mountain House Community Services District for sewer, water and terminal storm drainage. The utility infrastructure, consisting of a water distribution system, a sanitary sewer drain system, and storm drainage system, would be extended to the proposed project site. In 2008, Improvement Plans were prepared in conjunction with the Neighborhoods infrastructure Plans and, based upon an existing utility investigation in September 2018, all wet utilities have been installed An updated technical memorandum of the wet utilities and services system was prepared by Carlson, Barbee, and Gibson (CBG) on June 3, 2019. The memorandum included a review and analysis to determine if the adjustments to the proposed land plans for Neighborhoods I, J, and K will impact the services for the proposed project.

The review determined the changes to the land plans for Neighborhoods J and K would not result in any impacts on existing or future facilities. The proposed underlying project is for an active adult and market rate residential project. CBG states that this is substantially the same residential development potential assumed under the existing approved Specific Plan II document Therefore, the project would not result in significant impacts on utilities and service systems and no additional mitigation measures are necessary.

Impact on Traffic

Master Plan Chapter Nine, Transportation and Circulation addresses the expected traffic volumes and anticipates the need for and timing of circulation improvements required to serve the community and the project area through buildout. The conditions of approval for the tentative maps require the Final Maps to comply with all mitigation measures and polices of the Master Plan and Specific Plan II. The County Transportation Impact Mitigation Fee (TIMF) and the Mountain House Traffic Impact Fee (MHTIF) program require the collection of regional and local traffic impact fees to pay for future roadway and transportation responsibilities generated by the project development. The proposed Revisions of Approved Actions applications will not change any of these existing conditions concerning traffic. Therefore, Community Development Department staff has determined the project is not in conflict with any already existing mitigation measures.

The project would, as part of the part of the Revisions of Approved Actions, move up the timetable for roadway improvements to Byron Road. Specifically, it requires the segment of Byron Road, between, Mountain House Parkway and Great Valley Parkway, to be completed at the time of the first building permit north of Byron Road; and the segments of Byron Road, between the Alameda County/San Joaquin County line and Great Valley Parkway, and between Mountain House Parkway and the eastern MHCSD Boundary to be completed prior to the issuance of the 2,500th building permit north of Byron Road. MHD has agreed to these proposed revisions and will complete construction as required by the conditions.

Additionally, a traffic analysis for the proposed layout (final maps) of Neighborhoods J and K was conducted by TJKM on June 22, 2018 with an evaluation of the traffic control needed at each intersection. The intersections are located on Great Valley Parkway and Central Parkway arterials. The traffic analysis identified that the proposed final map layouts and revisions are not in conflict with any existing community approvals, that all intersections would operate acceptably at the County's level of service (LOS) when signalized, and that a one-way stop sign is recommended at Great Valley Parkway and I Street. Therefore, the proposed residential project, amendments, and revisions to approved conditions are not in conflict with any adopted polices or plans and will have a less than significant impact on existing traffic and roadway levels of service.

Impact on Schools

The proposed project would redistribute the majority of active adult units between Neighborhoods J and K, creating a blending of market rate units and active adult units in both neighborhoods. The blending of units in the two neighborhoods has consequences for K-8 schools. The original approval for the Neighborhood J tentative map did not include a K-8 school due to the fact that Neighborhood J was earmarked for age-restricted units with no school age children allowed. The original approval for the Neighborhood K Tentative Map included a K-8 school.

MHD, as part of its final map submittal, is proposing that the K-8 school in neighborhood K serve both Neighborhoods J and K. The Lammersville Unified School District, which serves Mountain House, agrees with this proposal having determined that a separate K-8 school in Neighborhood J is not warranted based on the number of K-8 students expected to be generated in the neighborhood.

The K-8 school in Neighborhood K would have a somewhat greater student body enrollment than originally planned. The K-8 school originally planned would have had an estimated enrollment of 673 students. The revised enrollment figure now is 852, which is comparable to the K-8 enrollment figures in Neighborhood E & F.

Mountain House Developers is proposing a signalized intersection between Neighborhoods J and K to allow easy movement of students across Central Parkway. Mountain House Developers has existing school mitigation agreements with the Lammersville Unified School District that address the Master Developers obligations for K-8 school facilities. Therefore, as proposed under the new amended plans and proposed maps, there will be a less than significant impact on schools and no new mitigation measures are required.

Consistency with Adopted Plans

Land uses for Neighborhoods J & K would consist of mix of land uses (i.e. office, retail, recreation, residential, and public facility uses). Specific Plan II, Chapter 4, contains implementation measures that addresses Neighborhoods J &K overall character, building design, landscaping, streets, and other aspects of the development in the area. The proposed amendments to the Master Plan, Specific Plan I, Specific Plan II, Specific Plan III, the Mountain House Development Title, and revisions to the approved conditions of approval, are consistent with the goals, objectives, and implementation measures of the 2035 General Plan and of the Mountain House Master Plan, and will ensure consistency with the existing language and land uses already adopted for these documents. Again, it should be noted that many of the changes are minor updates to graphics, tables and figures for these existing approved Neighborhoods. Therefore, the proposed amendments and applications will have a less than significant impact on existing land use planning policies and plans.

Mountain House Community Services District

The Mountain House Community Services District (MHCSD) was created with the authority to provide public facilities and services, and for the operation and maintenance of these services for the development of Mountain House. The General Manager is responsible for the administration of all government activities and the managing of staff to provide these services. Since, the fall of 2017 there have been numerous meetings with the General Manager, MHCSD staff and MHD regarding this project. All the parties have reviewed the amended conditions, text, table, and figures and are in agreement with the proposed changes.

Recommendations

Action

It is recommended that the Planning Commission:

1. **Forward the Mitigated Negative Declaration to the Board of Supervisors;**

2. **Forward Master Plan Amendment Application No. PA-1800039 to the Board of Supervisors with a recommendation to approve with the Bases for Master Plan Amendment contained in the staff report;**

3. **Forward Specific Plan I Amendment Application No. PA-1800041 to the Board of Supervisors with a recommendation to approve with the Bases for Specific Plan Amendment contained in the staff report;**

4. **Forward Specific Plan II Amendment Application No. PA-1800040 to the Board of Supervisors with a recommendation to approve with the Bases for Specific Plan Amendment contained in the staff report;**

5. **Forward Specific Plan III Amendment Application No. PA-1800042 to the Board of Supervisors with a recommendation to approve with the Bases for Specific Plan Amendment contained in the staff report;**

6. **Forward Mountain House Development Title Amendment Application No. PA-1800217 to the Board of Supervisors with a recommendation to approve with the Bases for Mountain House Development Title Amendment contained in the staff report;**

7. **Forward Revisions of Approved Actions for Major Subdivision Application No. PA-0600327 to the Board of Supervisors with a recommendation to approve, with the Revisions of Approved Action Findings, the Revised Conditions of Approval, and the previously approved findings for Major Subdivision Application No. PA-0600327 contained in the staff report; and**

8. **Forward Revisions of Approved Actions for Major Subdivision Application No. PA-1000267 to the Board of Supervisors with a recommendation to approve, with the Revisions of Approved Action Findings, the Revised Conditions of Approval, and the previously approved findings for Major Subdivision Application No. PA-1000267 contained in the staff report.**

Findings

Bases for Master Plan Amendment (PA-1800039):

1. The Master Plan Amendment is consistent with the General Plan and the Public Financing Plan.

   - **This determination can be made because, with adoption of the proposed revisions to the text, map figures, and tables of the Master Plan (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of Master Plan and Specific Plan provisions regarding the development and location of land uses and facilities within Mountain House; 3) does not significantly affect existing acreage and densities of proposed land use designations; 4) no significant changes in jobs are expected that would**

adversely affect the jobs/housing ratios anticipated for the community; 5) does not increase the demand for public services and does not negatively affect the Public Financing Plan; and 6) no amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.

2. The Master Plan Amendment shall not adversely affect the Jobs/Housing program and housing affordability.

- **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

- **This determination can be made because: 1) the provisions of the "Shea Mountain House, LLC Development Agreement and successors *(i.e., the Development Agreement by and between County of San Joaquin and Shea Mountain House, LLC, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Shea Mountain House, LLC Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Shea Mountain House, LLC Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan II, and the proposed project does not change or alter those provisions/sections.**

Bases for Specific Plan I Amendment (PA-1800041) :

1. The Specific Plan or Specific Plan Amendment is consistent with the General Plan, the Master Plan, and the Public Financing Plan.

- **This determination can be made because, with adoption of the proposed revision to the text, map figures, and tables of the Master Plan (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of Master Plan and Specific Plan provisions regarding the development and location of public and commercial facilities within Mountain House; 3)does not adversely affect existing acreage, densities, and number of housing units by residential land use designation; 4) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community; 5) does not increase the demand for public services; and 6) no amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.**

2. The Specific Plan or Specific Plan Amendment shall not adversely affect the jobs/housing program and housing affordability.

   - **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

   - **This determination can be made because: 1) the provisions of the Shea Mountain House, LLC Development Agreement and successors *(i.e., the Development Agreement by and between County of San Joaquin and Shea Mountain House, LLC, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Shea Mountain House, LLC Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Shea Mountain House, LLC Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan II, and the proposed project does not change or alter those provisions/sections.**

Bases for Specific Plan II Amendment (PA-1800040):

1. The Specific Plan or Specific Plan Amendment is consistent with the General Plan, the Master Plan, and the Public Financing Plan.

   - **This determination can be made because, with adoption of the proposed revision to the text, map figures, and tables of the Master Plan (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of Master Plan Specific Plan provisions regarding the development and location of public and commercial facilities within Mountain House; 3) does not adversely affect existing acreage, densities, and number of housing units by residential land use designation; 4) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community; 5) does not increase the demand for public services; and 6) no amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.**

2. The Specific Plan or Specific Plan Amendment shall not adversely affect the jobs/housing program and housing affordability.

   - **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community as a part of the current Master Plan amendment application.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

- **This determination can be made because: 1) the provisions of the Shea Mountain House, LLC Development Agreement and successors *(i.e., the Development Agreement by and between County of San Joaquin and Shea Mountain House, LLC, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Shea Mountain House, LLC Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Shea Mountain House, LLC Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan II, and the proposed project does not change or alter those provisions/sections.**

Bases for Specific Plan III Amendment (PA-1800042)

1. The Specific Plan or Specific Plan Amendment is consistent with the General Plan, the Master Plan, and the Public Financing Plan.

- **This determination can be made because, with adoption of the proposed revision to the text, map figures, and tables of the Master Plan (as amended), the project: 1) is supportive of, and consistent with, the policies in these documents regarding the compatibility and protection of adjacent land uses; 2) is supportive of Master Plan Specific Plan provisions regarding the development and location of public and commercial facilities within Mountain House; 3)does not adversely affect existing acreage, densities, and number of housing units by residential land use designation; 4) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the community; 5) does not increase the demand for public services; and 6) no amendments to the Jobs/Housing Program or Affordable Housing program are being proposed.**

2. The Specific Plan or Specific Plan Amendment shall not adversely affect the jobs/housing program and housing affordability.

- **This determination can be made because: 1) no changes are proposed to the Jobs/Housing Program or to the Affordable Housing Program; and 2) no significant changes in jobs are expected that would adversely affect the number of jobs projected or the jobs/housing ratios anticipated for the Community.**

3. All applicable provisions of the Mountain House Development Agreement have been met.

- **This determination can be made because: 1) the provisions of the Shea Mountain House, LLC Development Agreement and successors *(i.e., the Development Agreement by and between County of San Joaquin and Shea Mountain House, LLC, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Shea Mountain House, LLC Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the***

Development of Certain Property within the Mountain House Community) **and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Shea Mountain House, LLC Development Agreement vests certain provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan II, and the proposed project does not change or alter those provisions/sections.**

Bases for Mountain House Development Title Amendment (PA-1800217):

1. The Mountain House Development Title Amendment is consistent with the General Plan, the Master Plan, and the Public Financing Plan.

- **This determination can be made because the proposed amendment is supportive of General Plan, Master Plan, and Public Financing Plan policies concerning housing affordability and diversity. The presence of such a significant number of small lots would contribute to overall housing affordability, since there is a presumption that homes built on these lots would be more affordable than homes built on larger lots. Thus, the proposed Text Amendment and residential development project would appear to further Master Plan and Specific Plan II policies concerning housing diversity and the provision of affordable housing for households at every income level.**

2. The Mountain House Development Title Amendment shall not adversely affect the Jobs/Housing Program or housing affordability.

- **This determination can be made because the proposed amendments will not change the jobs/housing program and housing affordability or the affordable housing program. Specific Plan II includes the following implementation measures:**

  <u>Jobs/Housing Program.</u> All implementing projects shall comply with the Mountain House Jobs/Housing Program contained in Master Specific Plan Section 3.4.1. Lands controlled by Shea Homes shall comply with the applicable provisions of the Master Plan Development Agreement and the Specific Plan II Development Agreement.

  <u>Affordable Housing Program.</u> All implementing projects shall comply with the Mountain House Affordable Housing Program contained in Master Specific Plan Section 3.9.3, and the Affordable Housing Ordinance and Technical Report adopted May 26, 1998. Lands controlled by Shea Homes shall comply with the applicable provisions of the Master Plan Development Agreement and the Specific Plan II Development Agreement.

3. All applicable provisions of the Mountain House Development Agreement have been met.

- **This determination can be made because: 1) the provisions of the Shea Mountain House, LLC Development Agreement and successors *(i.e., the Development Agreement by and between County of San Joaquin and Shea Mountain House, LLC, Relative to the Development of Certain Property within the Mountain House Community)* that are applicable to the subject properties are not affected by the proposed project; 2) the Shea Mountain House, LLC Development Agreement incorporates provisions of the existing, principal Mountain House Development Agreement *(Amended and Restated Master Plan Development Agreement by and between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property within the Mountain House Community)* and no modification or supplementation of those antecedent provisions was determined to be necessary; and 3) the Shea Mountain House, LLC Development Agreement vests certain**

provisions/sections of the General Plan, Master Plan, the Mountain House Development Title, and Specific Plan II, and the proposed project does not change or alter those provisions/sections.

Revisions of Approved Actions Findings for Major Subdivision Application No. PA-0600327:

1. There are changes in circumstances that make any or all of the conditions of the tentative map or the vesting map no longer appropriate or necessary.

- **This finding can be made because, subsequent to the original approval of Major Subdivision Application No. PA-0600327, there have been significant changes to the housing market that makes the model (aka the Del Webb model) concerning the development of large, exclusive age restricted, golf-oriented, communities featuring homes with multiple model homes on same size lots no longer viable. The existing, approved tentative maps for Neighborhoods I & J are based on this Del Webb model. The housing market now calls for smaller, age-restricted communities within larger, multi-age communities that offer multiple lifestyle experiences with respect to health and wellness, family and social connections, and connectivity to nature. The proposed final map(s) for Neighborhood J reflects this changing housing market dynamic by proposing an active adult housing component and a family-oriented housing component, each separate and distinct within the neighborhood but unified by their proximity and connectivity to a nature preserve and other recreational and supporting uses that replaces the formerly proposed golf course. The approved tentative map for Neighborhood I would only be changed by eliminating the golf course within the neighborhood and replacing it with a nature preserve and other recreational and supporting uses. The Neighborhood I tentative map would remain as an age-restricted community (although the terminology in the COAs would be changed to "active adult" community).**

2. The conditions of the tentative map or the vesting tentative map shall conform to the findings of Chapter 9-857M, if a major subdivision.

- **This finding can be made because the proposed revisions made to the Conditions of Approval would not alter nor affect the original findings made for Major Subdivision Application No. PA-0600327 required by Chapter 9-857M. With the approval of the Master Plan and Specific Plan amendments, the subdivisions for Neighborhoods I & J would remain consistent with the General Plan, Master Plan, Specific Plan II, and the Public Financing Plan. The suitability of the subdivisions' sites with respect to their density of development would not be affected. The relevant Development Agreements would not be affected. Finally, there would be no new design issues introduced by the proposed revisions.**

Previously Approved Findings for Major Subdivision Application No. PA-0600327:

1. The proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, the Public Financing Plan, and any other adopted plan adopted by the County.

- ***This finding can be made because the analysis conducted by the Community Development Department (CDD) has shown that the proposed subdivision is consistent with all applicable adopted plans.***

With respect to the General Plan, the consistency review found that the proposed subdivision meets General Plan requirements for orderly and compact development (e.g., compatible siting of land uses, inclusion of residential support services, coordination of land uses with transportation). The project is consistent with General Plan policies since: 1) the infrastructure planned meets the requirements and standards of the County and the Mountain House Community Services District (MHCSD); 2) all necessary on-site and off-site easements and dedications for the maintenance of the water, sewer, and storm systems shown on the proposed Tentative Map will be provided; 3) the waste management requirements of the County and the MHCSD will be met; 4) energy resources will be conserved and air pollution minimized by means of participation in adopted plans (e.g., TDM Plan); 5) transportation improvements adequate to serve the proposed project will be constructed; and 6) programs and actions to ensure protection and preservation of riparian and other habitats and special status species will be implemented.

With respect to the Master Plan and Specific Plan II, the consistency review found that the proposed subdivision addresses the affordable housing objectives expressed in these plans by meeting Master Plan /Specific Plan II requirements for housing diversity and affordability, density of development (within the Minimum and Maximum density range for the residential land uses proposed for development, per Master Plan Section 3.3), and compliance with the Jobs/Housing and Affordable Housing sections of those documents. To meet Master Plan/Specific Plan II requirements regarding noise, future residents of the subdivision will be protected from excessive outdoor and indoor noise levels along Great Valley Parkway, Grant Line Road, and Byron Road via soundwalls and berming, landscaping, wall treatments, construction requirements for homes (e.g., mechanical ventilation to allow windows to remain closed), and by notices to residents via a note on the deed of affected properties in instances where exterior noise levels up to an L_{dn} of 65 dB may be reached. To ensure that the age restricted neighborhoods of Neighborhoods I and J do not impact Lammersville K-8 schools, a condition has been added to the I and J Tentative Map to specifically prohibit school age persons from living in these neighborhoods. To ensure the protection of ongoing agricultural operations, the Tentative Map will be subject to the requirements of an Agricultural Buffer and Conversion Phasing Plan approved by the Director of the Community Development Department (prior to the approval of the first Final Map for each neighborhood). In addition, the applicant would be required to reroute any affected irrigation canals (as directed by BBID) in order to ensure the continued supply of agricultural irrigation water to lands remaining in agricultural use following construction. To promote greater energy efficiency and accessibility, development of the subdivision would incorporate a number of design features (e.g. interconnected street design patterns to promote grater pedestrian and bicycle mobility; the location of bus stops pursuant to the requirements of adopted plans; the use of deciduous tree species to provide shade in the summer and solar access in the winter; etc.) To ensure that public improvements are developed to acceptable standards, said improvements would be conditioned to comply with all Community Approvals, including the applicable provisions of the MHCSD's Parks, Recreation and Leisure Plan and the MHCSD Design Manual.

With respect to the Public Financing Plan, the consistency review has determined the proposed subdivisions are consistent with said plan because: 1) the subdivisions would finance the pro-rata cost of infrastructure needed to serve them (e.g., the applicant would be required to fund, design and construct a phased expansion of the wastewater treatment plant with sufficient capacity to serve each of the subdivisions prior to reaching existing treatment plant capacity as determined by the MHCSD; and 2) the subdivisions would pay the cost of mitigating impacts on existing facilities, infrastructure and the environment.

With respect to other adopted plans—those adopted by the MHCSD, the consistency review conducted by the MHCSD has determined that the proposed subdivision, as conditioned by the MHCSD, is consistent with MHCSD adopted plans and programs.

2. *The design or improvement of the proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan and any applicable Special Purpose Plan.*

- ***This finding can be made because the analysis conducted by the Community Development Department has found that the design or improvements of the proposed subdivisions, as shown on the Tentative Map and as described in the project application, meets the requirements of the General Plan, Master Plan, and Specific Plan II. The design of the proposed subdivisions provides additional housing opportunities for future residents. It meets the residential density requirements of adopted plans. It incorporates a coordinated system of auto, pedestrian, and bicycle facilities that provide efficient access within the project and to commercial and public destinations. It creates distinctive and livable residential environments. In addition, all landscape, hardscape and street elements within the proposed subdivisions would be designed and constructed in accordance with the adopted MHCSD Design Manual and community approvals regarding specific themes and material variation.***

3. *The site is physically suitable for the type of development proposed.*

- ***This finding can be made because the analysis conducted by the Community Development Department has found that the site is physically suitable to accommodate the residential uses proposed. This analysis is based on the improvements proposed; the assessment of the hydrology and water quality of the site; and the use of BMPs (Best Management Practices) for storm drainage improvement.***

4. *The site is physically suitable for the proposed density of development.*

- ***This finding can be made since the analysis conducted by the Community Development Department has found that the area proposed for development is adequate in size to accommodate the density of development proposed, consistent with the Master Plan and Specific Plan II.***

5. *Neither the design of the subdivision nor any proposed improvements are likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.*

- ***This finding can be made because the proposed subdivision, as conditioned, would be required to comply with applicable Federal and State laws for the protection of fish or wildlife or their habitat, and because the applicant will participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The proposed subdivision would also be subject to the Mountain House community monitoring and mitigation monitoring programs. In addition, the project incorporates all pertinent mitigation measures identified in the Mountain House Master Plan Master EIR, and the expanded Mountain House Revised Neighborhoods I and J Initial Study did not find any additional potentially significant impacts.***

6. *The design of the subdivision or type of improvement is not likely to cause significant public health problems.*

- ***This finding can be made because the Community Development Department has concluded (based on the Mountain House Revised Neighborhoods I and J Initial Study) that the design of the subdivisions, as conditioned, would either have no impact or less than significant impact on the health of future residents.***

7. *The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.*

   - ***This finding can be made since provisions have been made to provide a public access easement to Assessor Parcel No. 209-030-19 and to the private home site parcels along Old River that are not under the control of Shea Homes or its assignees.***

8. *Any land or improvement to be dedicated to a public agency is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, and any other applicable plan adopted by the County.*

   - ***This finding can be made since the lands or improvements to be dedicated to the MHCSD are consistent with the Public Land Equity Program and/or required to meet the MHCSD Design Manual, both of which are implementation measures for the General Plan, Master Plan, and Specific Plan II.***

9. *The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as required by Government Code 66473.1.*

   - ***This finding can be made because the subdivision incorporates the use of deciduous tree species to provide shade in the summer and solar access in the winter.***

10. *All applicable provisions of the Mountain House Development Agreement have been met.*

    - ***This finding can be made since the consistency analysis that has been conducted has found that the proposed subdivision is consistent with the provisions of the Master Development Agreement (i.e. the Mountain House Development Agreement) and the Specific Plan II Development Agreement, both of which require consistency with adopted community plans.***

Revisions of Approved Actions Findings for Major Subdivision Application No. PA-1000267:

1. There are changes in circumstances which make any or all of the conditions of the tentative map or the vesting map no longer appropriate or necessary.

   - **This finding can be made because, subsequent to the original approval of Major Subdivision Application No. PA-1000267, there have been significant changes to the housing market that makes the model (aka the Del Webb model) concerning the development of large, exclusive age restricted, golf-oriented, communities featuring homes with multiple model homes on same size lots no longer viable. The approved tentative maps for Neighborhoods I & J are based on this Del Webb model. The housing market now calls for smaller, age-restricted communities within larger, multi-age communities that offer multiple lifestyle experiences with respect to health and wellness, family and social connections, and connectivity to nature. The proposed final map(s) for Neighborhood K reflects this changing housing market dynamic by proposing an active adult housing component and a family-oriented housing component, each separate and distinct within the neighborhood but unified by their**

proximity and connectivity to a man-made lake environment.

2. The conditions of the tentative map or the vesting tentative map shall conform to the findings of Chapter 9-857M, if a major subdivision.

   - **This finding can be made because the proposed revisions made to the Conditions of Approval would not alter nor affect the original findings made for Major Subdivision Application No. PA-1000267 required by Chapter 9-857M. With the approval of the Master Plan and Specific Plan amendments, the subdivision for Neighborhoods K would remain consistent with the General Plan, Master Plan, Specific Plan II, and the Public Financing Plan. The suitability of the subdivision's sites with respect to its density of development would not be affected. The relevant Development Agreements would not be affected. Finally, there would be no new design issues introduced by the proposed revision.**

Previously Approved Findings for Major Subdivision Application No. PA-1000267:

1. *The proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, the Public Financing Plan, and any other adopted plan adopted by the County.*

   - ***This finding can be made since the analysis conducted by the Community Development Department (CDD) in Appendix A of this staff report has shown that the proposed subdivision is consistent with all applicable adopted plans.***

2. *The design or improvement of the proposed subdivision is consistent with the General Plan, the Master Plan, any applicable Specific Plan and any applicable Special Purpose Plan.*

   - ***This finding can be made since the analysis conducted by CDD has found that the design or improvements of the proposed subdivisions, as shown on the Tentative Maps and as described in the project application, meets the requirements of the General Plan, Master Plan, and Specific Plan II. The design of the proposed subdivisions provides additional housing opportunities for future residents. As conditioned, it meets the residential density requirements of adopted plans. It incorporates a coordinated system of auto, pedestrian, and bicycle facilities that provide efficient access within the project and to commercial and public destinations (e.g., K-8 school, Neighborhood Park, Mountain House Creek Community Park). It creates distinctive and livable residential environments. In addition, all landscape, hardscape and street elements within the proposed subdivisions would be designed and constructed in accordance with the adopted MHCSD Design Manual and community approvals regarding specific themes and material variation.***

3. *The site is physically suitable for the type of development proposed.*

   - ***This finding can be made since the analysis conducted by CDD has found that the site is physically suitable to accommodate the residential uses proposed. This analysis is based on the improvements proposed; the assessment of the hydrology and water quality of the site; and the use of BMPs (Best Management Practices) for storm drainage improvement.***

4. *The site is physically suitable for the proposed density of development.*

   - ***This finding can be made since the analysis conducted by CDD has found that the area proposed for development is adequate in size to accommodate the density of development proposed, consistent with the Master Plan and Specific Plan II.***

5. *Neither the design of the subdivision nor any proposed improvements are likely to cause substantial environmental damage or substantially and unavoidably injure fish or wildlife or their habitat.*

   - ***This finding can be made because the proposed subdivisions, as conditioned, would be required to comply with applicable Federal and State laws for the protection of fish or wildlife or their habitat (e.g., Section 401 of the Clean Water Act with respect to Mountain House Creek water quality; Section 404 of the Clean Water Act for creek modifications; Federal and State Endangered Species Acts), and because the applicant will participate in the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). The proposed subdivisions would also be subject to the Mountain House community monitoring and mitigation monitoring programs. In addition, the project incorporates all pertinent mitigation measures identified in the Mountain House Master Plan Master EIR, and the expanded Mountain House Specific Plan II Initial Study did not find any additional potentially significant impacts.***

6. *The design of the subdivision or type of improvement is not likely to cause significant public health problems.*

   - ***This finding can be made since CDD has concluded (based on the Specific Plan II Initial Study) that the design of the subdivisions, as conditioned, would either have no impact or less than significant impact on the health of future residents.***

7. *The design of the subdivision or the type of improvements will not conflict with easements acquired by the public at large for access through or use of property within the proposed subdivision.*

   - ***This finding can be made because there are no public access easements that would be acquired by the public at large for access through or use of property within the proposed subdivision that will be negatively affected by the proposed subdivision.***

8. *Any land or improvement to be dedicated to a public agency is consistent with the General Plan, the Master Plan, any applicable Specific Plan, any applicable Special Purpose Plan, and any other applicable plan adopted by the County.*

   - ***This finding can be made since the lands or improvements to be dedicated to the MHCSD are consistent with the Public Land Equity Program and/or required to meet the MHCSD Design Manual, both of which are implementation measures for the General Plan, Master Plan, and Specific Plan II.***

9. *The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision, as required by Government Code 66473.1.*

   - ***This finding can be made because the subdivision incorporates the use of deciduous tree species to provide shade in the summer and solar access in the winter.***

10. *All applicable provisions of the Mountain House Development Agreement have been met.*

- ***This finding can be made since the consistency analysis that has been conducted has found that the proposed subdivision is consistent with the provisions of the Master Development Agreement (i.e. the Mountain House Development Agreement) and the Specific Plan II Development Agreement, both of which requires consistency with adopted community plans.***

EXHIBITS

EXHIBIT 1 - MASTER PLAN AMENDMMENTS

EXHIBIT 2 – SPECIFIC PLAN I AMENDMMENTS

EXHIBIT 3 - SPECIFIC PLAN II AMENDMMENTS

EXHIBIT 4 - SPECIFIC PLAN III AMENDMMENTS

EXHIBIT 5 – REVISIONS OF APPROVED ACTIONS

EXHIBIT 6 – MOUNTAIN HOUSE DEVELOPMENT TITLE AMENDMENTS

EXHIBIT 7 – ENVIRONMENTAL DETERMINATION

EXHIBIT 1

MASTER PLAN AMENDMENTS

A. TEXT AMENDMENTS

B. MAP FIGURE AMENDMENTS

C. TABLE AMENDMENTS

EXHIBIT 1

MASTER PLAN AMENDMENTS

A. TEXT AMENDMENTS

EXISTING

Section 2.1 – Community Concept

Mountain House is envisioned as a new self-sufficient community offering employment, goods, services, and recreation to an expected population of around 39,000 people. Land use and circulation are designed to encourage walking, bicycling, and transit use through a highly landscaped, visually attractive community.

Residential development in Mountain House is contained in 12 Neighborhoods, including 10 family Neighborhoods and two age-restricted Neighborhoods. Each family Neighborhood shall contain a small shopping area, a Neighborhood Park, and a K-8 school. Neighborhoods A and B are consolidated to accommodate a college campus. The Neighborhoods will each have a separate identity, achieved through design and landscaping. A variety of types and prices of housing will be available.

Major weekly shopping and other services will be met by the Village Centers. A centrally located Town Center will be the civic and commercial focal point of the community. Employment centers will include office and industrial parks. Natural resources on the site will be enhanced to be an asset to urban development.

The goals and objectives in this chapter further identify the concept of Mountain House. Other chapters plan each element of the community and contain policies to guide the community's development.

The following assumptions provide the basic framework used in the formation of the community-wide Master Plan.

a) Mountain House will have an expected population of approximately 39,000 people. It will include approximately 16,000 dwelling units which will be encompassed in separate Neighborhoods organized around Neighborhood Centers.

b) Approximately 21,000 jobs will be provided in Mountain House at full buildout of the community.

c) Mountain House will develop in a manner consistent with this plan over a 20 to-40 year period.

PROPOSED

Section 2.1 – Community Concept

Mountain House is envisioned as a new self-sufficient community offering employment, goods, services, and recreation to an expected population of around 39,000 people. Land use and circulation are designed to encourage walking, bicycling, and transit use through a highly landscaped, visually attractive community.

Residential development in Mountain House is contained in 12 ~~N~~neighborhoods, including ~~10~~ nine family ~~N~~neighborhoods, two mixed active adult and family neighborhoods (Neighborhood J and Neighborhood K), and ~~two~~ one ~~age-restricted~~ active adult ~~N~~neighborhood~~s~~ (Neighborhood I). Each family ~~N~~neighborhood, and the Neighborhood K mixed active adult and family neighborhood, shall contain a K-8 school, a Neighborhood Park, and a Neighborhood Commercial area ~~small shopping area, a Neighborhood Park, and a K-8 school~~. The Neighborhood J mixed active adult and family neighborhood will not contain a K-8 school but will include proximate public recreational facilities. The Neighborhoods A and B are consolidated to accommodate a college campus. The Neighborhoods will each have a separate identity, achieved through design and landscaping. A variety of types and prices of housing will be available.

Major weekly shopping and other services will be met by the Village Centers. A centrally located Town Center will be the civic and commercial focal point of the community. Employment centers will include office and industrial parks. Natural resources on the site will be enhanced to be an asset to urban development.

The goals and objectives in this chapter further identify the concept of Mountain House. Other chapters plan each element of the community and contain policies to guide the community's development.

The following assumptions provide the basic framework used in the formation of the community-wide Master Plan.

a) Mountain House will have an expected population of approximately 39,000 people. It will include approximately ~~16,000~~ 15,700 primary ~~dwelling units~~ Expected Units which will be encompassed in separate Neighborhoods generally organized around Neighborhood Centers.

b) Approximately 21,000 jobs will be provided in Mountain House at full buildout of the community.

c) Mountain House will develop in a manner consistent with this plan over a 20 to-40 year period.

EXISTING

Section 2.2 – Overall Goals

Goal:
Create a high quality environment where people of all economic levels can live and work.

Goal:
Develop a distinct and unique new community that is separate from existing communities.

Goal:
Develop Mountain House as a full service community that will accommodate a portion of the growth projected by the County's General Plan 2010 in an orderly, well-organized development pattern.

Goal:
Provide for a lifestyle that is less reliant on the automobile, more involved with activities within the local community and Neighborhoods, and more oriented to use of transit, bicycle and pedestrian transport.

PROPOSED

Section 2.2 – Overall Goals

Goal:
Create a high quality environment where people of all economic levels can live and work.

Goal:
Develop a distinct and unique new community that is separate from existing communities.

Goal:
Develop Mountain House as a full service community that will accommodate a portion of the growth projected by the ~~County's General Plan 2010~~ 2035 General Plan for San Joaquin County in an orderly, well-organized development pattern.

Goal:
Provide for a lifestyle that is less reliant on the automobile, more involved with activities within the local community and Neighborhoods, and more oriented to use of transit, bicycle and pedestrian transport.

EXISTING

Section 2.3 – Community Character Goals and Objectives (first Objective under first Goal):

> "Objective: To develop 10 pedestrian-oriented residential family Neighborhoods, each organized around Neighborhood Centers consisting of K-8 schools, parks, Neighborhood commercial, and other Neighborhood serving facilities, and two age-restricted Neighborhoods."

PROPOSED

Section 2.3 – Community Character Goals and Objectives (first Objective under first Goal):

> "Objective: To develop ~~10~~ nine pedestrian-oriented residential family ~~N~~neighborhoods, each organized around a Neighborhood Center~~s~~ consisting of a K-8 school~~s~~, a Neighborhood Park ~~parks~~, and a Neighborhood ~~c~~Commercial area, ~~and other Neighborhood serving facilities, and~~ two mixed ~~age-restricted~~ active adult and family ~~N~~neighborhoods, and one active adult neighborhood."

EXISTING

Section 3.1.3 - Neighborhood Structure and Village Centers

Mountain House is organized into 12 distinct neighborhoods of roughly the same size, including 10 family neighborhoods and two age-restricted neighborhoods. Family Neighborhoods shall contain a centrally located K-8 school and Neighborhood Park serving as the center of Neighborhood activities. Neighborhoods A and B are combined to accommodate a college campus in the southwestern corner of the community, and share a consolidated Neighborhood Center. Neighborhoods will be planned to create a distinct sense of identity and character that offer safe and visually appealing environments, with street landscaping, entries, walls and fences, signage and other elements designed as an integrated system for each neighborhood.

Figure 3.4: Neighborhood Structure illustrates a conceptual layout of a neighborhood within the community. Neighborhoods are sized to provide convenient walking access to the local Neighborhood Center and commercial uses. Each family neighborhood is organized around a Neighborhood Center, consisting of a K-8 school, park, Neighborhood Commercial and other neighborhood serving facilities. Family neighborhood boundaries are also intended to delineate the attendance boundaries of the K-8 schools.

Three Village Centers are located to provide nearby shopping and service needs for groups of four neighborhoods. The Village Centers will also provide transit connections and facilities.

PROPOSED

Section 3.1.3 - Neighborhood Structure and Village Centers

Mountain House is organized into 12 distinct neighborhoods of roughly the same size, including ~~10~~ nine family neighborhoods, two mixed active adult and family neighborhoods, and ~~two~~ one ~~age-restricted~~ active adult neighborhood~~s~~. Family ~~N~~neighborhoods shall contain a centrally located K-8 school, ~~and~~ a Neighborhood Park, and a Neighborhood Commercial area, serving as the center of ~~N~~neighborhood activities. The two mixed active adult and family neighborhoods, Neighborhoods J and K, will share one K-8 school between them. The Lammersville Unified School district has determined that a K-8 school in Neighborhood J is not warranted based on the number of K-8 students expected to be generated in Neighborhood J. Students from Neighborhood J will attend the K-8 school in Neighborhood K. Neighborhoods A and B are combined to accommodate a college campus in the southwestern corner of the community, and share a consolidated Neighborhood Center. Neighborhoods will be planned to create a distinct sense of identity and character that offer safe and visually appealing environments, with street landscaping, entries, walls and fences, signage and other elements designed as an integrated system for each neighborhood.

Figure 3.4: Neighborhood Structure illustrates a conceptual layout of a neighborhood within the community. Neighborhoods are sized to provide convenient walking access to the local Neighborhood Center and commercial uses. Each family neighborhood, and the Neighborhood K mixed active adult and family neighborhood, is organized around a Neighborhood Center~~,~~ consisting of a K-8 school, a Neighborhood ~~p~~Park, and a Neighborhood Commercial area ~~and other neighborhood serving facilities~~. Family neighborhood boundaries, and the neighborhood boundaries for the Neighborhood J & K mixed active adult and family neighborhoods, are also intended to delineate the attendance boundaries of the K-8 schools. The Neighborhood J mixed active adult and family neighborhood will not contain a Neighborhood Center but will feature only one component of a Neighborhood Center, a Neighborhood Park located on the east of the neighborhood.

Three Village Centers are located to provide nearby shopping and service needs for groups of four neighborhoods. The Village Centers will also provide transit connections and facilities.

EXISTING

Section 3.2.6 - Description of Planned Land Uses (regarding only 'Medium-High Density Residential', 'Community Commercial', 'Recreational Commercial', 'Neighborhood Parks', 'Regional Park', and 'Golf Course' descriptions only)

Medium-High Density Residential (R/MH)
Medium-High Density Residential areas are located near natural amenities, primarily along the Mountain House Creek corridor. R-MH uses are also located near Village Commercial centers, Town Center, and other higher intensity use areas, with the result that almost every neighborhood includes some of this type of housing. Housing types include townhomes, garden apartments, and other attached residential uses. R/MH uses include one site in Neighborhood H, near the Town Center, which is designated for senior housing.

Community Commercial (C/C)
A Community Commercial area provides a full range of retail and service establishments, allowing comparison shopping and serving the daily shopping needs of the community. Several distinct areas of C/C use are provided, each with a separate function, including: three Village Centers of 15-20 acres each, serving groups of four neighborhoods; the Central Commercial area, a larger 33-acre site northeast of Town Center, serving the overall community; and several satellite sites designated near Byron Road, Mountain House Parkway and Great Valley Parkway. Village Centers are intended to accommodate a shopping center offering a full-service grocery, drugstore, retail shop, services or other uses. The larger site northeast of Town Center is intended to provide a additional major shopping area for the entire community, offering a wider range of products and services than the Village Centers.

Recreational Commercial (C/R)
Recreational Commercial areas will provide areas for major recreational-oriented commercial activities and associated facilities. This land use is utilized for the golf clubhouse and associated recreation center in age-restricted Neighborhoods I and J.

Neighborhood Parks: Each of the 12 neighborhoods at Mountain House includes neighborhood parks. In the 10 family neighborhoods, a centrally located neighborhood park of approximately five acres is located adjacent to the neighborhood K-8 school. The family neighborhood parks will be developed and operated in coordination with the schools, and will provide for active recreation activities within pedestrian and bicycle access of neighborhood residents. Facilities within neighborhood parks may include swimming pools, hard surface courts, playgrounds, field games, picnic tables, and free play areas.

Regional Park: The 92.3 acre Regional Park consists of a riverfront park along the Old River edge. This location makes use of the river's open space, wildlife and scenic values to provide a regional open space and recreational resource. This linear park extends from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L and includes the mouth of Mountain House Creek where it joins Old River. A small public boat launch is proposed as part of the Old River Regional Park program.

Golf Course (OS/O): One 18-hole golf course is located north of Byron Road. The course is approximately 150 acres in size, bordered primarily by residential uses, and served by a separate clubhouse and related facilities.

PROPOSED

Section 3.2.6 - Description of Planned Land Uses (regarding 'Medium-High Density Residential, 'Community Commercial', Recreational Commercial', "Neighborhood Parks", "Regional Park", and "Golf Course" descriptions only):

Medium-High Density Residential (R/MH)
Medium-High Density Residential areas are located near natural amenities, primarily along the Mountain House Creek corridor. R-MH uses are also located near Village Commercial centers, Town Center, and other higher intensity use areas, with the result that almost every neighborhood includes some of this type of housing. Housing types include townhomes, garden apartments, and other attached residential uses. Detached single family housing may also be developed, provided 6.5% of total units proposed for an R/MH project include second unit dwellings. R/MH uses include one site in Neighborhood H, near the Town Center, which is designated for senior housing.

Community Commercial (C/C)
A Community Commercial area provides a full range of retail and service establishments, allowing comparison shopping and serving the daily shopping needs of the community. Several distict areas of C/C use are provided, each with a separate function, including: three Village Centers of ~~15-20~~ 10-20 acres each, serving groups of four neighborhoods; the Central Commercial area, a larger ~~33-acre~~ 29-acre site northeast of Town Center, serving the overall community; and several satellite sites designated near Byron Road, Mountain House Parkway and Great Valley Parkway. Village Centers are intended to accommodate a shopping center offering a full-service grocery, drugstore, retail shop, services or other uses. The larger site northeast of Town Center is intended to provide a additional major shopping area for the entire community, offering a wider range of products and services than the Village Centers.

~~Recreational~~ Commercial Recreation (C/R)
~~Recreational~~ Commercial Recreation areas will provide areas for major commercial/public recreationally-oriented ~~commercial~~ activities and supportive, associated facilities. This land use designation is utilized for the nature preserve, ~~golf~~ clubhouse, restaurant, and ~~associated~~ ~~r~~Recreation ~~c~~Center, and parks, in the Neighborhood I ~~age-restricted~~ active adult ~~Neighborhoods I and J~~ neighborhood, and for the nature preserve, parks, and other supportive, associated uses in the Neighborhood J mixed active adult and family neighborhood.

Neighborhood Parks: Each of the 12 neighborhoods at Mountain House includes a ~~n~~Neighborhood ~~p~~Park~~s~~. In the nine ~~10~~ family neighborhoods and the Neighborhood K mixed active adult and family neighborhood, a centrally located ~~n~~Neighborhood ~~p~~Park of approximately five acres is located adjacent to the neighborhood K-8 school. These ~~family~~ ~~n~~Neighborhood ~~p~~Parks will be developed and operated in coordination with the schools, and will provide for active recreation activities within pedestrian and bicycle access of neighborhood residents. Facilities within ~~n~~Neighborhood ~~p~~Parks may include swimming pools, hard surface courts, playgrounds, field games, picnic tables, and free play areas.

Regional Park: The ~~92.3~~ 88-acre Regional Park consists of a riverfront park along the Old River edge. This location makes use of the river's open space, wildlife and scenic values to provide a regional open space and recreational resource. This linear park extends from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L and includes the mouth of Mountain House Creek where it joins Old River. A small public boat launch is proposed as part of the Old River Regional Park program.

~~**Golf Course (OS/O)**: One 18 hole golf course is located north of Byron Road. The course is approximately 150 acres in size, bordered primarily by residential uses, and served by a separate clubhouse and related facilities.~~

EXISTING

Section 3.3.4- Second Unit Dwellings (concerning Policy (b) only)

Policies:

b) For each residential subdivision within the R-VL, R-L and R-M zoning districts, second unit dwellings shall be required on at least 6.5 % of the parcels, unless the required units are provided elsewhere within the neighborhood.

PROPOSED

Section 3.3.4- Second Unit Dwellings (concerning Policy (b) only)

Policies:

b) For each residential subdivision within the R-VL, R-L and R-M zoning districts, and for residential projects consisting of single family dwellings in the R-MH zoning district, second unit dwellings shall be required on at least 6.5 % of the parcels, unless the required units are provided elsewhere within the neighborhood.

EXISTING

Section 3.4.1- Neighborhood Structure (concerning policies (a), (b), and (d) only)

Policies:

a) Each of the 10 family neighborhoods shall be sized to provide convenient walking access to neighborhood facilities. The majority of residential units shall be located within one-half mile of a Neighborhood Center.

b) Each family neighborhood shall contain a Neighborhood Center which includes a K-8 school, a neighborhood park, a Neighborhood Commercial area, and a transit stop. Neighborhoods A and B shall be consolidated and share a Neighborhood Center.

d) Each of the 10 family neighborhoods shall be sized to support at least one K-8 school.

PROPOSED

Section 3.4.1- Neighborhood Structure (concerning policies (a), (b), and (d) only)

Policies:

a) Each of the ~~10~~ nine family neighborhoods, and each of the two mixed active adult and family neighborhoods, shall be sized to provide convenient walking access to neighborhood facilities. The majority of residential units shall be located within one-half mile of a Neighborhood Center.

b) Each family neighborhood, and the Neighborhood K mixed active adult and family neighborhood, shall contain a Neighborhood Center which includes a K-8 school, a ~~n~~Neighborhood ~~p~~Park, a Neighborhood Commercial area, and a transit stop. The Neighborhood J mixed active adult and family neighborhood will not contain a Neighborhood Center, since students from Neighborhood J will attend the K-8 school in Neighborhood K, but will feature only one component of a Neighborhood Center, a Neighborhood Park located on the east side of the neighborhood. Neighborhoods A and B shall be consolidated and share a Neighborhood Center.

d) Each of the ~~10~~ nine family neighborhoods, and the two mixed active adult and family neighborhoods when taken together, shall be sized to support ~~at least~~ one K-8 school.

EXISTING

Section 3.6.2- Neighborhood Commercial (concerning policy (a) only)

Policies:

a) A Neighborhood Commercial site shall be located within each of the 12 neighborhoods, as close as possible to the neighborhood park and school to serve local, pedestrian-oriented shopping needs within the neighborhood and to help to offset the need for longer vehicular trips to other commercial areas (see Figure 3.13: Neighborhood Commercial Concept).

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PROPOSED

Section 3.6.2- Neighborhood Commercial (concerning policy (a) only)

Policies:

a) A Neighborhood Commercial site shall be located within each of the ~~12~~ nine family neighborhoods and the Neighborhood K mixed active adult and family neighborhood, as close as possible to the neighborhood park and school to serve local, pedestrian-oriented shopping needs within the neighborhood and to help to offset the need for longer vehicular trips to other commercial areas (see Figure 3.13: Neighborhood Commercial Concept).

EXISTING

Section 3.6.3- Community Commercial (concerning the first Objective and Implementation (b) only)

Objective:

To establish three Community Commercial "village" shopping centers of 15-20 acres each (Village Centers), located and configured to provide multiple neighborhoods with daily and weekly shopping needs.

Implementation:

b) Old River Commercial. The Community Commercial area adjacent to Old River at the terminus of Central Parkway shall be planned to ensure that commercial uses are compatible with the recreational uses of the Regional Park. Proposed uses for this area shall be included in the Specific Plan for Neighborhood K.

PROPOSED

Section 3.6.3- Community Commercial (concerning the first Objective and Implementation (b) only)

Objective:

To establish three Community Commercial "~~v~~Village Centers" ~~shopping center~~s of ~~15-20~~ 10-20 acres each ~~(Village Centers)~~, located and configured to provide multiple neighborhoods with daily and weekly shopping needs.

Implementation:

~~b) Old River Commercial. The Community Commercial area adjacent to Old River at the terminus of Central Parkway shall be planned to ensure that commercial uses are compatible with the recreational uses of the Regional Park. Proposed uses for this area shall be included in the Specific Plan for Neighborhood K.~~

EXISTING

Section 3.6.6- Recreational Commercial (concerning the first Objective and Policy (a) only)

Objective:

To provide Recreational Commercial areas that support major recreation oriented commercial activities and associated facilities with the community.

Policies:

a) Recreational Commercial areas shall be located on or adjacent to the golf course planned for Neighborhoods I and J.

PROPOSED

Section 3.6.6- ~~Recreational~~ Commercial Recreation (concerning the first Objective and Policy (a) only)

Objective:

To provide ~~Recreational~~ Commercial Recreation areas that support major commercial/public recreationally oriented ~~commercial~~ activities and supportive, associated facilities within the community.

Policies:

a) ~~Recreational~~ The majority of Commercial Recreation areas shall be reserved for ~~be located on or adjacent to the golf course~~ the nature preserves planned for Neighborhoods I and J.

EXISTING

Section 3.9.3- Affordable Housing Program (concerning Implementation (d), 'Second Unit Dwellings', only)

Implementation:

d) Second Unit Dwellings. Each neighborhood shall contain a specified minimum number of second unit dwellings. At least 6.5% of the total R/VL, R/L and R/M units approved for each neighborhood shall be designated to include second unit dwellings. Tentative Maps shall identify lots or parcels designated for second unit dwellings. For each lot or parcel designated to contain a second unit dwelling, building permits for the primary single family dwelling and the second unit shall be issued concurrently. The final inspection for the second unit dwelling shall also take place concurrently with the final inspection for the primary single family dwelling. Second unit dwellings shall not be subject to the Affordable Housing Impact Fee (described below). For the purpose of calculating the Affordable Housing Impact Fee, it is assumed that one-third of the second unit dwellings will be leased to lower income household. For each residential subdivision within the R-VL, R-L and R-M zoning districts, second unit dwellings shall be required on at least 6.5 % of the parcels, unless the required units are provided elsewhere within the neighborhood.

PROPOSED

Section 3.9.3- Affordable Housing Program (concerning Implementation (d), 'Second Unit Dwellings', only)

Implementation:

d) Second Unit Dwellings. Each neighborhood shall contain a specified minimum number of second unit dwellings. At least 6.5% of the total R/VL, R/L and R/M units approved for each neighborhood, and 6.5% of the total R/MH units approved for projects consisting of single family units, shall be designated to include second unit dwellings. Tentative Maps shall identify lots or parcels designated for second unit dwellings. For each lot or parcel designated to contain a second unit dwelling, building permits for the primary single family dwelling and the second unit shall be issued concurrently. The final inspection for the second unit dwelling shall also take place concurrently with the final inspection for the primary single family dwelling. Second unit dwellings shall not be subject to the Affordable Housing Impact Fee (described below). For the purpose of calculating the Affordable Housing Impact Fee, it is assumed that one-third of the second unit dwellings will be leased to lower income household. For each residential subdivision within the R-VL, R-L and R-M zoning districts, second unit dwellings shall be required on at least 6.5 % of the parcels, unless the required units are provided elsewhere within the neighborhood.

EXISTING

Section 4.2.7- Walls and Fences (concerning policies (g) and (h) only)

Policies:

g) View (open) fences shall generally be required for land uses abutting Mountain House Creek corridor or Old River Regional Park, including, but not limited to, multi-family residential, commercial, other park uses, golf fairways, etc. The exception to this requirement shall be single family residential, where it shall be encourage, but not required.

h) View fencing shall utilize a common design for each corridor or open space area, including Mountain House Creek, golf course, or Old River.

PROPOSED

Section 4.2.7- Walls and Fences (concerning policies (g) and (h) only)

Policies:

g) View (open) fences shall generally be required for land uses abutting the Mountain House Creek Community Park corridor, ~~or~~ Old River Regional Park, the nature preserves in Neighborhoods I and J, and the trail along the Union Pacific Railroad right-of-way in Neighborhood J. These abutting land uses~~,~~ ~~including~~ include, but are not limited to, single family residential, multi-family residential, commercial development, and other park uses~~, golf fairways, etc~~. ~~The exception to this requirement shall be single family residential, where it shall be encourage, but not required.~~

h) View fencing shall utilize a common design for each corridor or open space area, including Mountain House Creek Community Park, ~~golf course, or~~ Old River Regional Park, the nature preserves in Neighborhoods I & J, and the trail along the Union Pacific Railroad right-of-way.

EXISTING

4.4 ENTRIES

Entries form the second primary component of the Mountain House landscape environment. The consistent treatment of community entries, and the variety encouraged for Neighborhood Arterial entries will reinforce the overall community character while distinguishing individual Neighborhoods as unique places. These entries will be phased to correspond with development in Mountain House.

The objective of entries is to create distinctive points of arrival at entry points into Mountain House, and to reinforce overall community identity. Community entries are also intended to create distinct points of arrival into each Neighborhood or district such as the Town Center or the Mountain House Business Park, and to create distinct points of arrival to Mountain House from adjacent off-site areas.

Figure 4.18: Community Entries Location Plan identifies landscape treatment and location of entries.

Figure 4.19: Entry Landscape Easements illustrates the landscape treatment of entries and arterial intersections that occur within a setback in addition to the street right of way.

4.4.1 Community Entries

a) Community entries shall be located at important points of arrival within Mountain House, such as the entry to the Town Center at Mountain House Parkway/Main Street and as one enters the community on Byron or Grantline Roads (see Figure 4.20).

b) The landscape treatment of all community entries shall include:

- Groves of ornamental trees, the pattern of planting recalling the agricultural orchards common to the region;
- Tree windrows as a backdrop to the entry area;
- Bands of flowering accent shrubs and paving;
- Masonry entry wall behind windrows;
- Vertical entry pylons with graphics;
- Accent paving in pedestrian or vehicular areas; and
- Expanded pedestrian walks emphasizing the pedestrian amenities and facilities.

c) The community entries adjacent to I-205 and near the eastern and western community boundaries at Byron and Grantline Roads shall include:

- Special landscape treatments consistent with the roadway corridors, and identification features such as monuments, pylons, walls or other architectural elements.

4.4.2 Arterial Intersections

a) Landscape treatments shall utilize elements such as pylons, walls, paving or other details established by the primary and community entries.

b) Landscape treatments shall utilize the plant materials from one of the intersecting Arterial streets.

c) Landscape treatments shall be consistent with Figure 4.21: Arterial Intersection Concept.

4.4.3 Neighborhood Entries

a) Neighborhood entries shall occur at the primary entries to each Neighborhood, and may occur at selected intersections of Arterial and Collector streets. They shall be designated by Specific Plans. The landscape treatment of Neighborhood entries shall be the same within a Neighborhood (see Figure 4.19).

b) Entry landscape treatments shall vary between Neighborhoods, thereby creating a distinct image for each area (see Figures 4.22 and 4.23 for examples of typical Neighborhood entries.)

c) Each Neighborhood entry shall use an ornamental/flowering tree species unique to that Neighborhood, which shall be designated by each Specific Plan. The Neighborhood accent tree should be used throughout the Neighborhood where appropriate.

d) Landscape treatments shall generally consist of the following:

- Groves, rows or groupings of the Neighborhood theme tree species within the entry setback area;
- Masonry entry wall;
- Entry pylons, walls, trellis structures or other distinctive architectural elements; and
- Hedges, bands or groupings of ornamental shrubs.

PROPOSED

4.4 ENTRIES

Entries form the second primary component of the Mountain House landscape environment. The consistent treatment of ~~community and~~ entries~~, and the variety encouraged for Neighborhood Arterial entries~~ which include community gateways, community entries, arterial Intersections, and neighborhood entries, will help establish a consistent community character, while allowing a variety of entry treatments and identities for ~~reinforce the overall community character, while distinguishing~~ individual ~~N~~neighborhoods ~~as unique places~~. These entries will be phased to correspond with development in Mountain House.

The overall objective of entries is to create distinctive points of arrival and transition at important entry points into Mountain House~~, and~~ in order to reinforce overall community identity. Examples of important entry points include entries ~~Community entries are also intended to create distinct points of arrival~~ into each ~~N~~neighborhood, ~~or district such as~~ the Town Center, and ~~or~~ the Mountain House Business Park~~, and to create distinct points of arrival to Mountain House from adjacent off-site areas~~.

Figure 4.18: ~~Community~~ Entries Location Plan identifies ~~landscape treatment and~~ the location of entries.

Figure 4.19: Entry Landscape Easements illustrates the landscape treatment of community, arterial, and neighborhood entries ~~and arterial intersections~~ that occur within a setback in addition to the street right of way.

4.4.1 Community Gateways

a) Community gateways shall be located within and adjacent to: 1) the intersection of I-205 and Mountain House Parkway; 2) Byron Road and the western community edge; and 3) Byron Road, near the eastern community edge (see Figure 4.18). Design expressions shall be consistent and relate to all other community entry expressions

b) Signage shall consist of a monument, or sign, with the community name incorporated into the overall landscape design and sufficiently scaled and sited to be visible at freeway speeds.

c) The landscape treatment of community gateways shall include:

- Monumental berms or other sculptural manipulations of the ground plane;
- Larger masses of flowering trees, shrubs and groundcovers;
- Windrows or other vertical tree plantings to heighten the sense of arrival and focus site lines; and
- [Vertical entry pylons with graphics].

~~4.4.1~~ 4.4.2 Community Entries

a) Community entries shall be located at important points of arrival within Mountain House, such as the entry to the Town Center at Mountain House Parkway/Main Street, and as one enters the community on major Arterials at Byron Road/ ~~or Grantline Roads~~ Mountain House House Parkway, Byron Road/Great Valley Parkway, Grant Line Road/Mountain Parkway, and Grant Line Road/Great Valley Parkway (see Figure ~~4.20~~ 4.18).

b) The landscape treatment of all community entries shall include:

- Groves of ornamental trees, the pattern of planting recalling the agricultural orchards common to the region;
- Columnar ~~T~~tree windrows as a backdrop to the entry area;
- Bands of flowering accent shrubs and paving;
- Masonry entry wall behind windrows;
- Vertical entry pylons with graphics;
- Accent paving in pedestrian or vehicular areas; and
- Expanded pedestrian walks emphasizing the pedestrian amenities and facilities.

c) ~~The community entries adjacent to I-205 and near the eastern and western community boundaries at Byron and Grantline Roads shall include:~~

- ~~Special landscape treatments consistent with the roadway corridors, and identification features such as monuments, pylons, walls or other architectural elements.~~

~~4.4.2~~ 4.4.3 Arterial Intersections

a) Landscape treatments shall utilize elements such as pylons, walls, paving or other details established by the primary and community entries.

b) Landscape treatments shall utilize the plant materials from one of the intersecting Arterial streets.

c) Landscape treatments shall be consistent with Figure 4.21: Arterial Intersection Concept.

~~4.4.3~~ 4.4.4 Neighborhood Entries

a) Neighborhood entries shall occur at the primary entries to each Neighborhood, and may occur at selected intersections of Arterial and Collector streets. They shall be

designated by Specific Plans. The landscape treatment of Neighborhood entries shall be the same within a Neighborhood (see Figure 4.19).

b) Entry landscape treatments shall vary between Neighborhoods, thereby creating a distinct image for each area (see Figures 4.22 and 4.23 for examples of typical Neighborhood Entries.)

c) Each ~~N~~neighborhood entry shall use an ornamental/flowering tree species unique to that Neighborhood, which shall be designated by each Specific Plan. The Neighborhood accent tree should be used throughout the Neighborhood where appropriate.

d) Landscape treatments shall generally consist of the following:

- Groves, rows or groupings of the Neighborhood theme tree species within the entry setback area;
- Masonry entry wall;
- Entry pylons, walls, trellis structures or other distinctive architectural elements; and
- Hedges, bands or groupings of ornamental shrubs.

EXISTING

Section 5.1.2 – Assumptions (concerning schools – assumption (a))

a) Serving School Districts: The serving school districts for the Master Plan are Lammersville Elementary School District for grades K-8 and Tracy Joint Union High School District for grades 9-12. The Master Plan utilizes the current districts' grade structure of K-8 elementary schools and a 9-12 high school.

.

PROPOSED

Section 5.1.2 – Assumptions (concerning schools – assumption (a))

a) Serving School District~~s~~: The serving school district~~s~~ for the Master Plan ~~are~~ is the Lammersville ~~Elementary~~ Unified School District (formerly the Lammersville Elementary School District) for grades K-8 and ~~Tracy Joint Union High School District~~ for grades 9-12. The Master Plan utilizes the current districts' grade structure of K-8 elementary schools and a 9-12 high school.

EXISTING

Section 5.1.3 – School Facilities (concerning policy (b) and policy (f))

b) Ten K-8 schools shall be sited to serve the 10 proposed family Neighborhoods.

f) The architectural character of the high schools may be the same as one of the Neighborhoods, or may vary. The intent is to create a major institutional complex, serving as a focus for community activity and identity.

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PROPOSED

Section 5.1.3 – School Facilities (concerning policy (b) and policy (f))

b) Ten K-8 schools shall be sited to serve the ~~10~~ nine proposed family ~~N~~neighborhoods, and the two proposed mixed active adult and family neighborhoods which will share one K-8 school between them.

f) The architectural character of the high school~~s~~ may be the same as one of the Neighborhoods, or may vary. The intent is to create a major institutional complex, serving as a focus for community activity and identity.

EXISTING

Section 5.1.4 – School Siting Criteria (concerning Policy (d), first bullet, only)

Policies:

d) The following site location standards shall be met in locating school sites. These criteria are subject to change as State regulations change, and are subject to concurrence and approval by the appropriate School District and the County.

- Neighborhood Schools: K-8 sites shall be centrally located within the community's 10 family Neighborhoods to minimize walking distances. All K-8 site locations shall require the substantial majority of the serving residential Neighborhood to be within 3/4 miles walking distance of the site. The site for the 9-12 school should be located so as to facilitate reasonable proximity to all residential portions of the Master Plan area, and if feasible, to be generally within two miles walking distance of the 9-12 site.

PROPOSED

Section 5.1.4 – School Siting Criteria (concerning Policy (d), first bullet, only)

Policies:

d) The following site location standards shall be met in locating school sites. These criteria are subject to change as State regulations change, and are subject to concurrence and approval by the appropriate School District and the County.

- Neighborhood Schools: K-8 sites shall be centrally located within the community's ~~10~~ nine family Neighborhoods, and the Neighborhood K mixed active adult and family neighborhood, to minimize walking distances. The exception is the Neighborhood J mixed active adult and family neighborhood where students from Neighborhood J will attend the K-8 school in Neighborhood K. All K-8 site locations shall require the substantial majority of the serving residential Neighborhood to be within 3/4 miles walking distance of the site. The site for the 9-12 school should be located so as to facilitate reasonable proximity to all residential portions of the Master Plan area, and if feasible, to be generally within two miles walking distance of the 9-12 site.

EXISTING

Section 7.2.6 – Neighborhood Parks (concerning the first paragraph and Policy (a) only):

The Land Use Plan locates Neighborhood Parks of five acres or more adjacent to K-8 schools at the center of family Neighborhoods. This proximity is intended to increase the usability of park open space and reduce overall operation and maintenance costs. See also policies regarding schools and Neighborhood Centers in Chapter 5, Section 5.1, Education and Section 5.2, Child Care Facilities.

Policies:

a) A Neighborhood Park of approximately five acres or more in size shall function as a central element within each residential Neighborhood, with easy access by bicycle, sidewalk, trail system, and the local street system from every part of the Neighborhood.

PROPOSED

Section 7.2.6 – Neighborhood Parks (concerning the first paragraph and Policy (a) only):

The Land Use Plan locates a Neighborhood Park~~s~~ of five acres or more adjacent to each K-8 school~~s~~ at the center of family ~~N~~neighborhoods and the Neighborhood K mixed active adult and family neighborhood. The Land Use Plan also locates a Neighborhood Park within the Neighborhood I active adult neighborhood near the clubhouse. A Neighborhood Park, located on the east side of the neighborhood, is also provided for the Neighborhood J mixed active adult and family neighborhood. ~~This proximity~~ The location of these Neighborhood Parks is intended to increase the usability of park open space and reduce overall operation and maintenance costs. See also policies regarding schools and Neighborhood Centers in Chapter 5, Section 5.1, Education and Section 5.2, Child Care Facilities.

Policies:

a) A Neighborhood Park of approximately five acres or more in size shall function as a central element within each ~~residential~~ family ~~N~~neighborhood and the Neighborhood K mixed active adult and family neighborhood, with easy access by bicycle, sidewalk, trail system, and the local street system from every part of the ~~N~~neighborhood.

EXISTING

Section 7.2.7 – Community Parks (concerning Policy (c) only):

Policies

c) Community Park planning for areas outside the Mountain House Creek corridor shall generally follow the conceptual program summarized below:

- A Central Community Park complex which will total approximately 42 acres, shall be developed in three distinct subareas and shall be located within and/or adjacent to the Town Center, reinforcing the community focus of the downtown. These subareas include a site intended for phased development with a lake, amphitheater and other facilities; a sports-related site; and a larger site to support a possible stadium and adequate shared parking to serve the various public uses in the area;
- A sports-related Community Park shall be located north of Byron Road, adjacent to Central Parkway;
- A major active Community Park shall be located south of Grant Line Road to serve that portion of the community with sports-related uses; and
- A small water-oriented Community Park shall be located along Old River.

PROPOSED

Section 7.2.7 – Community Parks (concerning Policy (c) only):

Policies

c) Community Park planning for areas outside the Mountain House Creek corridor shall generally follow the conceptual program summarized below:

- A Central Community Park complex which will total approximately 42 acres, shall be developed in three distinct subareas and shall be located within and/or adjacent to the Town Center, reinforcing the community focus of the downtown. These subareas include a site intended for phased development with a lake, amphitheater and other facilities; a sports-related site; and a larger site to support a possible stadium and adequate shared parking to serve the various public uses in the area;
- A sports-related Community Park shall be located north of Byron Road, adjacent to Central Parkway;
- A major active Community Park shall be located south of Grant Line Road to serve that portion of the community with sports-related uses; and
- ~~A small water-oriented Community Park shall be located along Old River.~~

EXISTING

Section 7.2.7 – Community Parks (concerning Implementation Measures (f), (g), and (h) only):

Implementation

f) River Community Park Conceptual Design and Facilities. The intent of this park is to provide visual access and connection to Old River. There may be some active recreation, but the emphasis would be on unstructured activities such as picnicking.

g) Central Community Park Conceptual Design and Facilities. This park consists of three subareas totaling approximately 42 acres, located adjacent to and within the Town Center. The Central Park will initially contain interim ballfields (or as otherwise constructed at the high school, or in another area, as specified in the MHCSD "Parks, Recreation and Leisure Plan"). It will also contain multi-purpose open areas for community activities to serve early residents of Mountain House. The permanent or long term program, as specified in the MHCSD Plan will expand to include trail links to the Mountain House Creek Park and other destinations, additional park facilities, three acres of public parking to be shared with the civic center or transit center, plus amphitheater and stadium uses.

h) South Community Park Conceptual Design and Facilities. The intent of this park, located in Neighborhood A/B, is to provide active recreational facilities for residents living south of Grant Line Road. Passive recreational uses should be incorporated into the land beneath the transmission lines.

PROPOSED

Section 7.2.7 – Community Parks (concerning Implementation Measures (f), (g), and (h) only):

Implementation

~~f) River Community Park Conceptual Design and Facilities. The intent of this park is to provide visual access and connection to Old River. There may be some active recreation, but the emphasis would be on unstructured activities such as picnicking.~~

~~g)~~ f) Central Community Park Conceptual Design and Facilities. This park consists of three subareas totaling approximately 42 acres, located adjacent to and within the Town Center. The Central Park will initially contain interim ballfields (or as otherwise constructed at the high school, or in another area, as specified in the MHCSD "Parks, Recreation and Leisure Plan"). It will also contain multi-purpose open areas for community activities to serve early residents of Mountain House. The permanent or long term program, as specified in the MHCSD Plan will expand to include trail links to the Mountain House Creek Park and other destinations, additional park facilities, three acres of public parking to be shared with the civic center or transit center, plus amphitheater and stadium uses.

~~h)~~ g) South Community Park Conceptual Design and Facilities. The intent of this park, located in Neighborhood A/B, is to provide active recreational facilities for residents living south of Grant Line Road. Passive recreational uses should be incorporated into the land beneath the transmission lines.

EXISTING

Section 7.2.9 – Old River Regional Park (first paragraph and Policy (a) only):

The Master Plan designates an 85-acre riverfront park along Old River from part way down the Westside Irrigation District Canal (known as the Wicklund Cut) in the northeast to the proposed marina in the northwest part of the community. The Regional Park also includes the mouth of Mountain House Creek from the junction with Mountain House Creek Park to the Old River edge. It is anticipated that people throughout the southern part of the County will use the riverfront park.

Policies:

a) The waterfront of the Old River shall be utilized as a linear park and wildlife preserve offering access to the regional delta sytem and including facilities for picknicking, boating, fishing, trails, wildlife observation, and play areas.

PROPOSED

Section 7.2.9 – Old River Regional Park (first paragraph and Policy (a) only):

The Master Plan designates an ~~85~~ 88-acre riverfront park along Old River from part way down the Westside Irrigation District Canal (known as the Wicklund Cut) in the northeast to the proposed marina in the northwest part of the community. The Regional Park also includes the mouth of Mountain House Creek from the junction with Mountain House Creek Park to the Old River edge. It is anticipated that people throughout the southern part of the County will use the riverfront park.

Policies:

a) The waterfront of the Old River shall be utilized as a linear park and wildlife preserve offering access to the regional delta sytem and including facilities for picknicking, boating, fishing, trails, wildlife observation, and play areas.

EXISTING

Section 7.2.11 – Private Recreation (first paragraph):

The Master Plan allocates privately developed recreation uses including a golf course north of Byron Road. In addition, private recreation facilities are expected to be constructed as amenities within Neighborhoods, higher density residential complexes, or commercial areas.

PROPOSED

Section 7.2.11 – Private Recreation (first paragraph):

The Master Plan allocates privately developed recreation uses, including ~~a golf course~~ two linked nature preserves, one in the Neighborhood I active adult neighborhood and one in the Neighborhood J mixed active adult and family neighborhood, located north of Byron Road. In addition, private recreation facilities are expected to be constructed as amenities within Neighborhoods, higher density residential complexes, or commercial areas.

EXISTING

Section 7.5.1 – Capital Facility Cost and Phasing (first paragraph):

More than 735 acres of the Mountain House community will be dedicated to parks, recreational uses, open space, and wetlands. The capital costs associated with development of these land uses will total more than $57 million. Neighborhood Parks will total $6.8 million. Neighborhood Park lands will be part of the land equity program and will be constructed by the MHCSD. Another $16.3 million is associated with facilities that are considered "private ventures" because the facility will likely generate revenues to a private operator who will be responsible for constructing and operating the facility. Such private ventures are not addressed as part of the Parks and Open Space Plan.

PROPOSED

Section 7.5.1 – Capital Facility Cost and Phasing (first paragraph) [showing additions (underlined) and deletions (crossed out)]:

~~More than 735~~ Approximately 740 acres of the Mountain House community will be dedicated to parks, recreational uses, open space, nature preserves, and wetlands. The capital costs associated with development of these land uses will total more than $57 million. Neighborhood Parks will total $6.8 million. Neighborhood Park lands will be part of the land equity program and will be constructed by the MHCSD. Another $16.3 million is associated with facilities that are considered "private ventures" because the facility will likely generate revenues to a private operator who will be responsible for constructing and operating the facility. Such private ventures are not addressed as part of the Parks and Open Space Plan.

EXISTING

Appendix 1-A – Definitions (concerning definitions for words beginning with the letter 'N' only):

N

Neighborhood.	"Neighborhood" means one of the 12 areas planned for residential; residential-serving uses including a K-8 school, neighborhood park, and neighborhood commercial; Village Centers; and community parks.
Neighborhood Center.	"Neighborhood Center" means the area located near the center of each residential neighborhood and designated for a K-8 school, neighborhood park, neighborhood commercial, and other neighborhood-serving facilities.

PROPOSED

Appendix 1-A – Definitions (concerning definitions for words beginning with the letter 'N' only):

N

Nature Preserve.	"Nature Preserve" means an outdoor area involving a large amount of land in its agricultural, or its improved semi-natural appearing state, including areas set aside for wildlife habitat and wetlands, that is used for limited impact recreational activities such as hiking, picnicking, fishing, bird watching, etc.
Neighborhood.	"Neighborhood" means one of the 12 areas planned for residential development~~;~~ and for residential-serving uses that may ~~including~~ include a K-8 school, a ~~n~~Neighborhood ~~p~~Park, ~~and~~ a ~~n~~Neighborhood ~~c~~Commercial area~~;~~, a Community Commercial area or Village Center~~s~~; and a ~~c~~Community ~~p~~Park~~s~~.
Neighborhood Center.	"Neighborhood Center" means the area located near the center of each family ~~residential~~ neighborhood, and the Neighborhood K mixed active adult and family neighborhood, and designated for a K-8 school, a ~~n~~Neighborhood ~~p~~Park, a ~~n~~Neighborhood ~~c~~Commercial, and other neighborhood-serving facilities.

EXHIBIT 1

MASTER PLAN AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXISTING

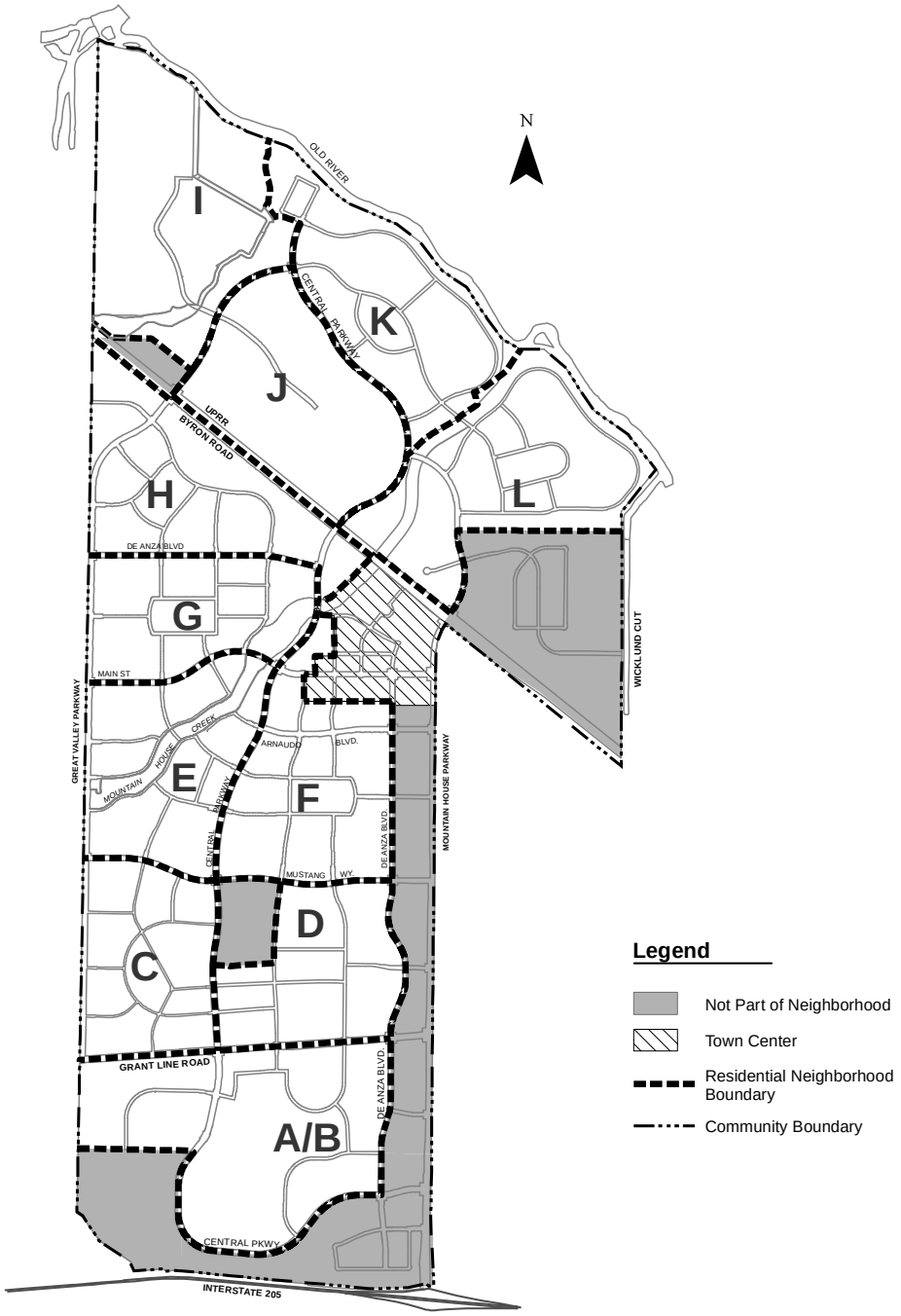


FIGURE 3.2 – RESIDENTIAL NEIGHBORHOOD BOUNDARIES DIAGRAM

PROPOSED

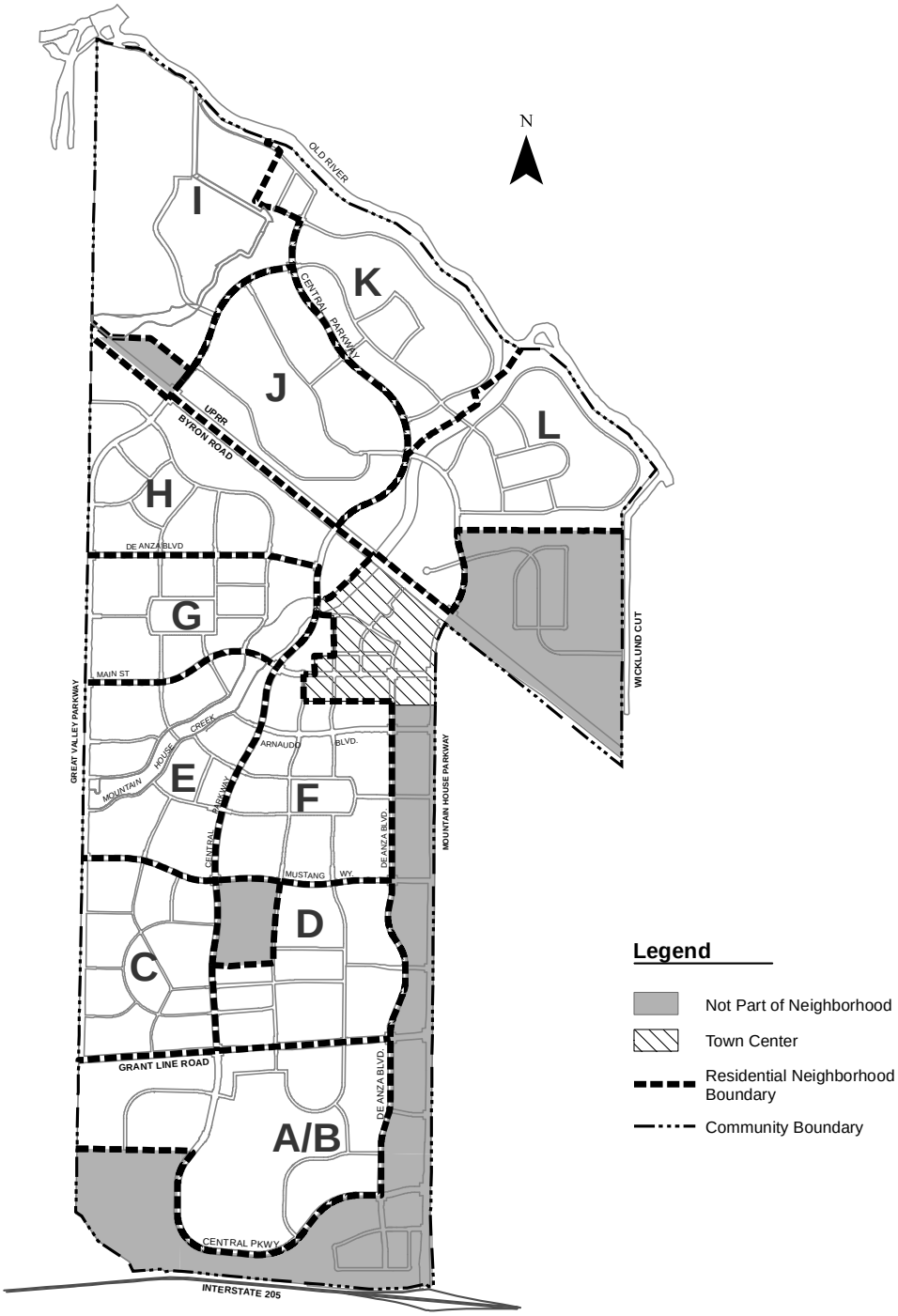


FIGURE 3.2 – RESIDENTIAL NEIGHBORHOOD BOUNDARIES DIAGRAM

EXISTING

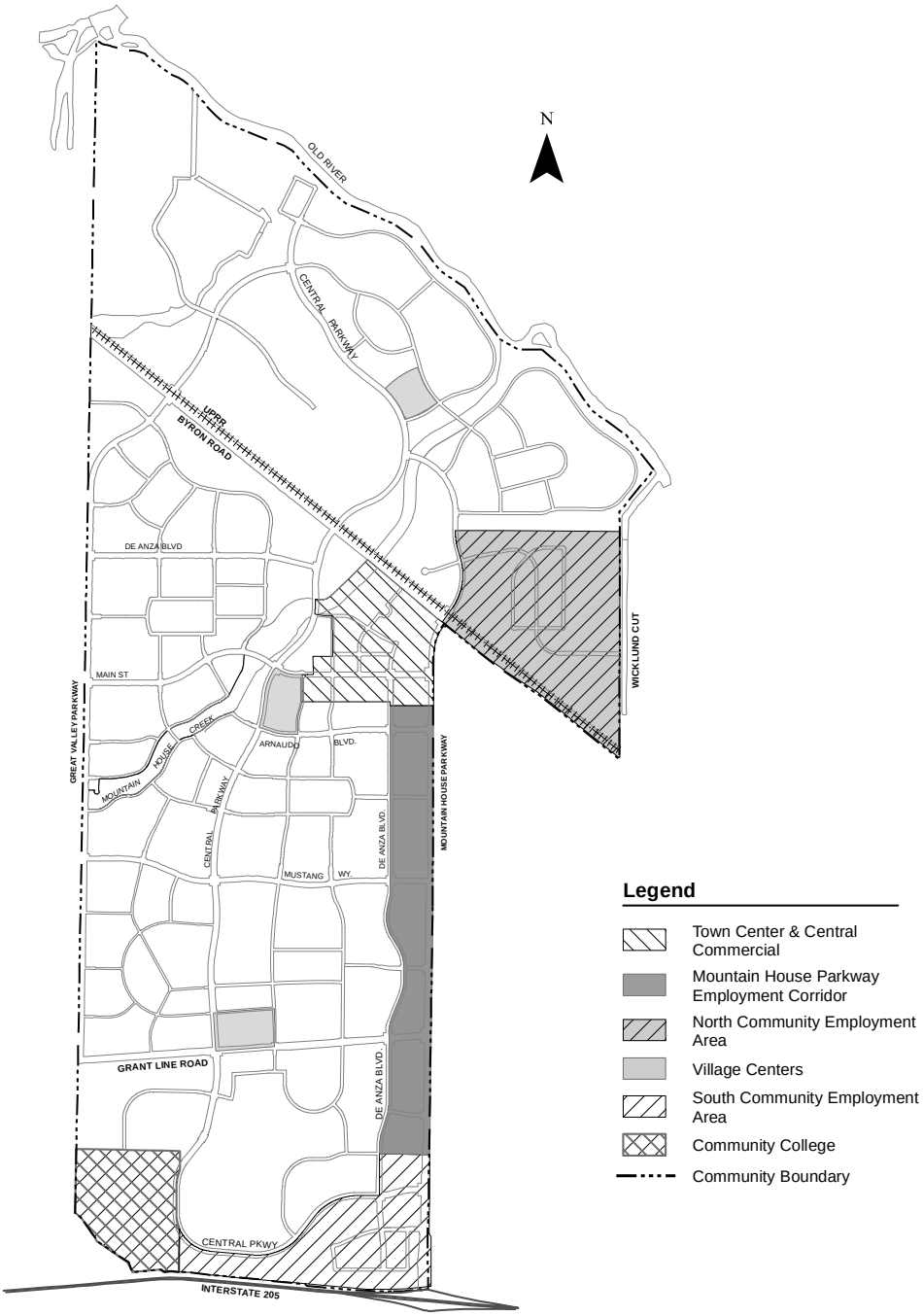


FIGURE 3.3 – COMMUNITY SUBAREAS MAP

PROPOSED

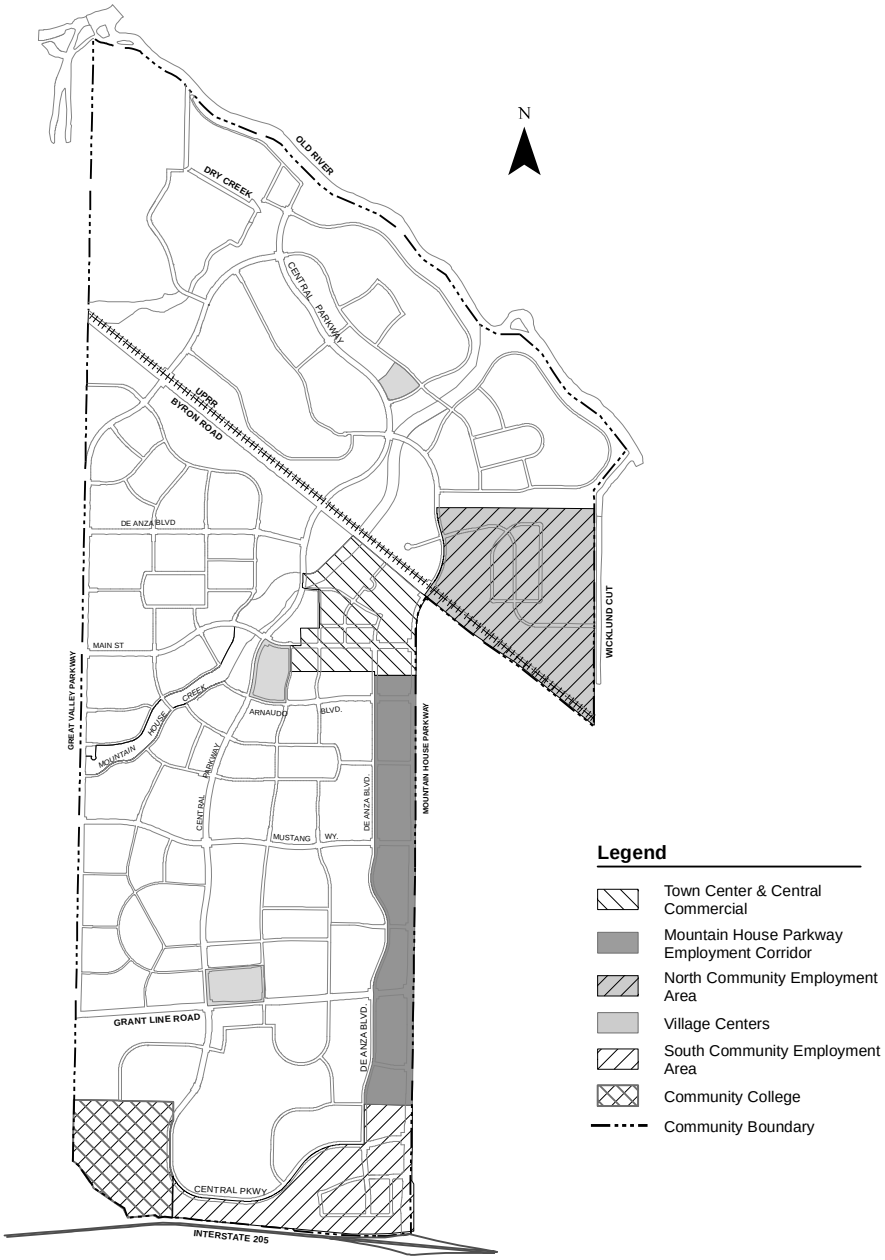
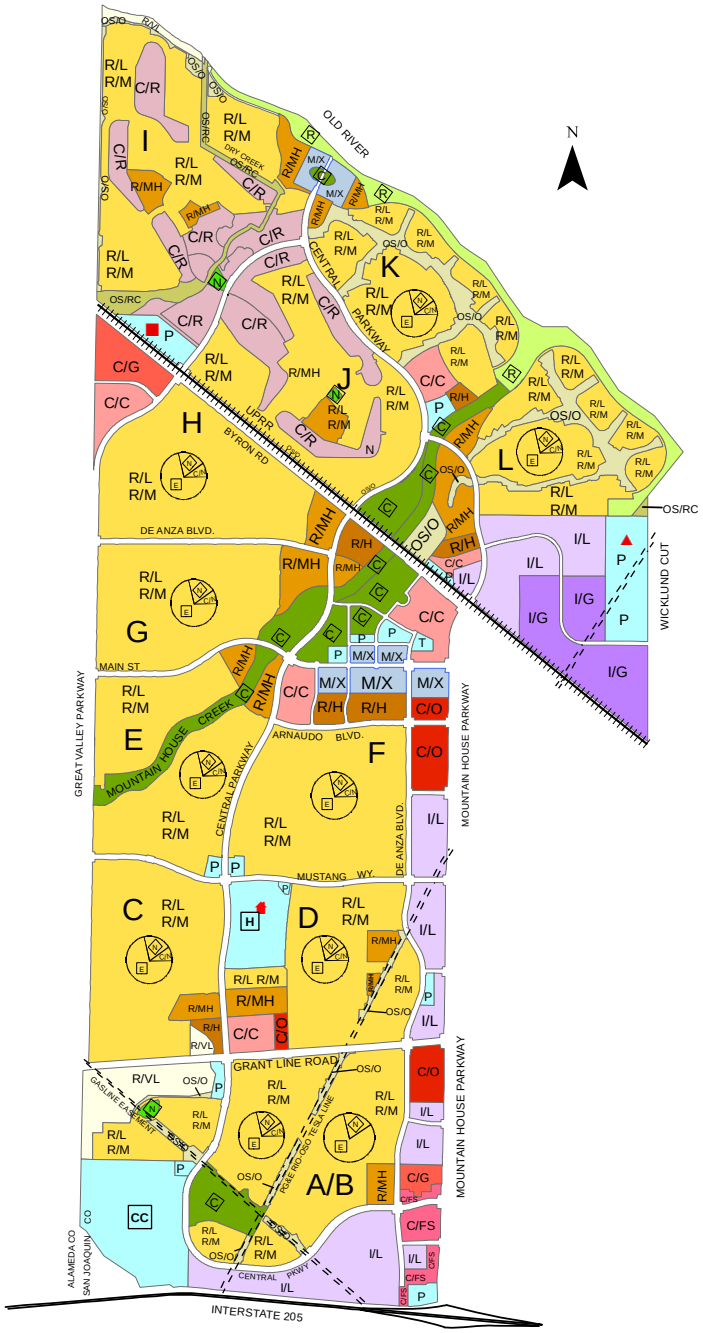


FIGURE 3.3 – COMMUNITY SUBAREAS MAP

EXISTING



Master Plan Designations

Residential

- R/VL (Very Low Density Residential)
- R/L & R/M (Low and Medium Density Residential)
- R/MH (Medium High Density Residential)
- R/H (High Density Residential)

Commercial

- C/O (Office Commercial)
- C/FS (Freeway Service Commercial)
- C/G (General Commercial)
- C/C (Community Commercial)
- C/R (Commercial Recreation)

Mixed Use

- M/X (Mixed Use)

Industrial

- I/L (Limited Industrial)
- I/G (General Industrial)

Open Space

- OS/RC (Resource Conservation)
- OS/O (Other Open Space)

Public

- P (Public)
- CC Community College
- H High School
- E Elementary School (K-8)
- T Transit Center
- Wastwater Treatment Plant
- Water Treatment Plant

Parks

- R Regional Park
- C Community Park
- N Neighborhood Park

Neighborhood Center

- Neighborhood Center
- E Elementary School (K-8)
- N Neighborhood Park
- C/N Neighborhood Commercial Site

Other

- County Line
- Community Boundary
- Railroad
- Easement
- A Neighborhood Designation
- C/N Neighborhood Commercial Area

Note: See Master Plan Figure 9.4 for designated Collectors and Arterials. Specific Plans will show additional Collectors.

See text of Master Plan for policies, Neighborhood Boundaries, and further information.

FIGURE 3.5 – MASTER PLAN DESIGNATIONS

PROPOSED

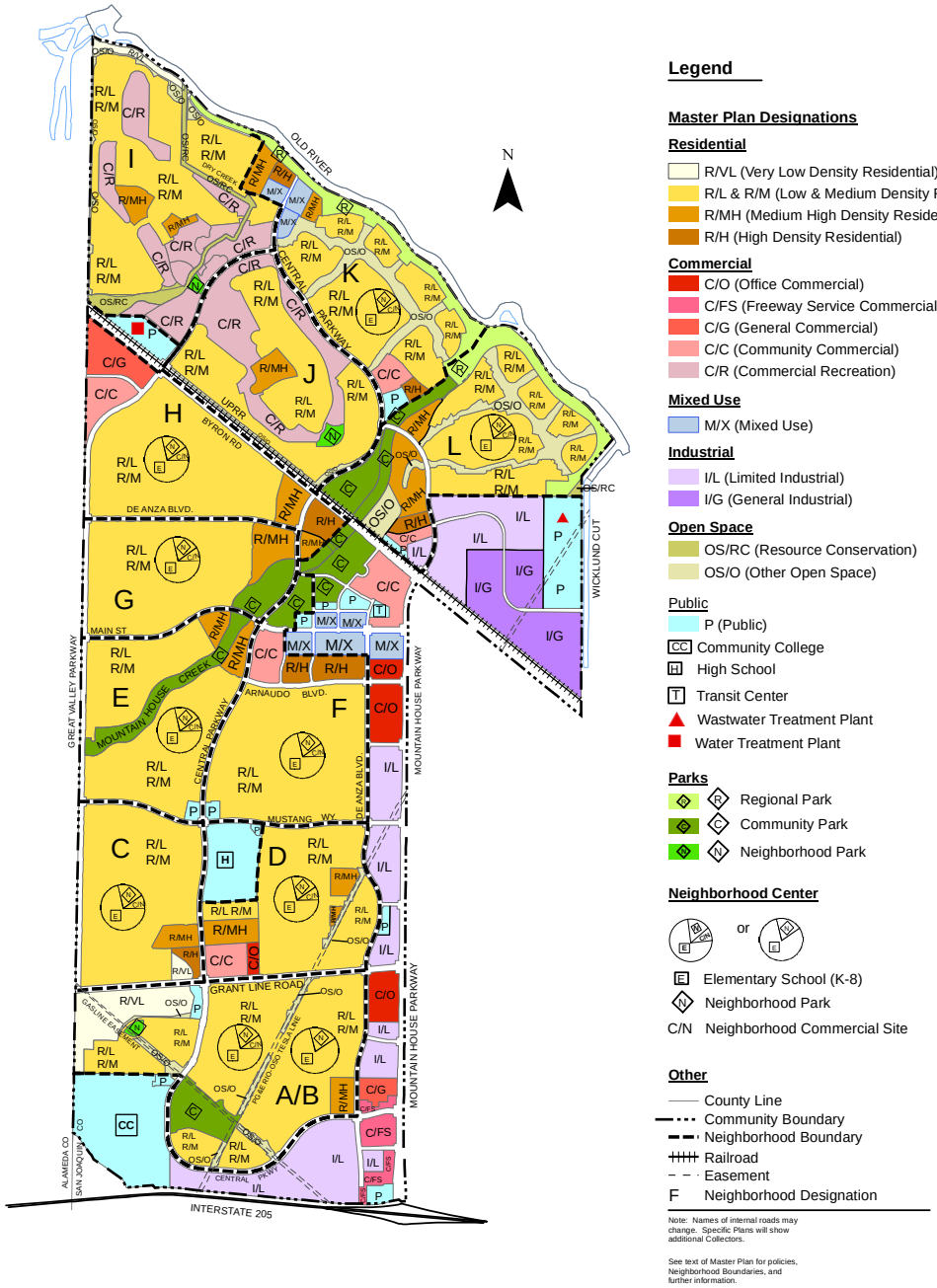


FIGURE 3.5 – MASTER PLAN DESIGNATIONS

EXISTING

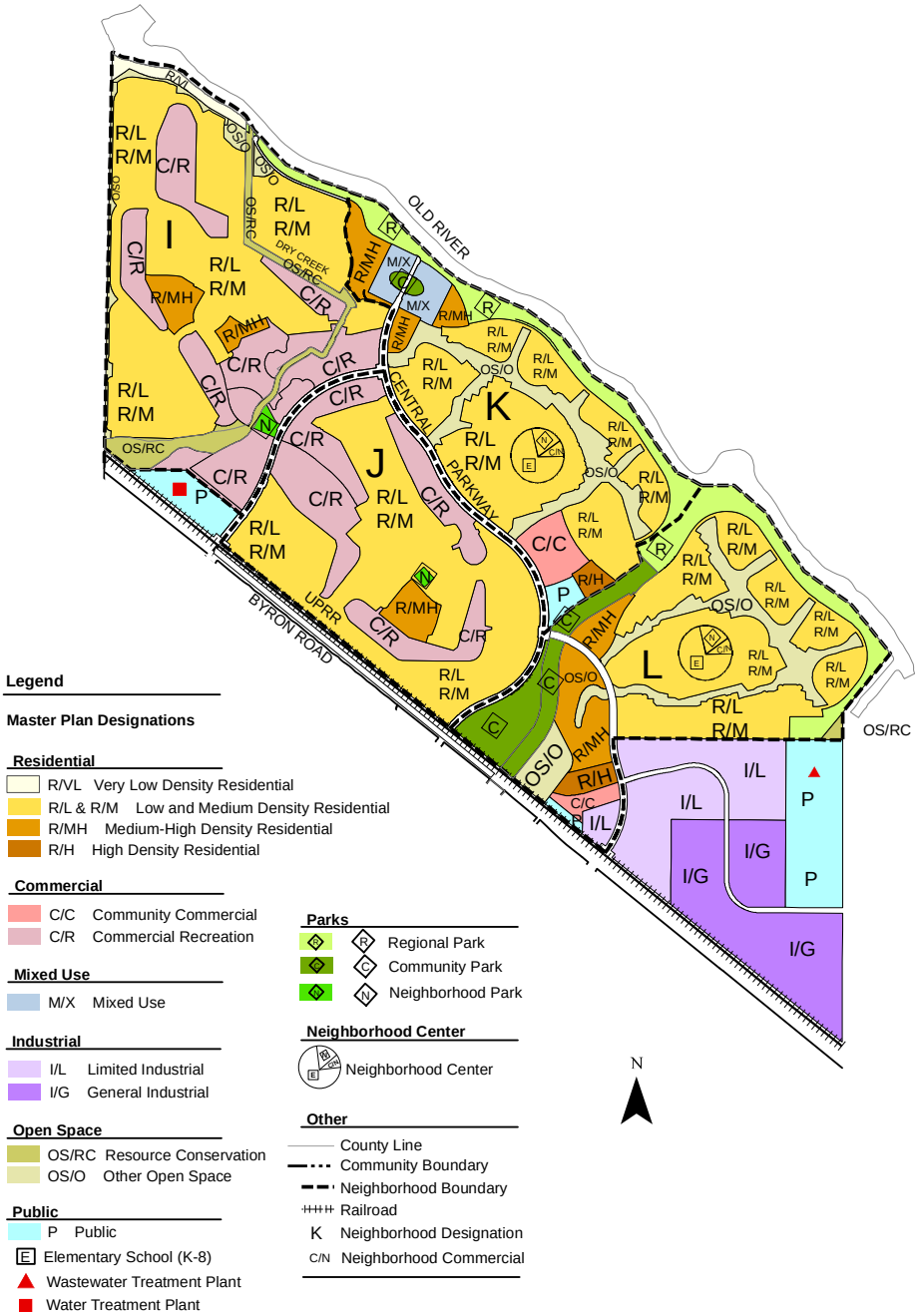


FIGURE 3.6 – MASTER PLAN DESIGNATIONS – NORTH AREA

PROPOSED

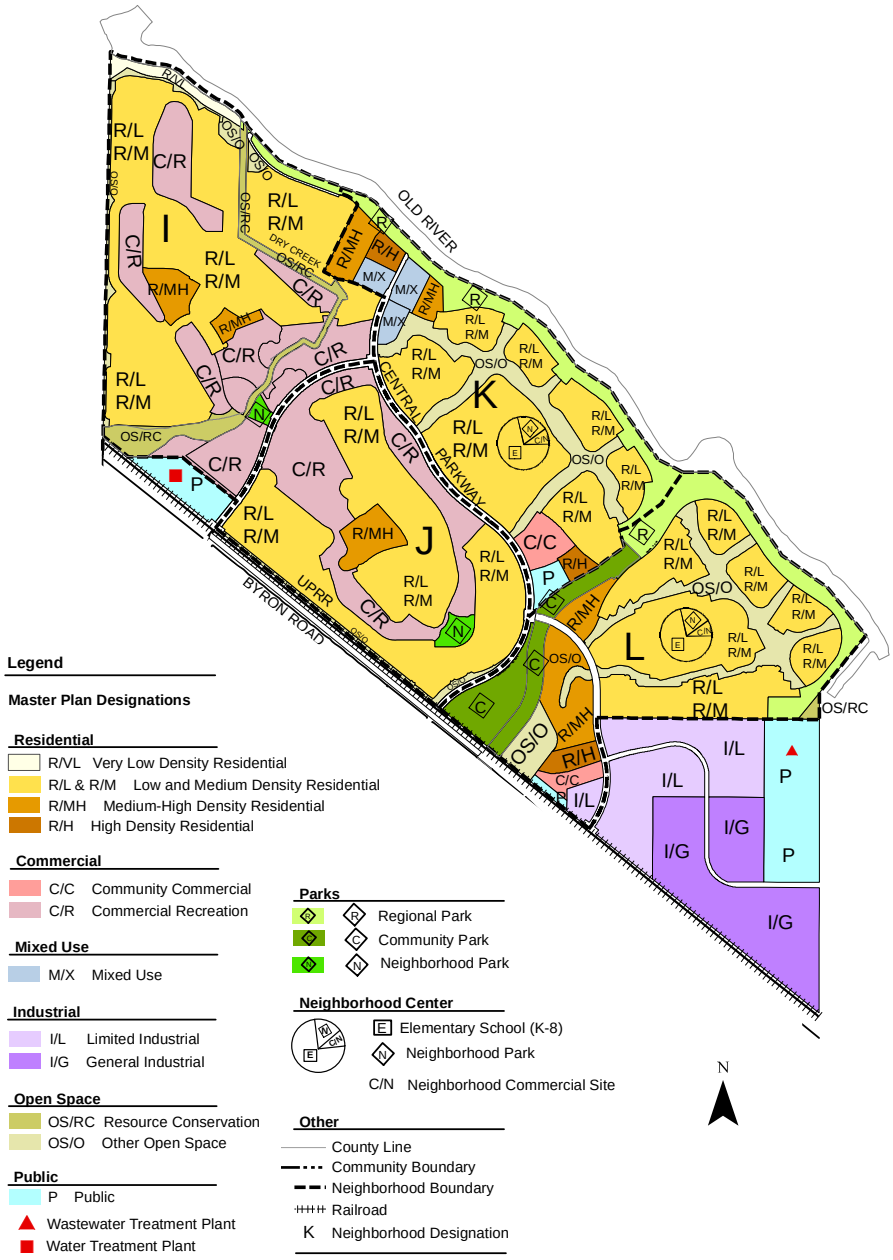


FIGURE 3.6 – MASTER PLAN DESIGNATIONS – NORTH AREA

EXISTING

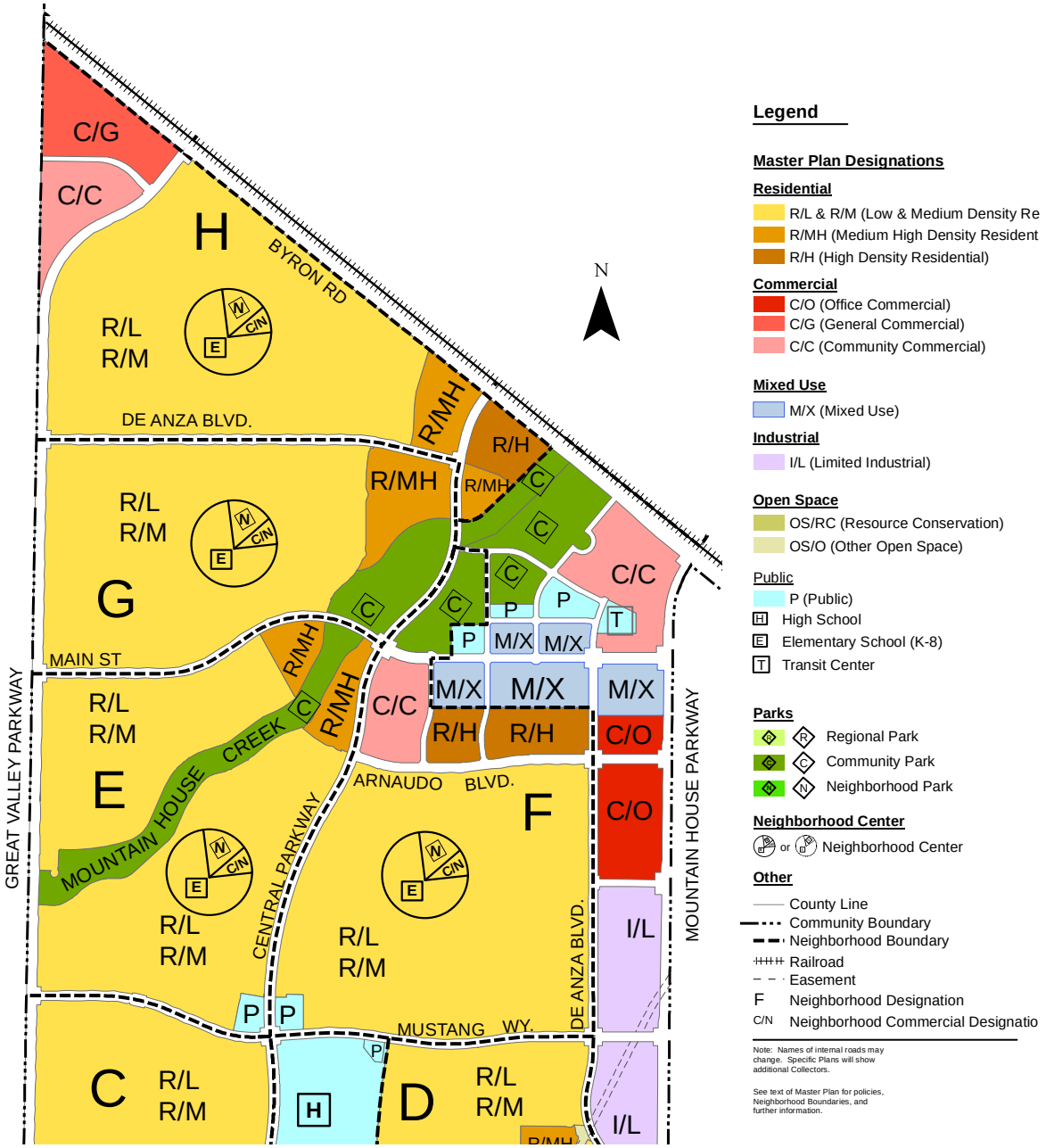


FIGURE 3.7 – MASTER PLAN DESIGNATIONS – CENTRAL AREA

PROPOSED

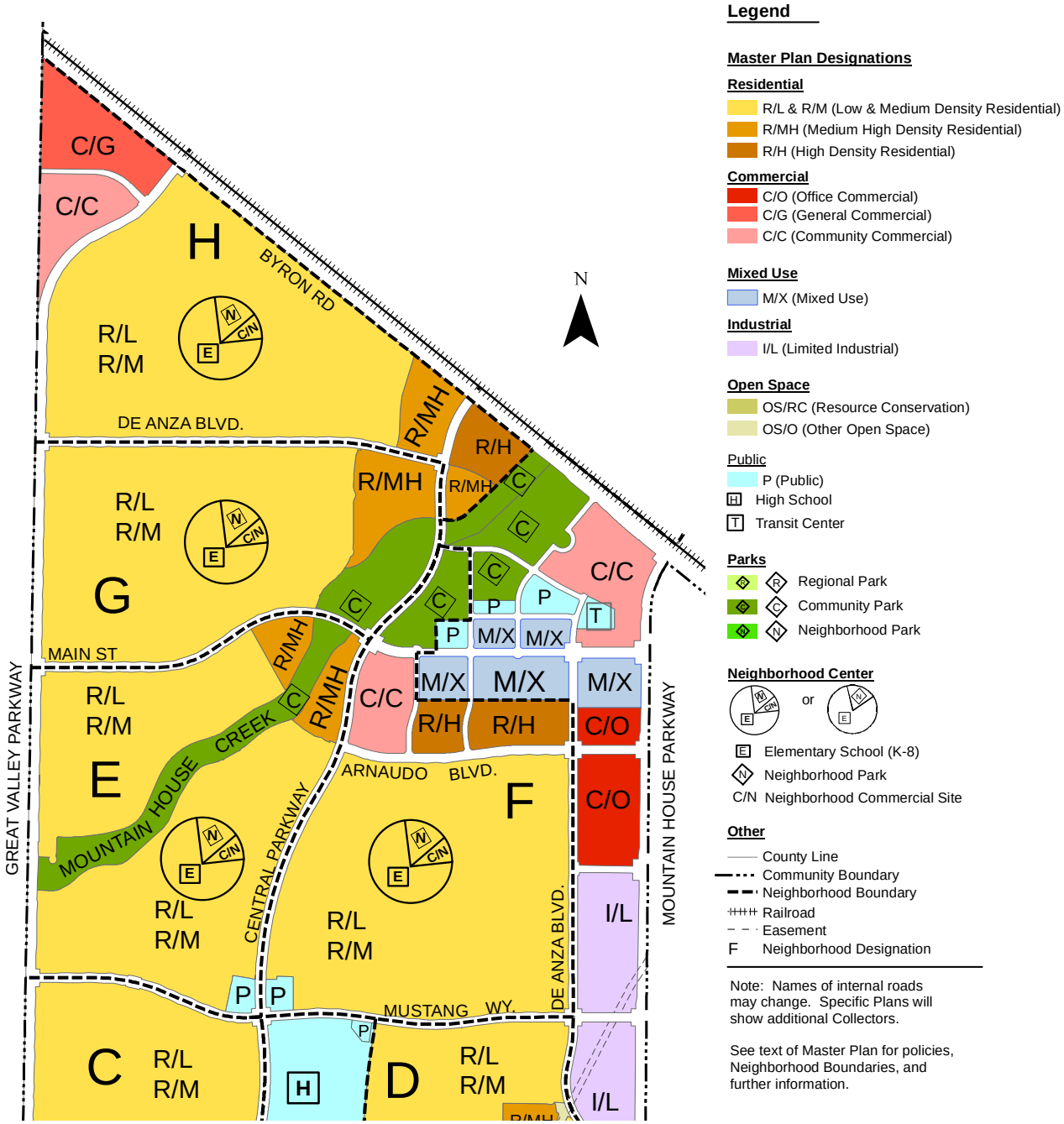


FIGURE 3.7 – MASTER PLAN DESIGNATIONS – CENTRAL AREA

EXISTING

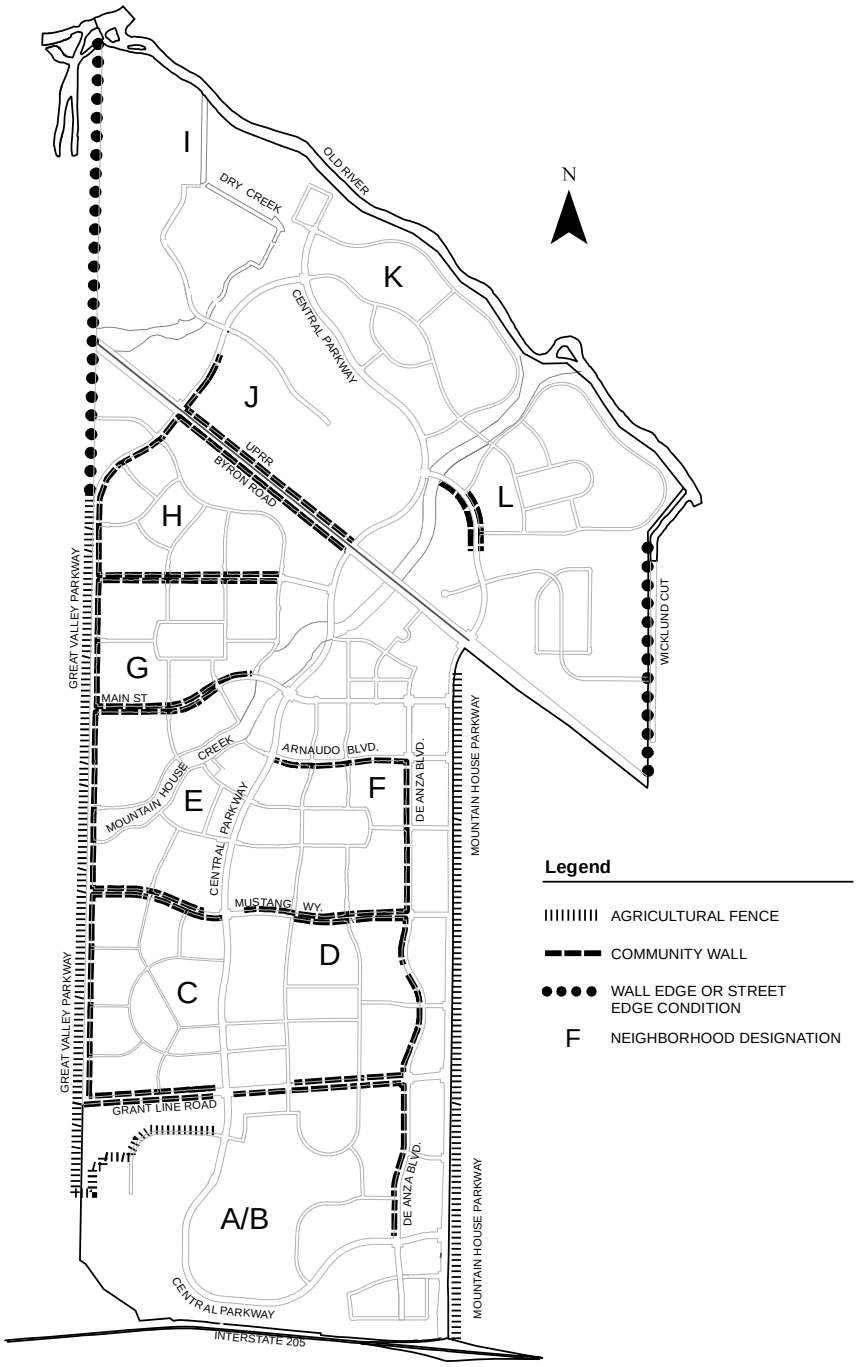


FIGURE 4.1 – COMMUNITY WALLS LOCATION PLAN

PROPOSED

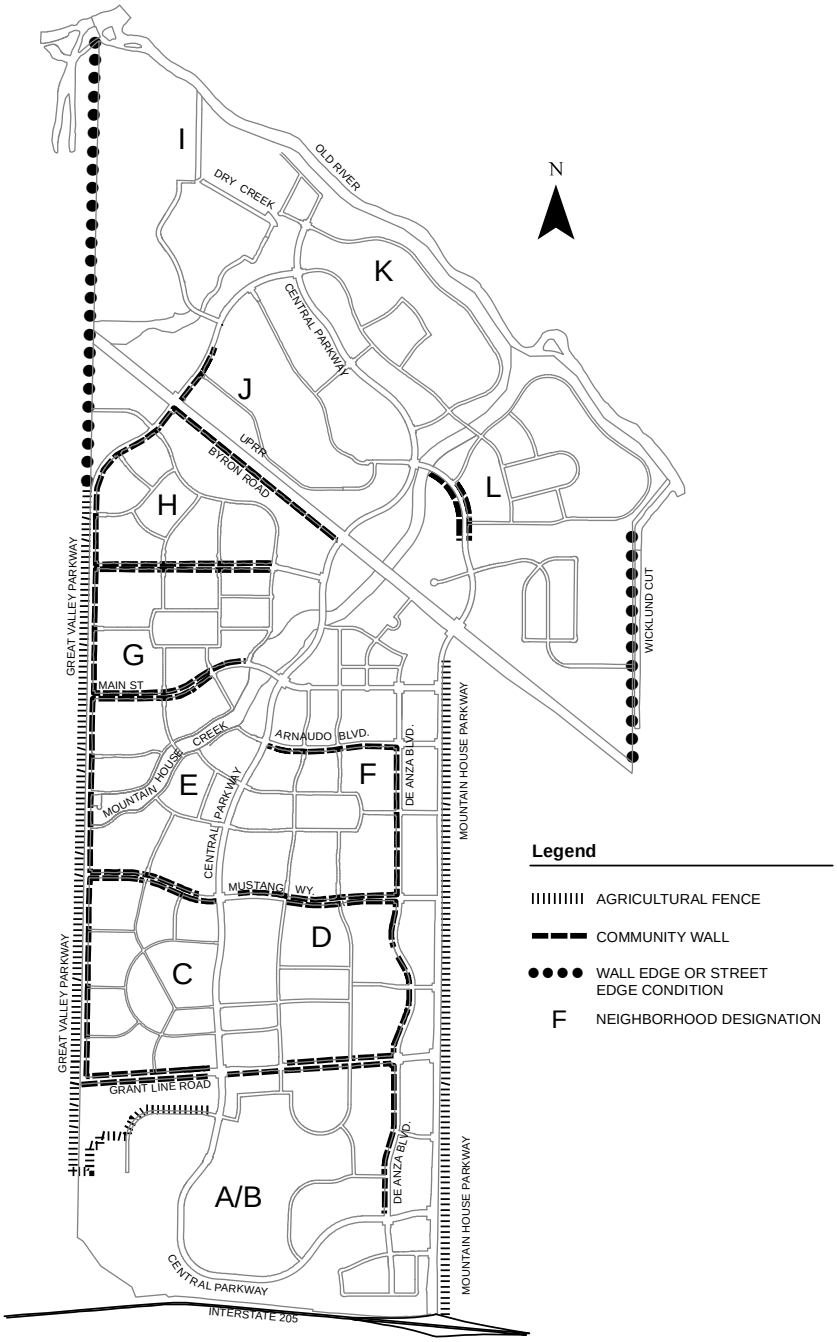


FIGURE 4.1 – COMMUNITY WALLS LOCATION PLAN

EXISTING

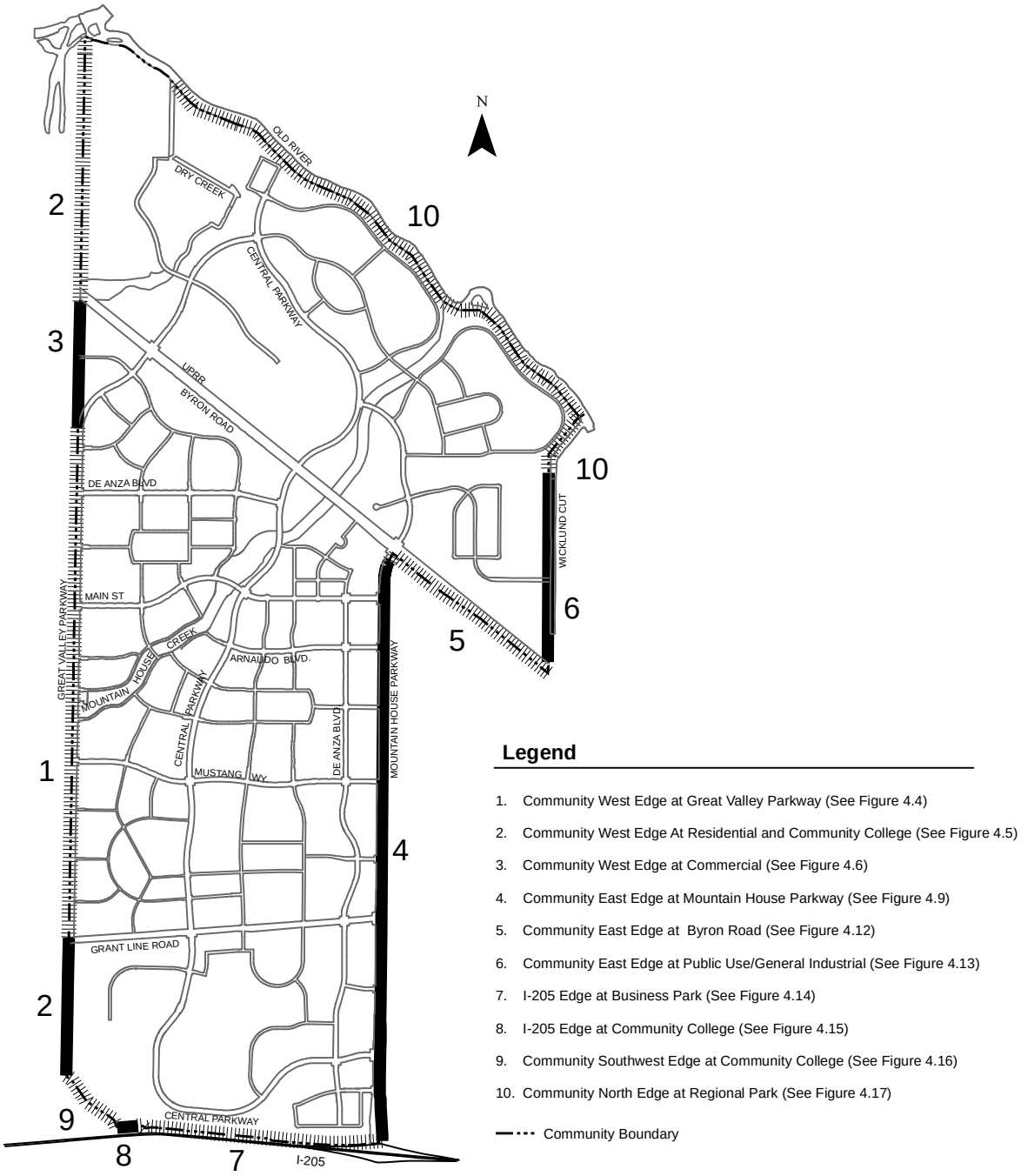


FIGURE 4.3 - COMMUNITY EDGE TREATMENT KEY MAP

PROPOSED

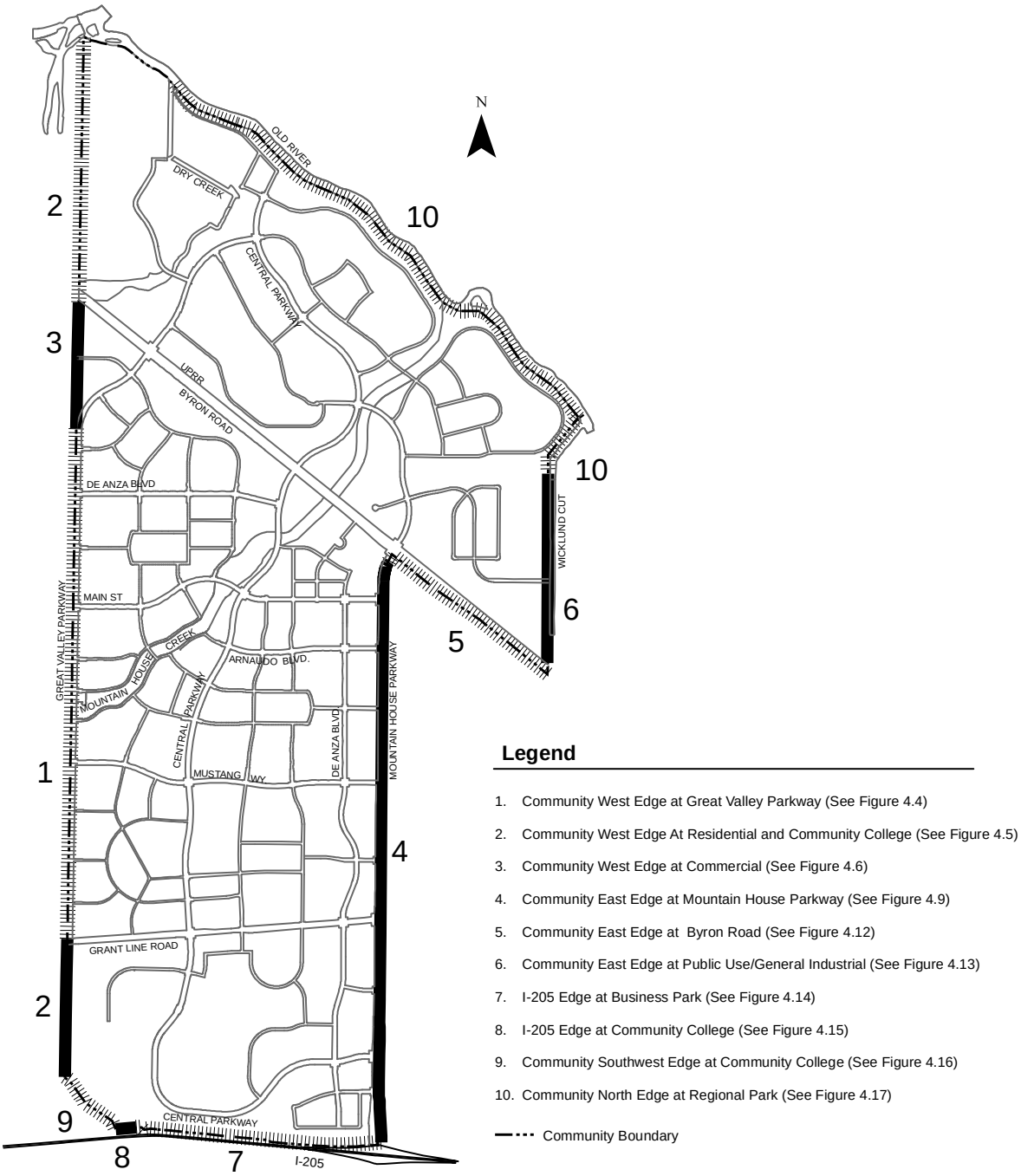


FIGURE 4.3 - COMMUNITY EDGE TREATMENT KEY MAP

EXISTING

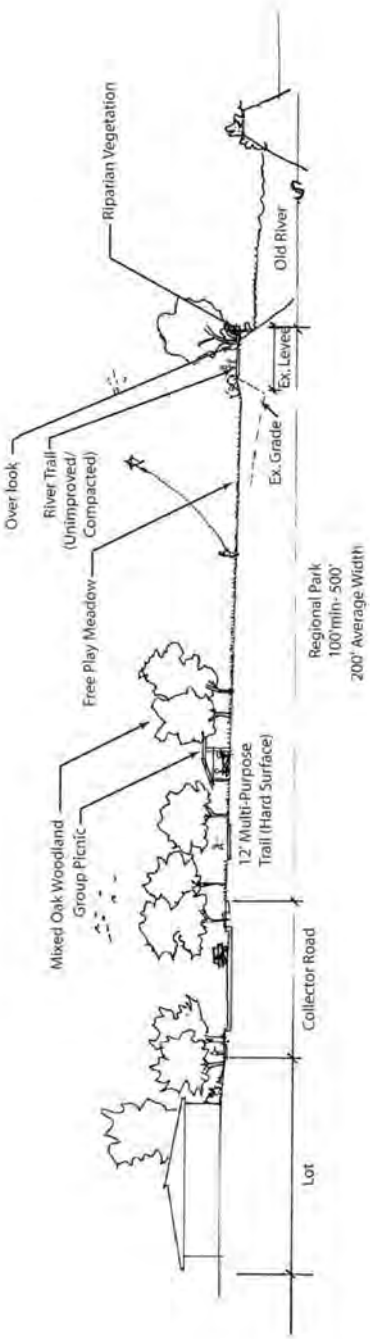


FIGURE 4.17 – COMMUNITY NORTH EDGE AT REGIONAL PARK

PROPOSED

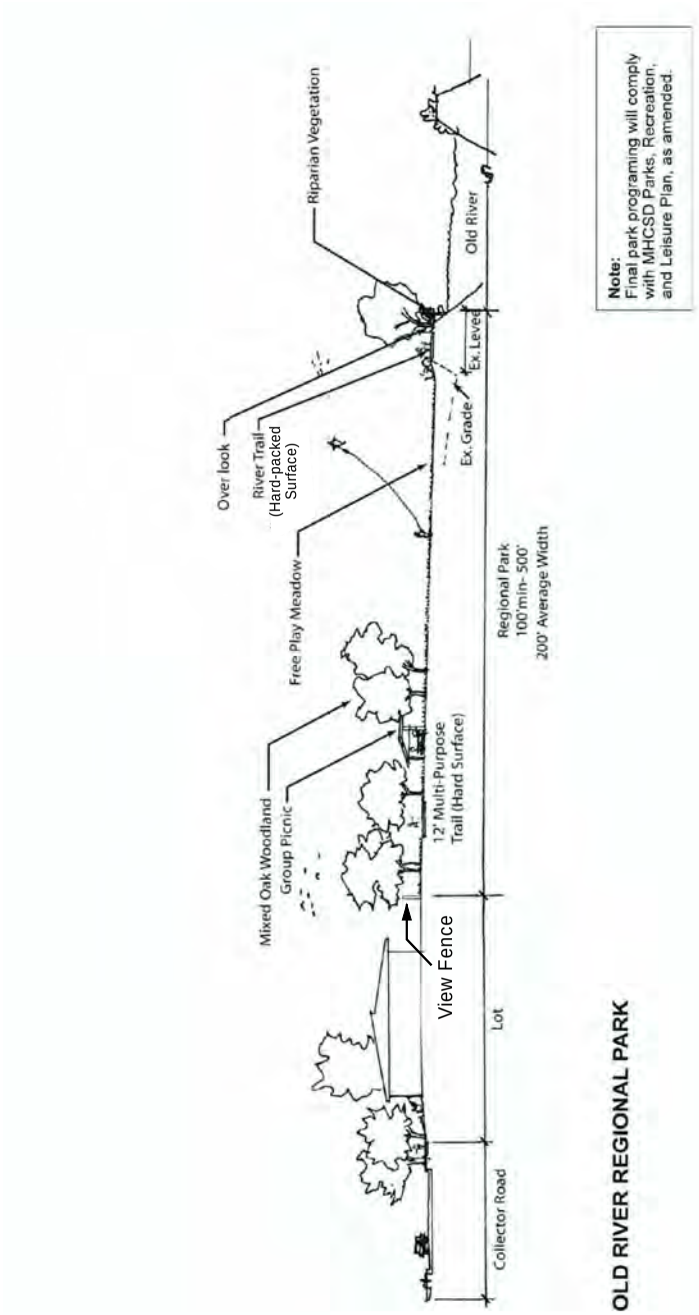


FIGURE 4.17 – COMMUNITY NORTH EDGE AT REGIONAL PARK

EXISTING

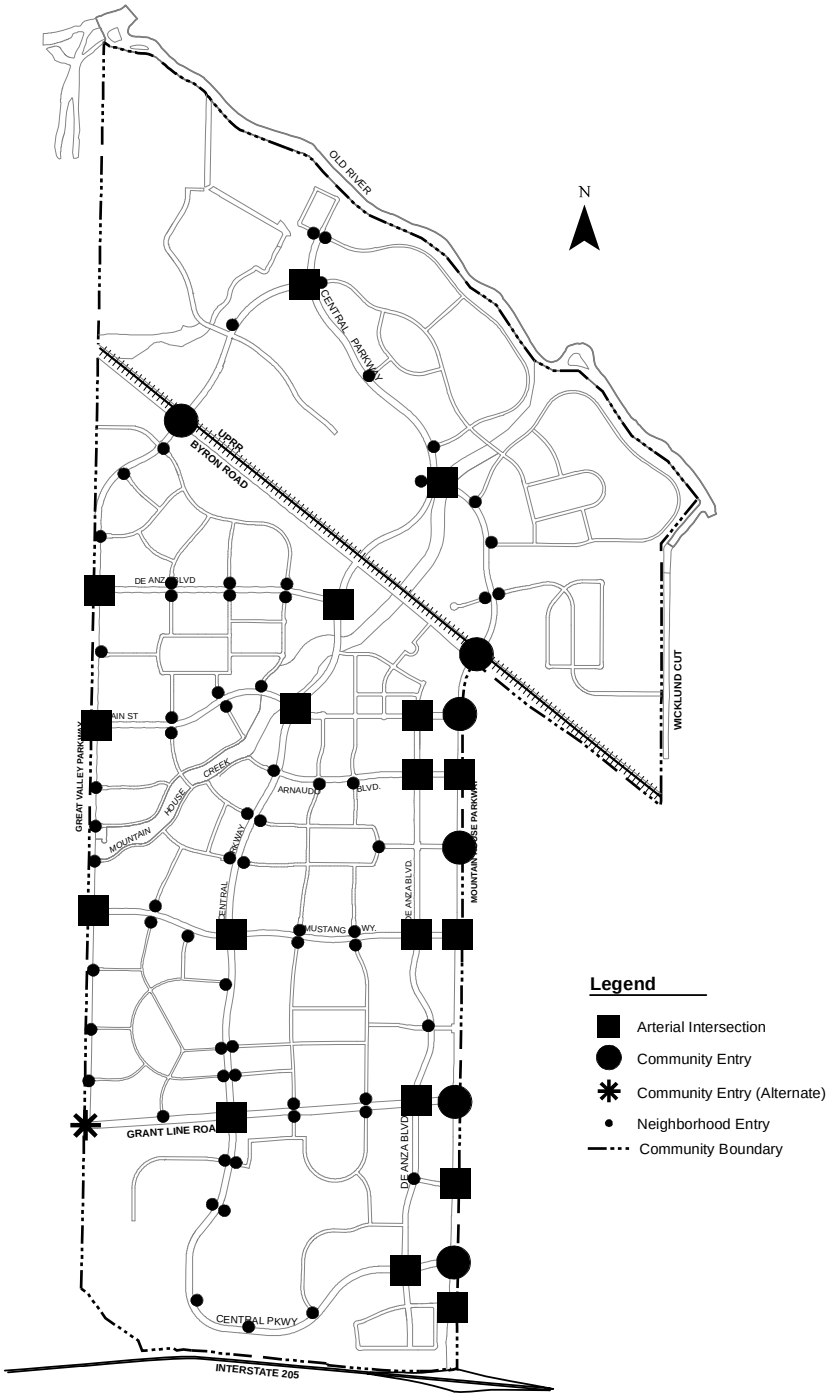


FIGURE 4.18 – COMMUNITY ENTRIES LOCATION PLAN

PROPOSED

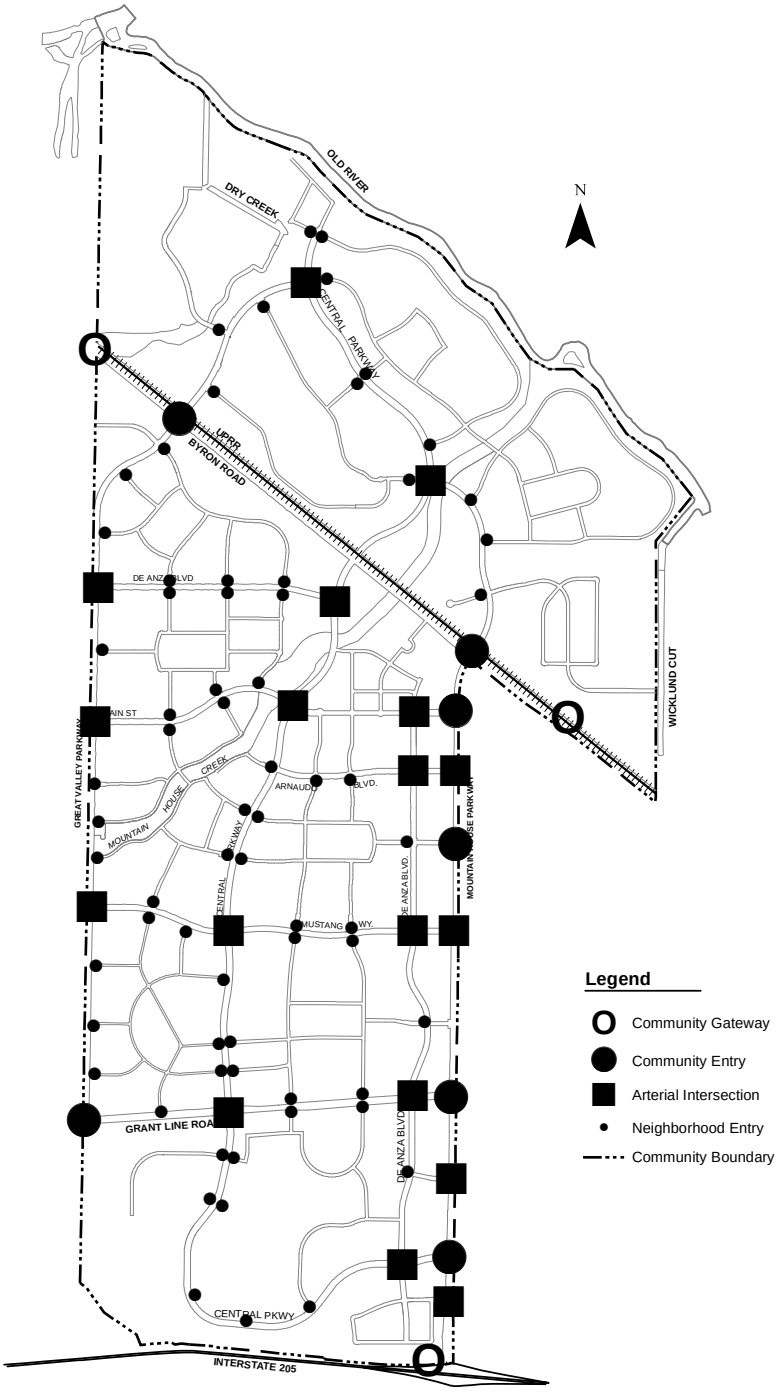


FIGURE 4.18 – ENTRIES LOCATION PLAN

EXISTING

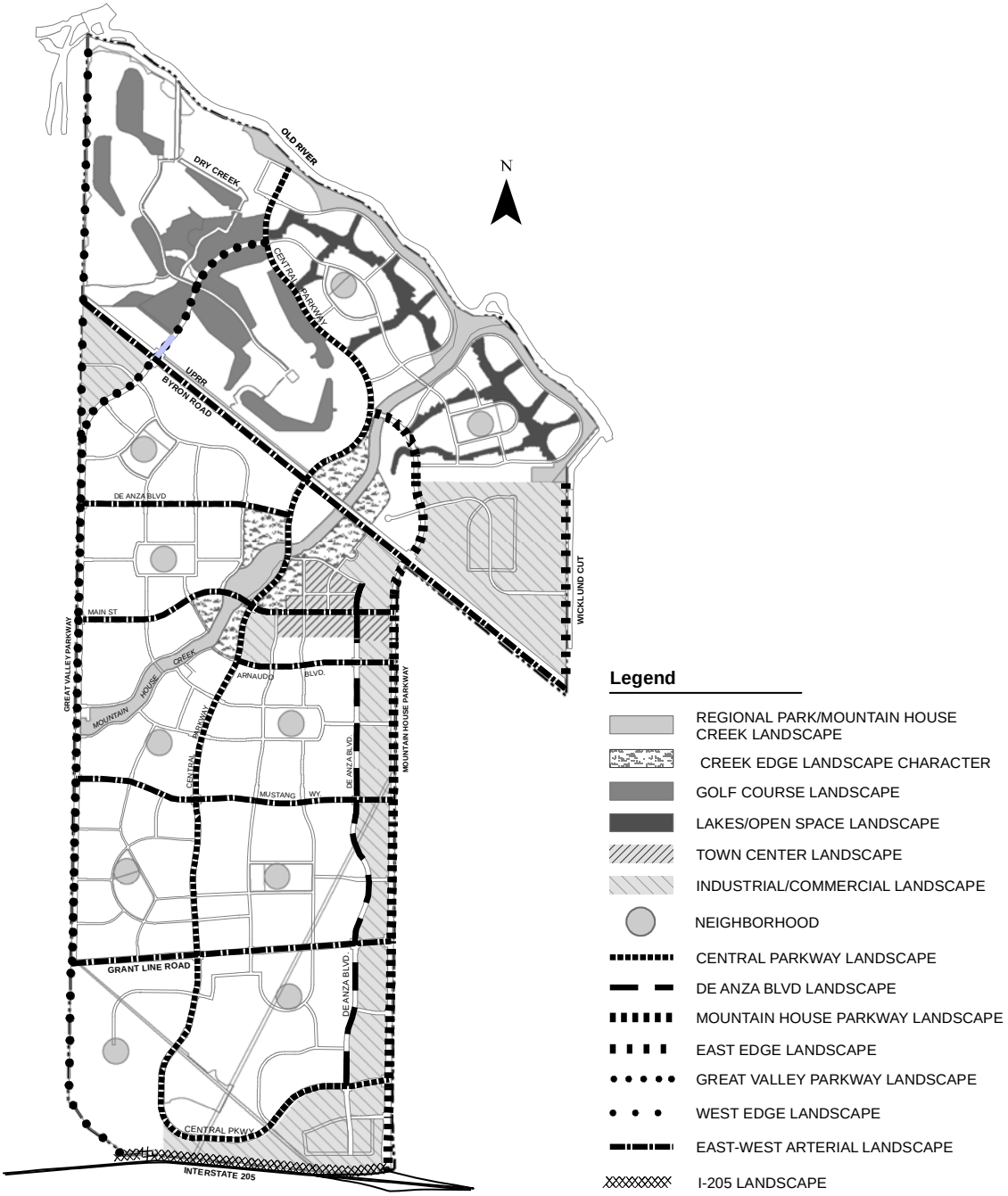


FIGURE 4.24 – LANDSCAPE CONCEPT DIAGRAM

PROPOSED

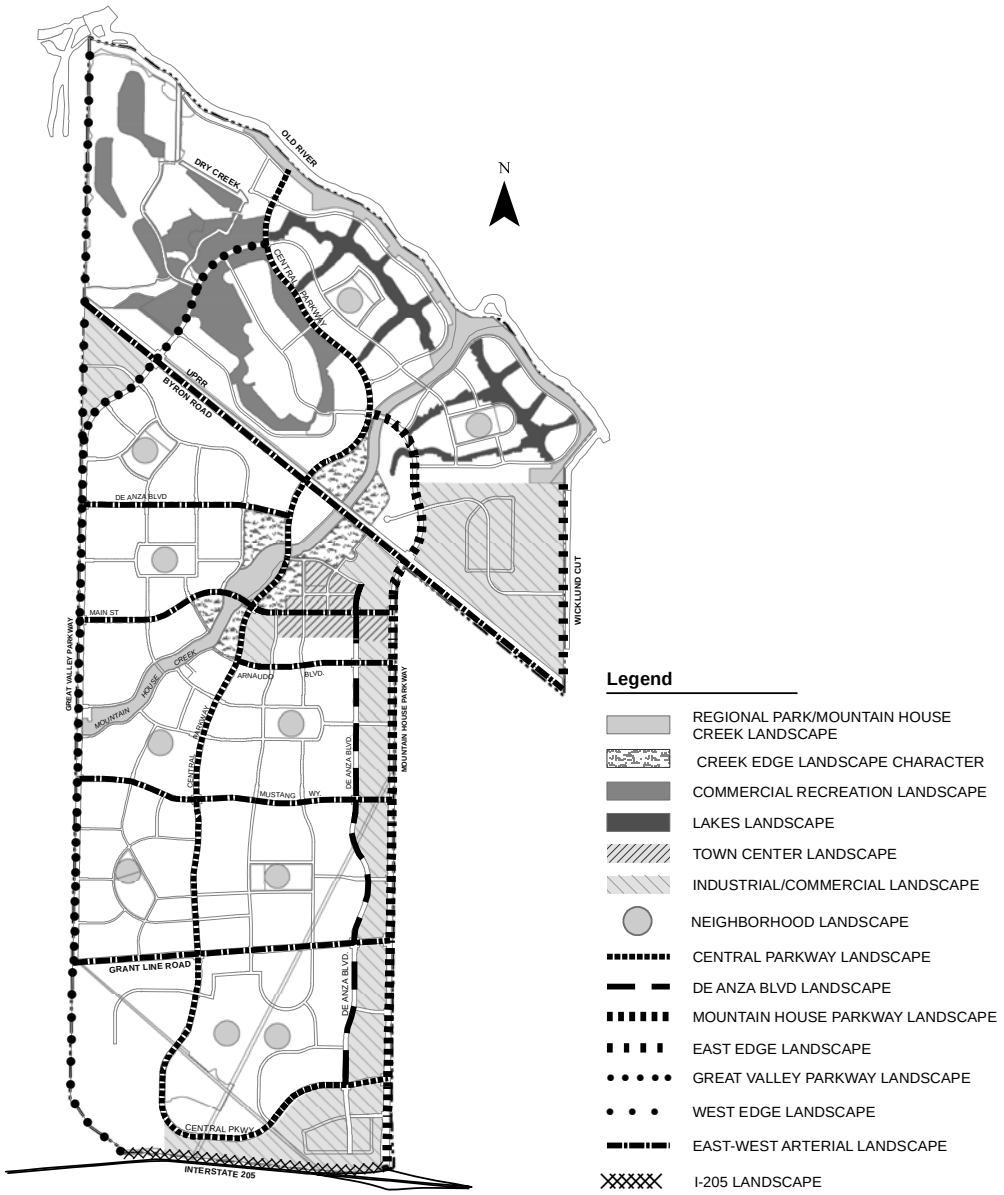


FIGURE 4.24 – LANDSCAPE CONCEPT DIAGRAM

EXISTING

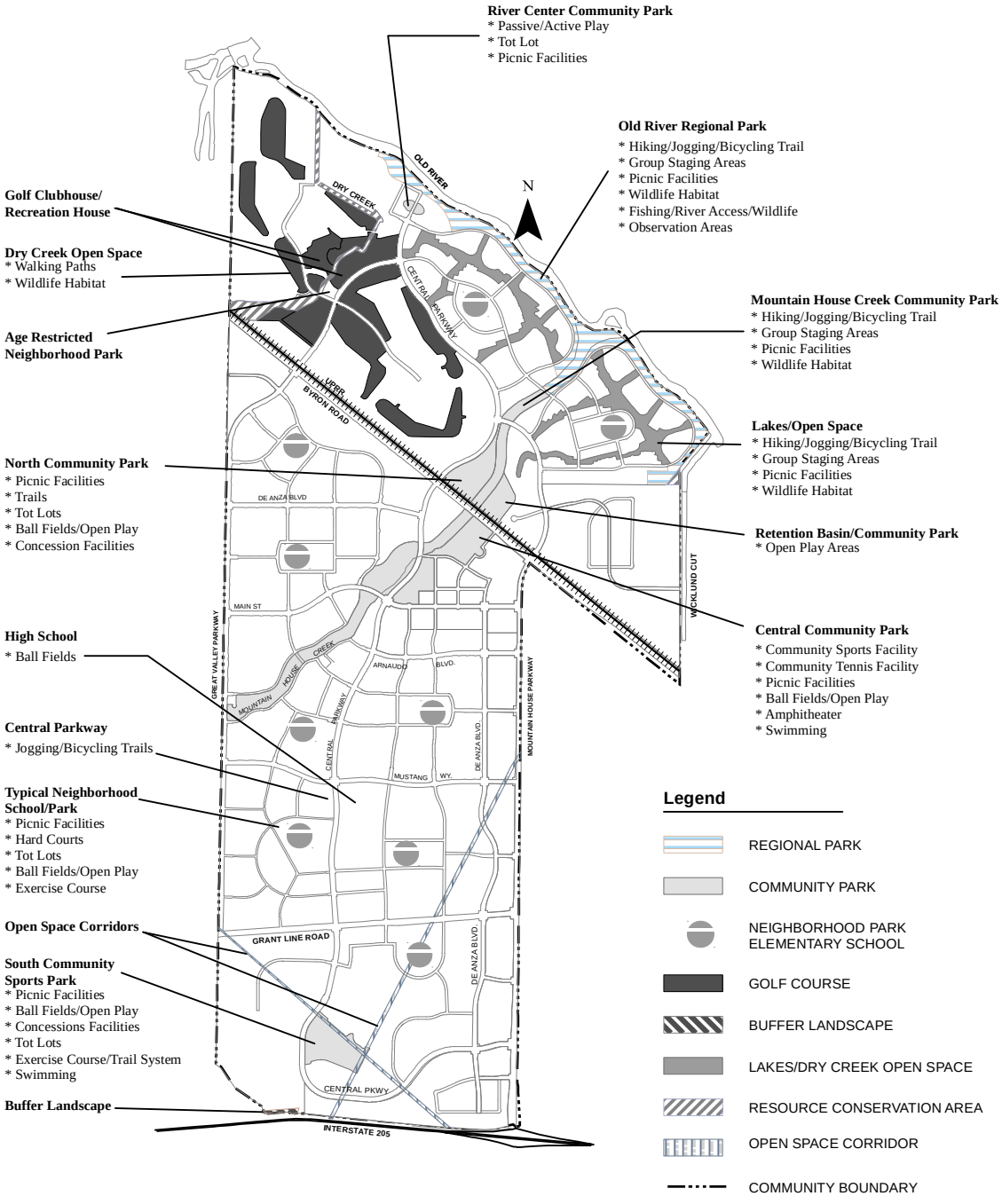


FIGURE 7.1 – RECREATION AND OPEN SPACE PLAN

PROPOSED

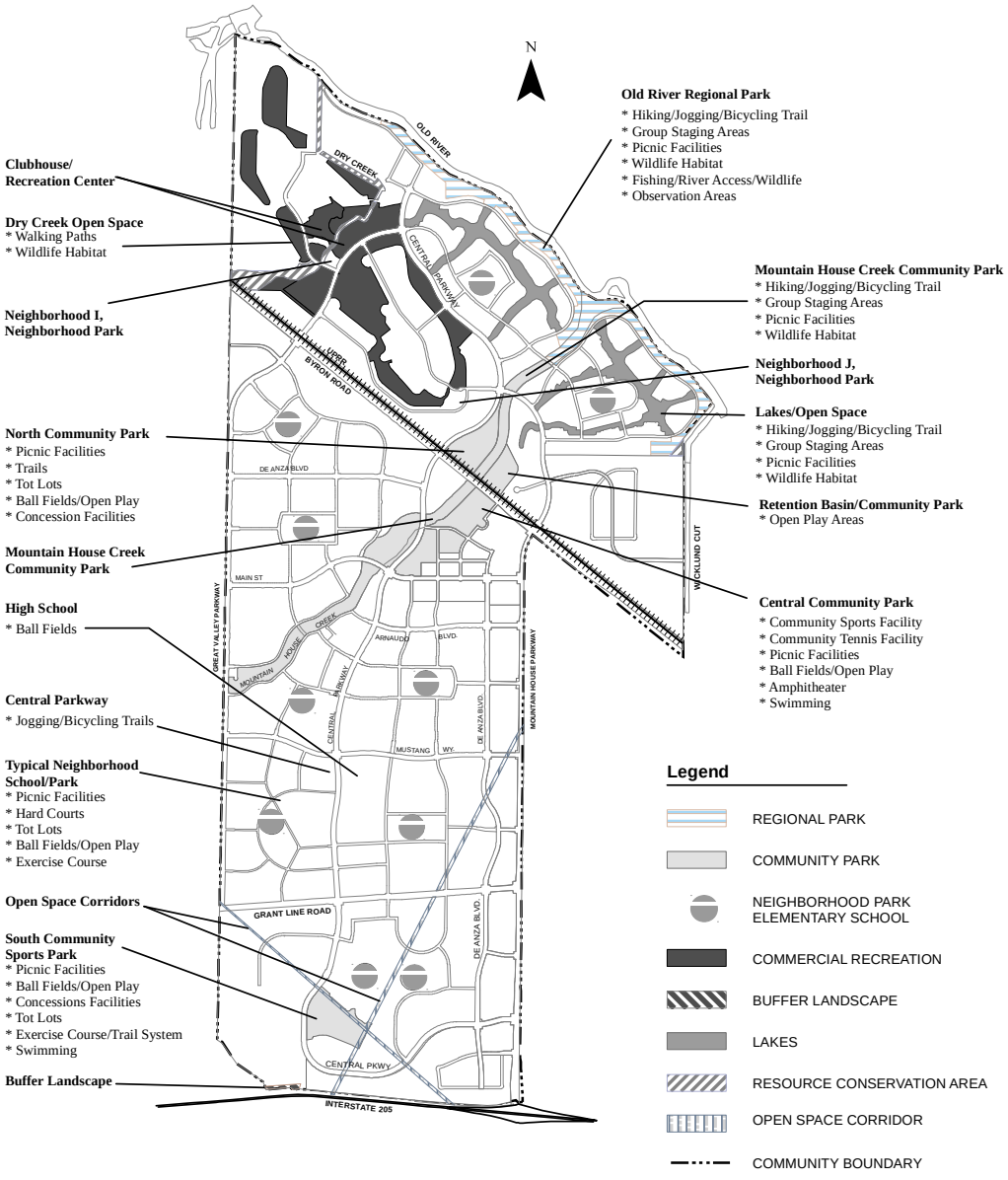


FIGURE 7.1 – RECREATION AND OPEN SPACE PLAN

EXISTING

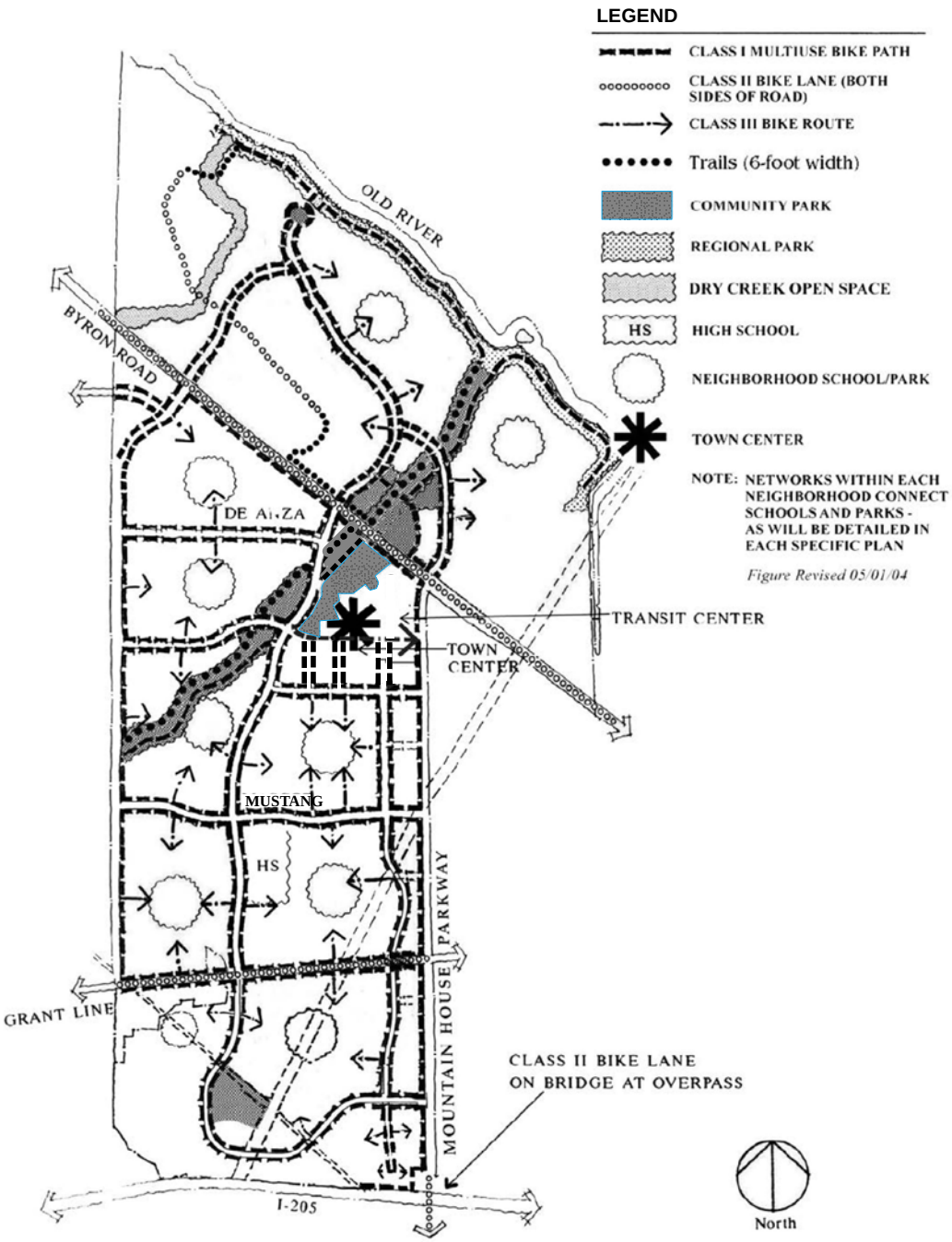


FIGURE 7.2 – OPEN SPACE DESTINATIONS AND LINKAGES PLAN

PROPOSED

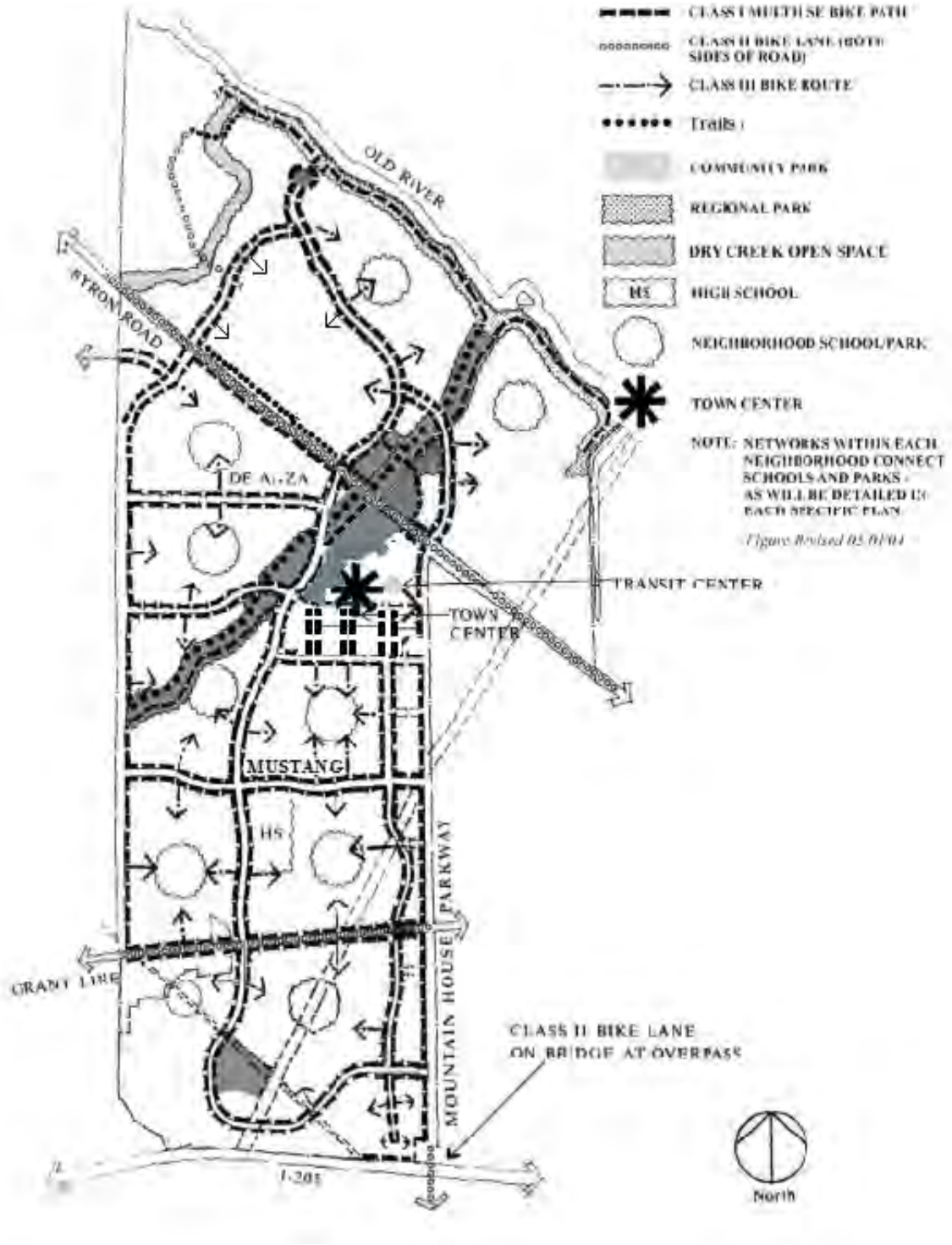


FIGURE 7.2 – OPEN SPACE DESTINATIONS AND LINKAGES PLAN

EXISTING

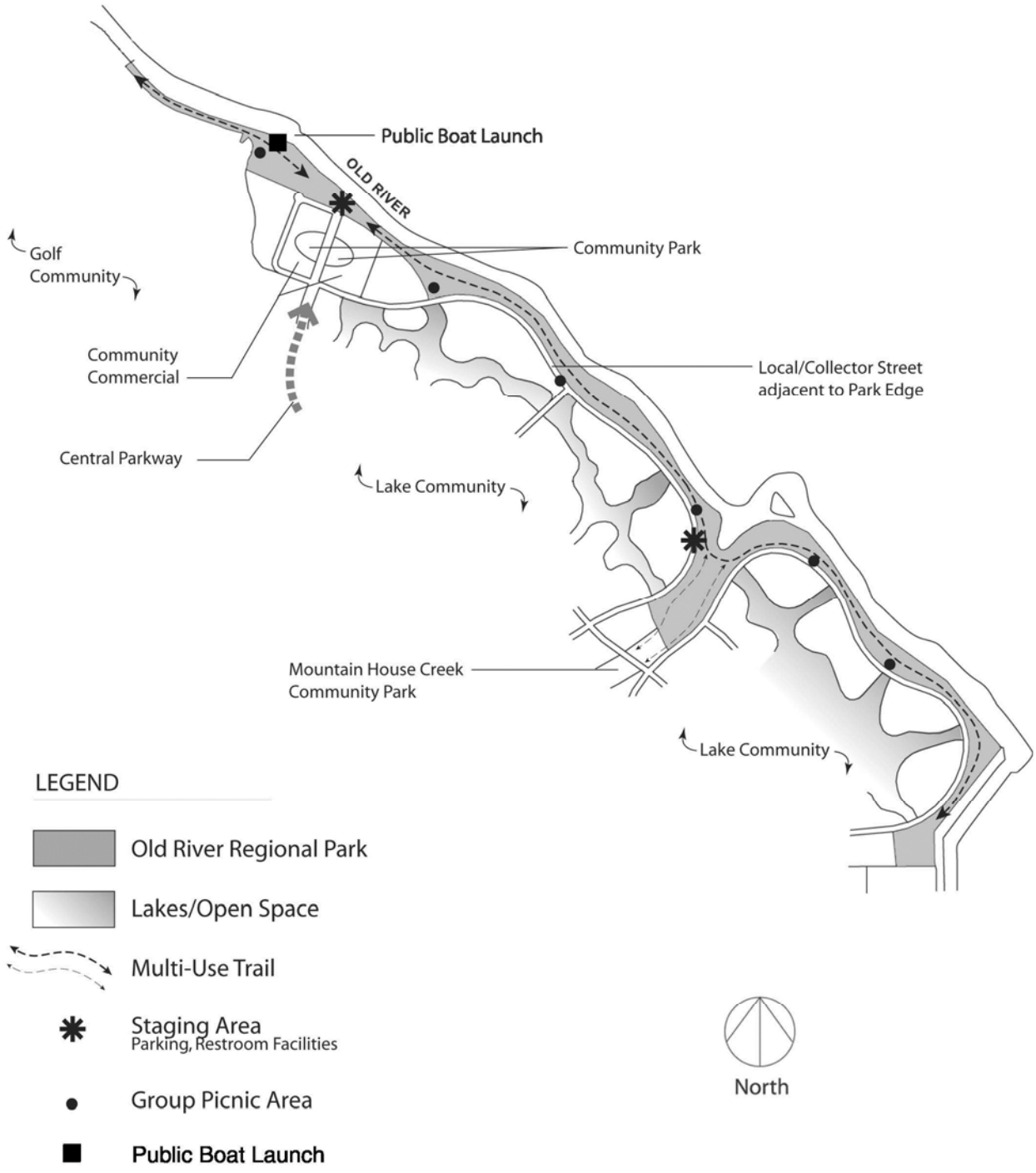


FIGURE 7.6 – OLD RIVER REGIONAL PARK DIAGRAM

PROPOSED

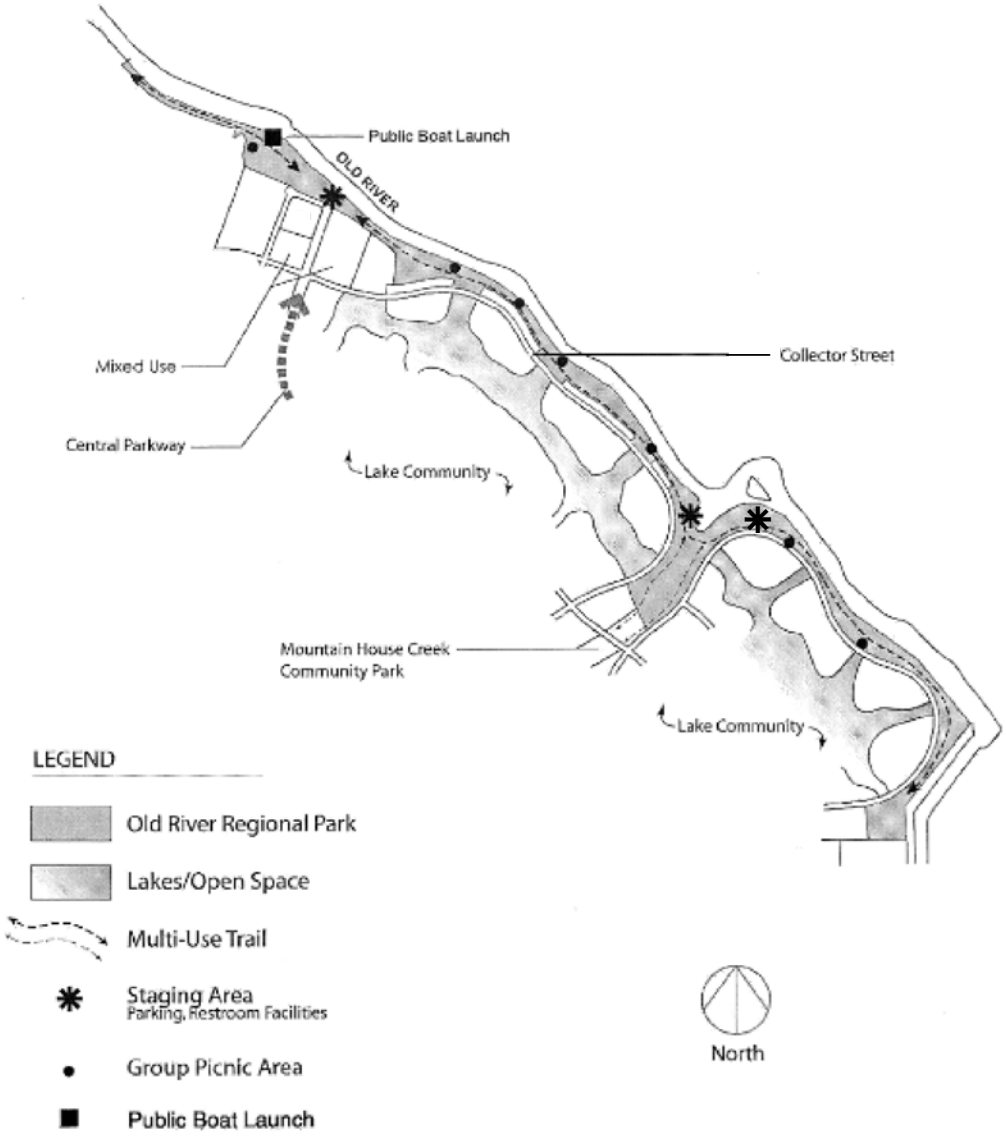


FIGURE 7.6 – OLD RIVER REGIONAL PARK DIAGRAM

EXISTING

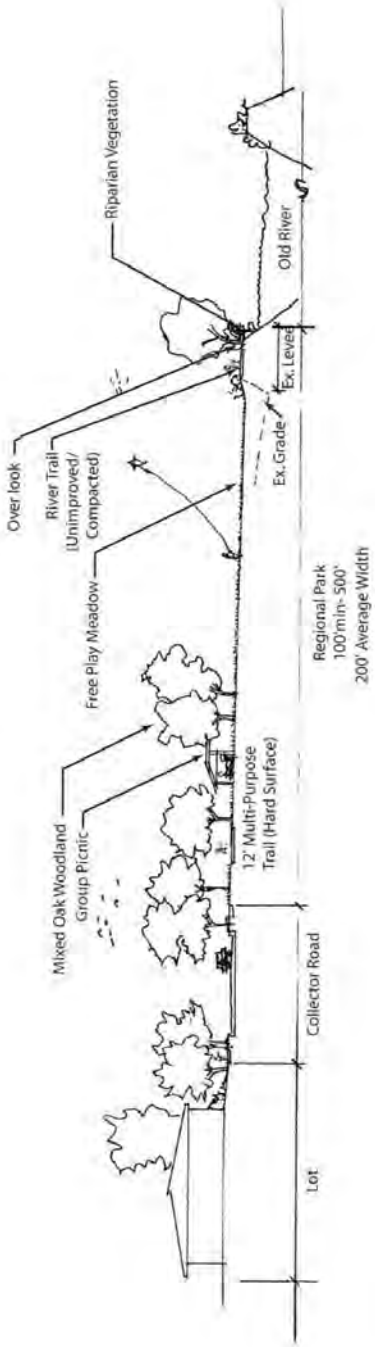


FIGURE 7.7 – OLD RIVER REGIONAL PARK SECTIONS

PROPOSED

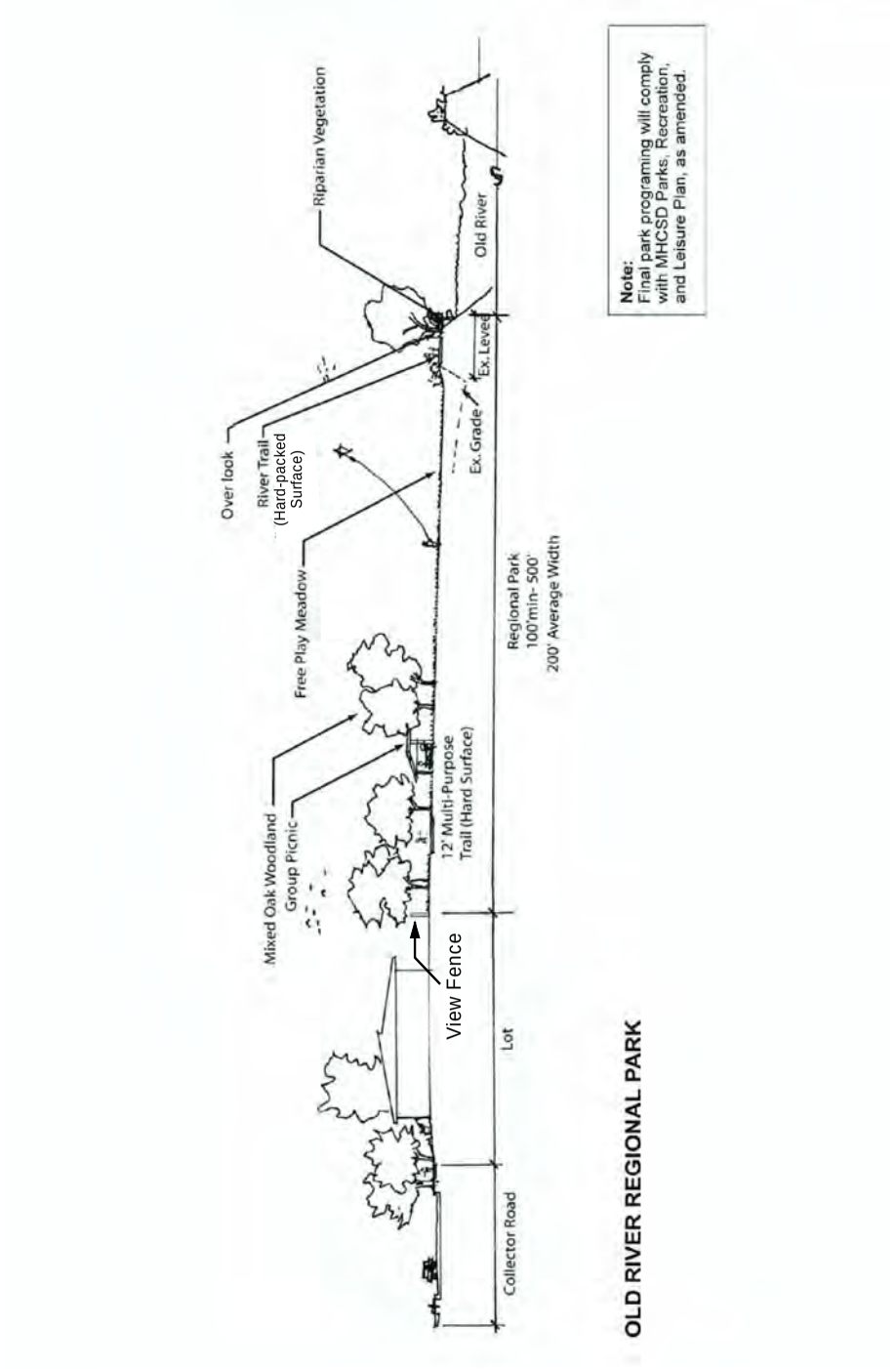


FIGURE 7.7 – OLD RIVER REGIONAL PARK SECTIONS

EXISTING

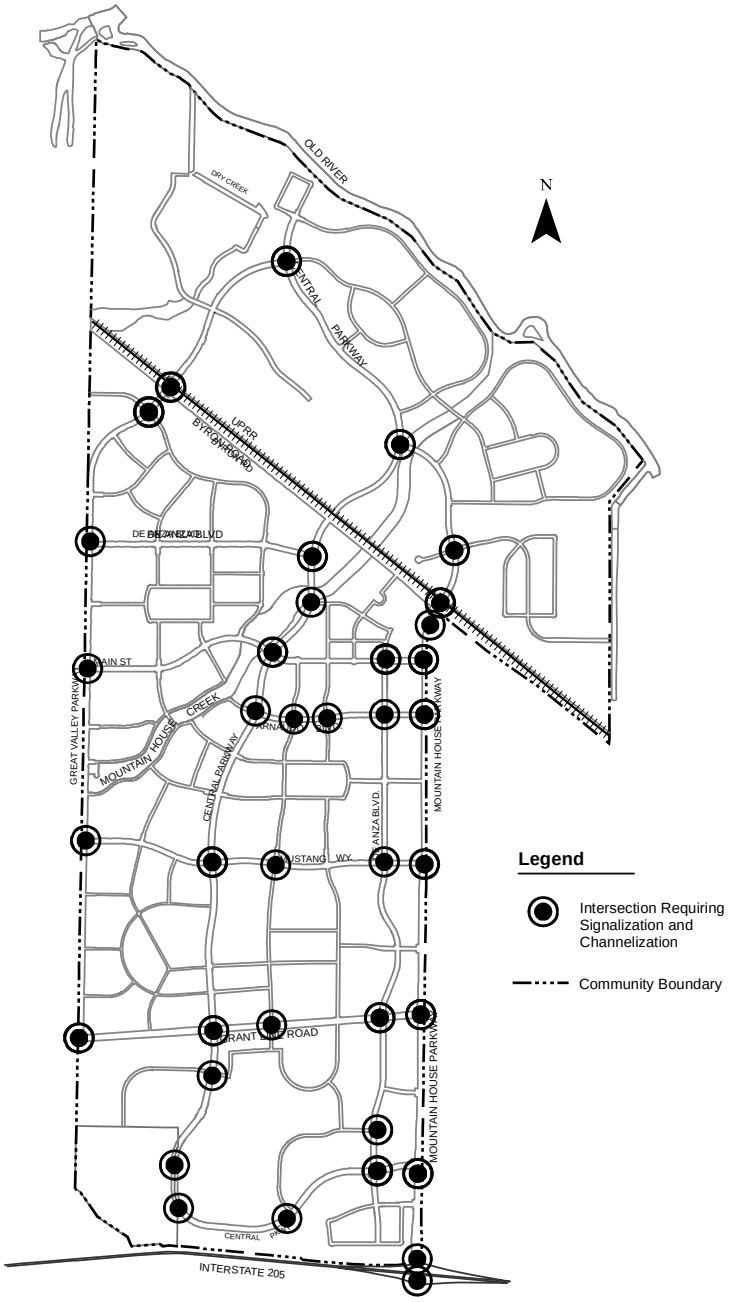


FIGURE 9.3 – INTERSECTION SIGNALIZATION AND CHANNELIZATION

PROPOSED

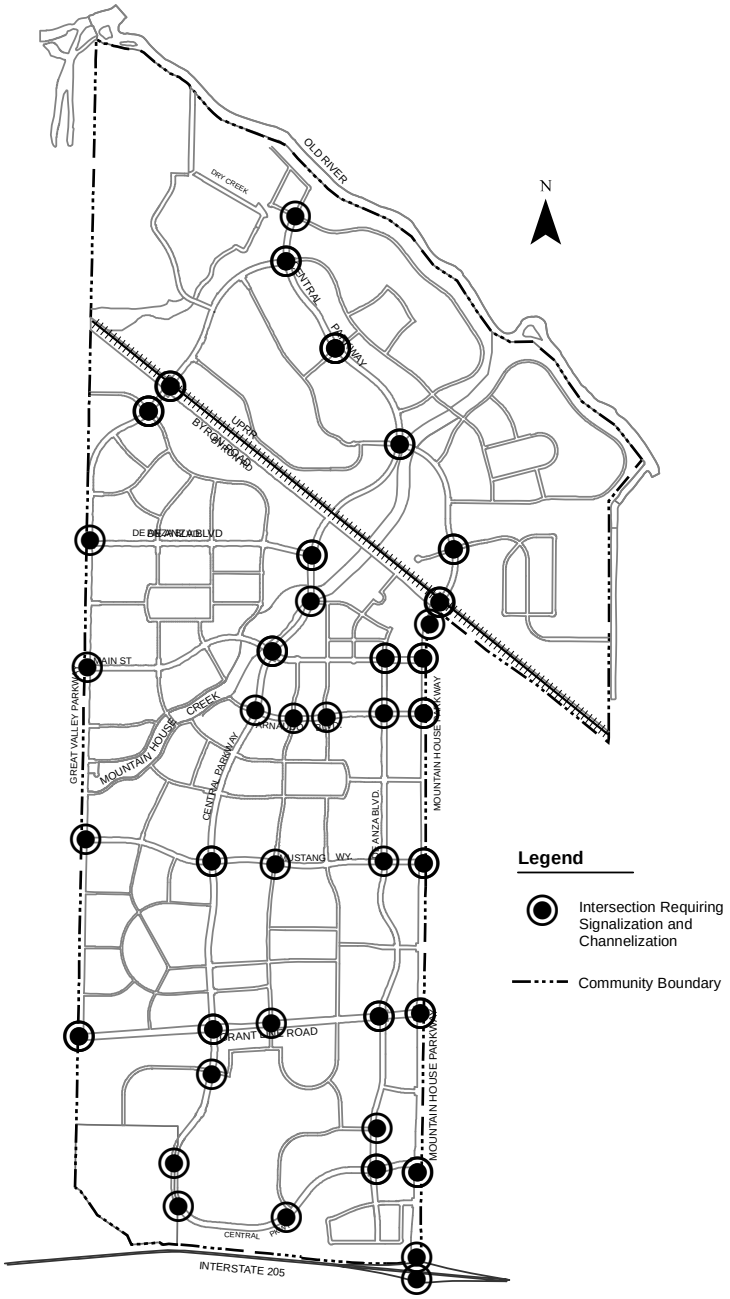


FIGURE 9.3 – INTERSECTION SIGNALIZATION AND CHANNELIZATION

EXISTING

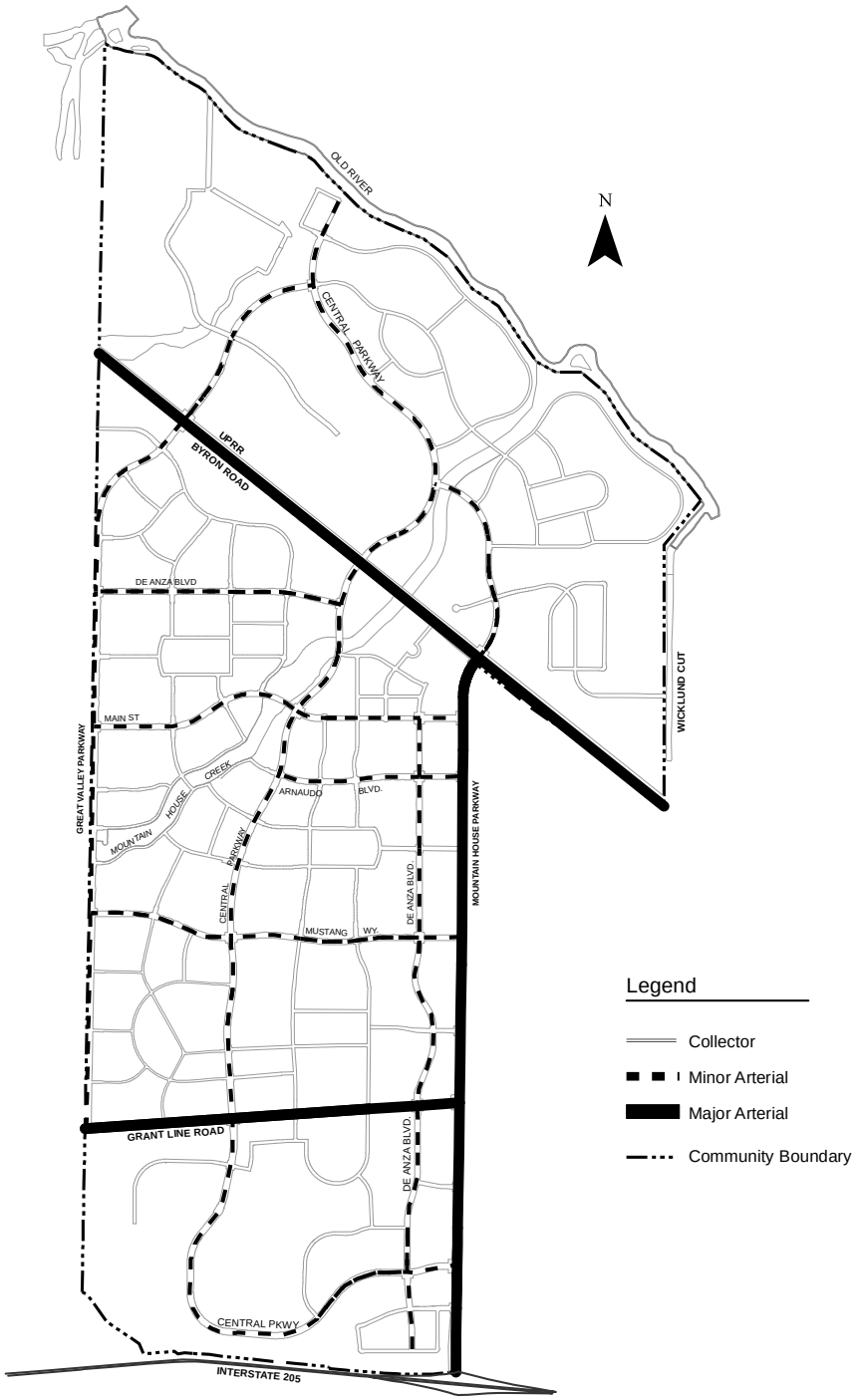


FIGURE 9.4 – ROADWAY CLASSIFICATION DIAGRAM

PROPOSED

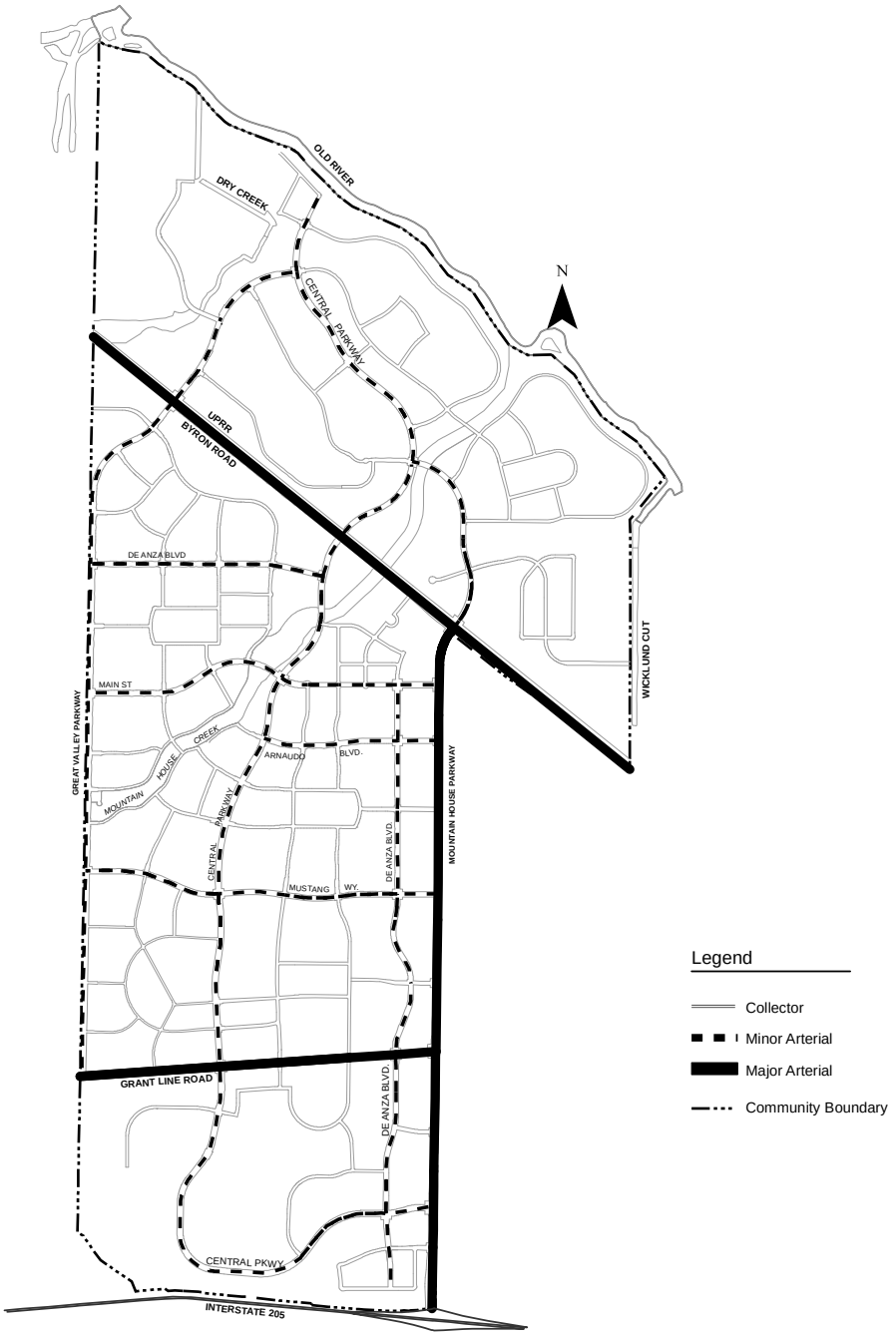


FIGURE 9.4 – ROADWAY CLASSIFICATION DIAGRAM

EXISTING

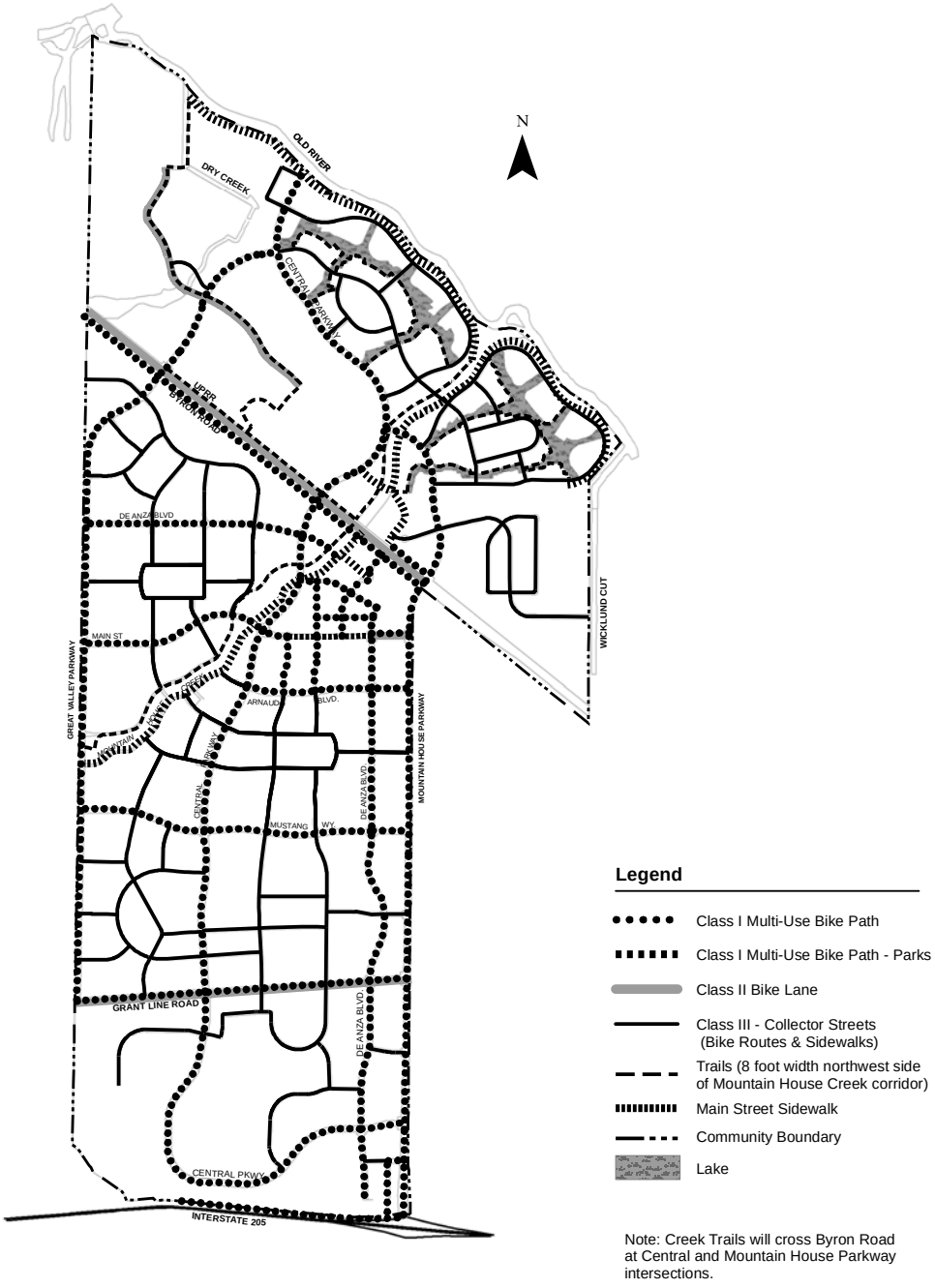
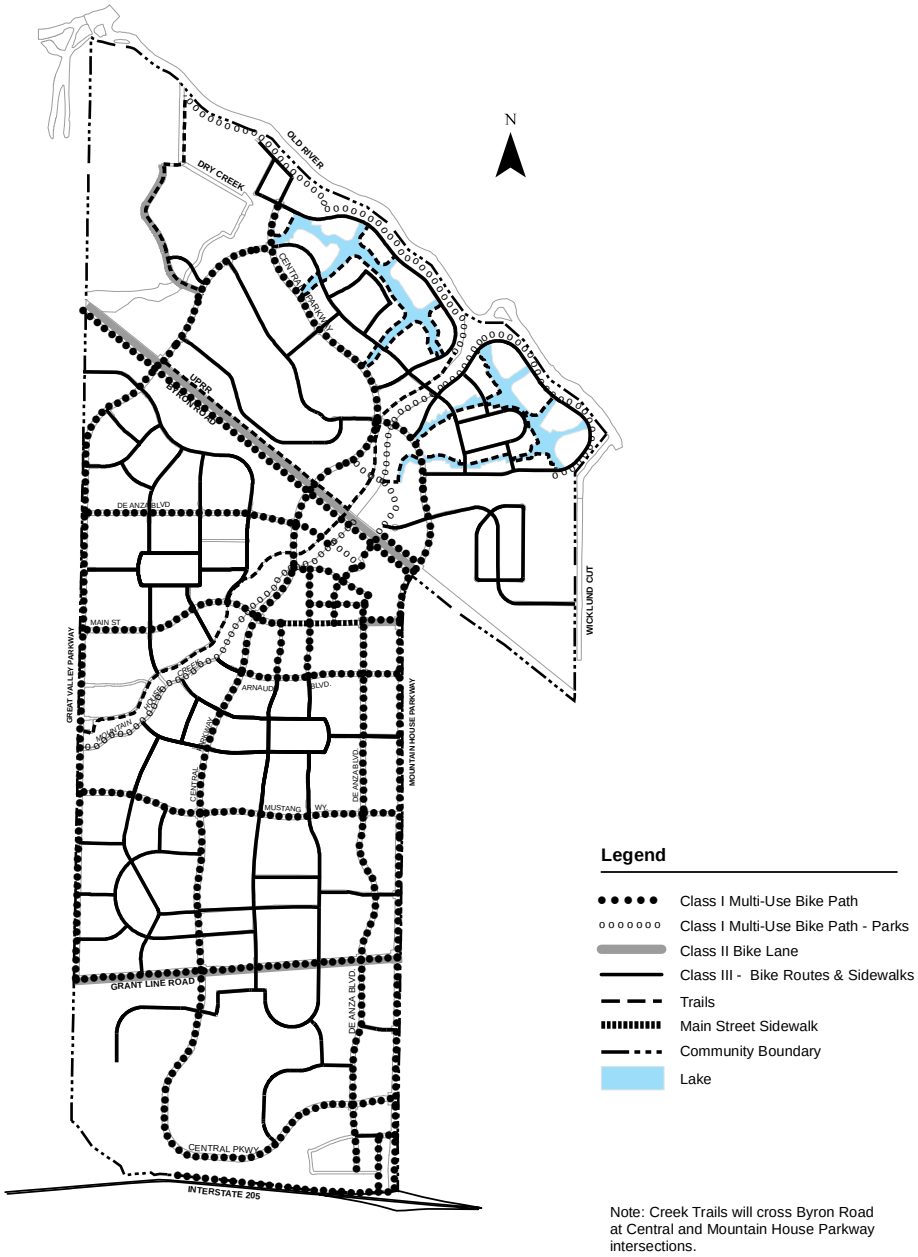


FIGURE 9.30 – BICYCLE AND PEDESTRIAN NETWORK

PROPOSED



Note: Creek Trails will cross Byron Road at Central and Mountain House Parkway intersections.

FIGURE 9.30 – BICYCLE AND PEDESTRIAN NETWORK

EXISTING

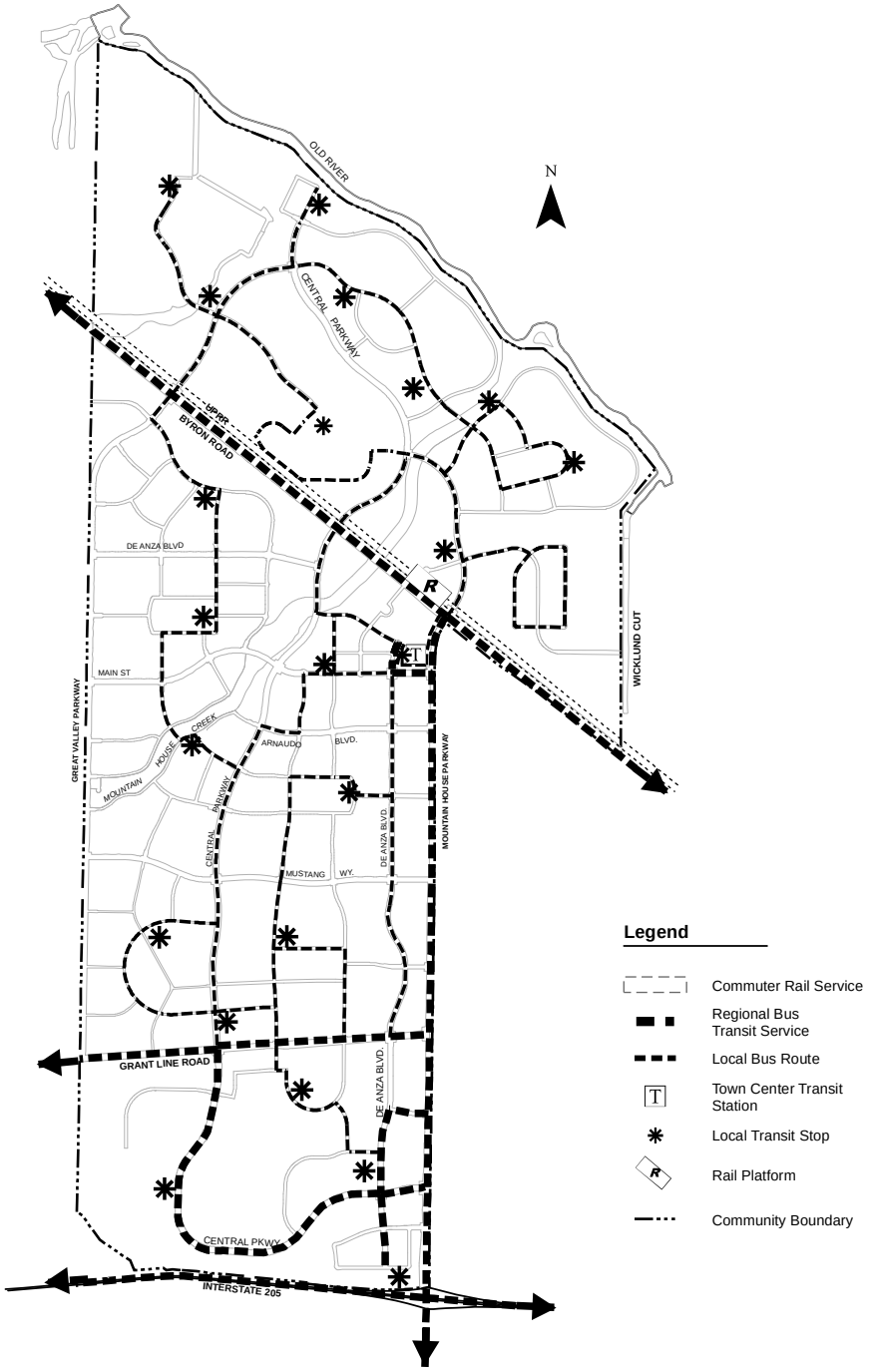


FIGURE 9.32 - TRANSIT ROUTES AND FACILITIES PLAN

PROPOSED

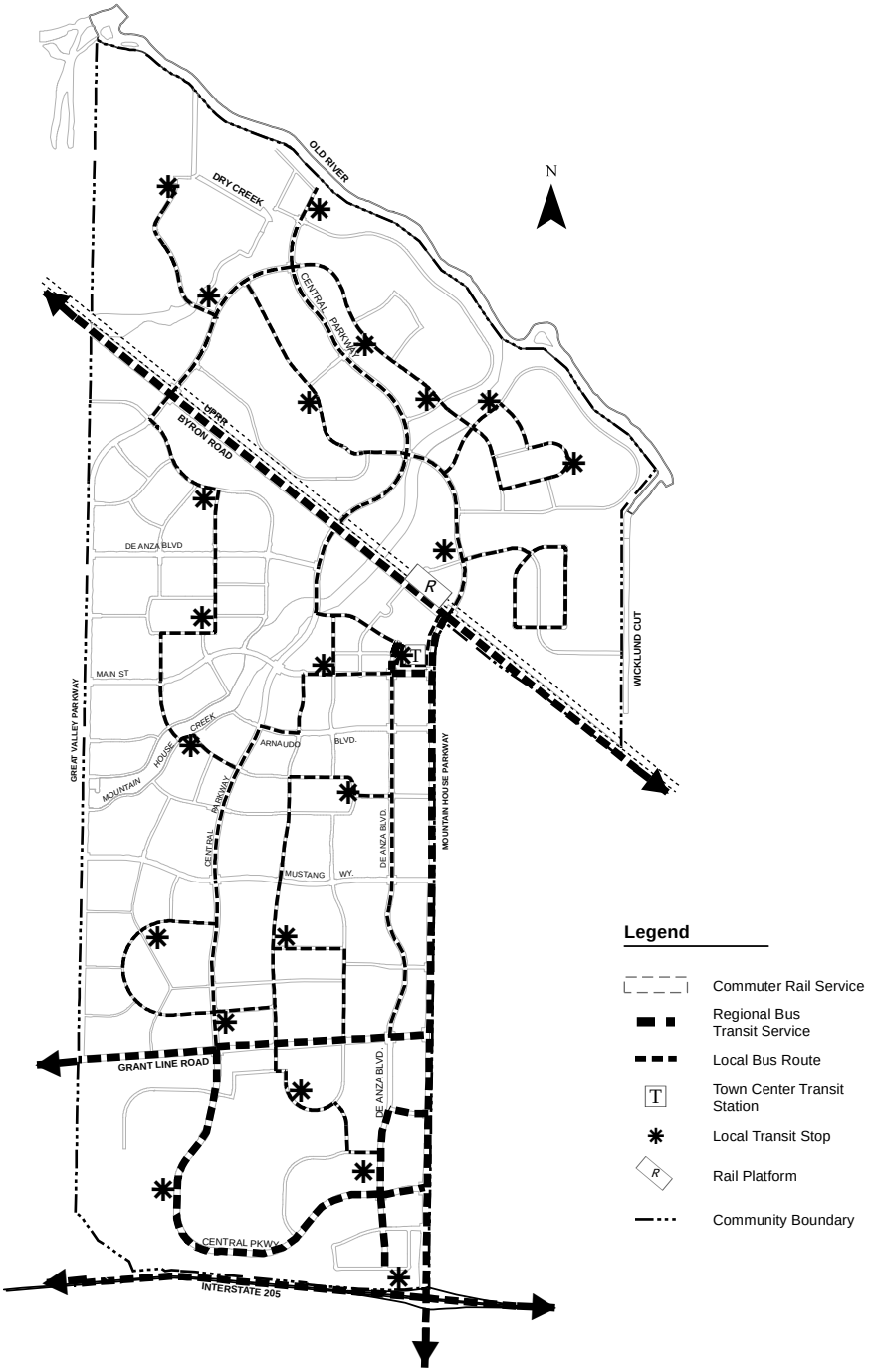


FIGURE 9.32 - TRANSIT ROUTES AND FACILITIES PLAN

EXISTING

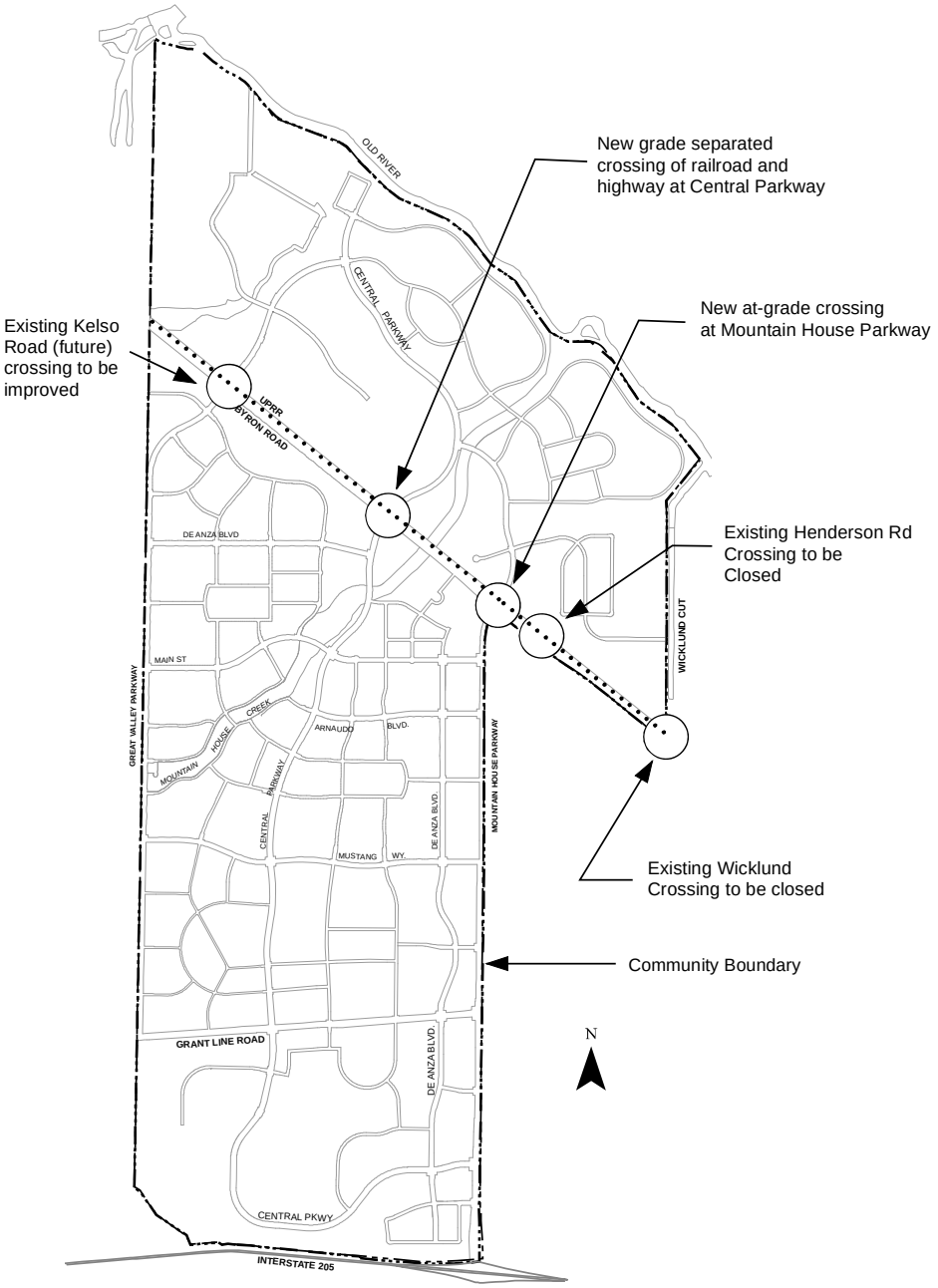


FIGURE 9.33 – RAILROAD CROSSING CONCEPT

PROPOSED

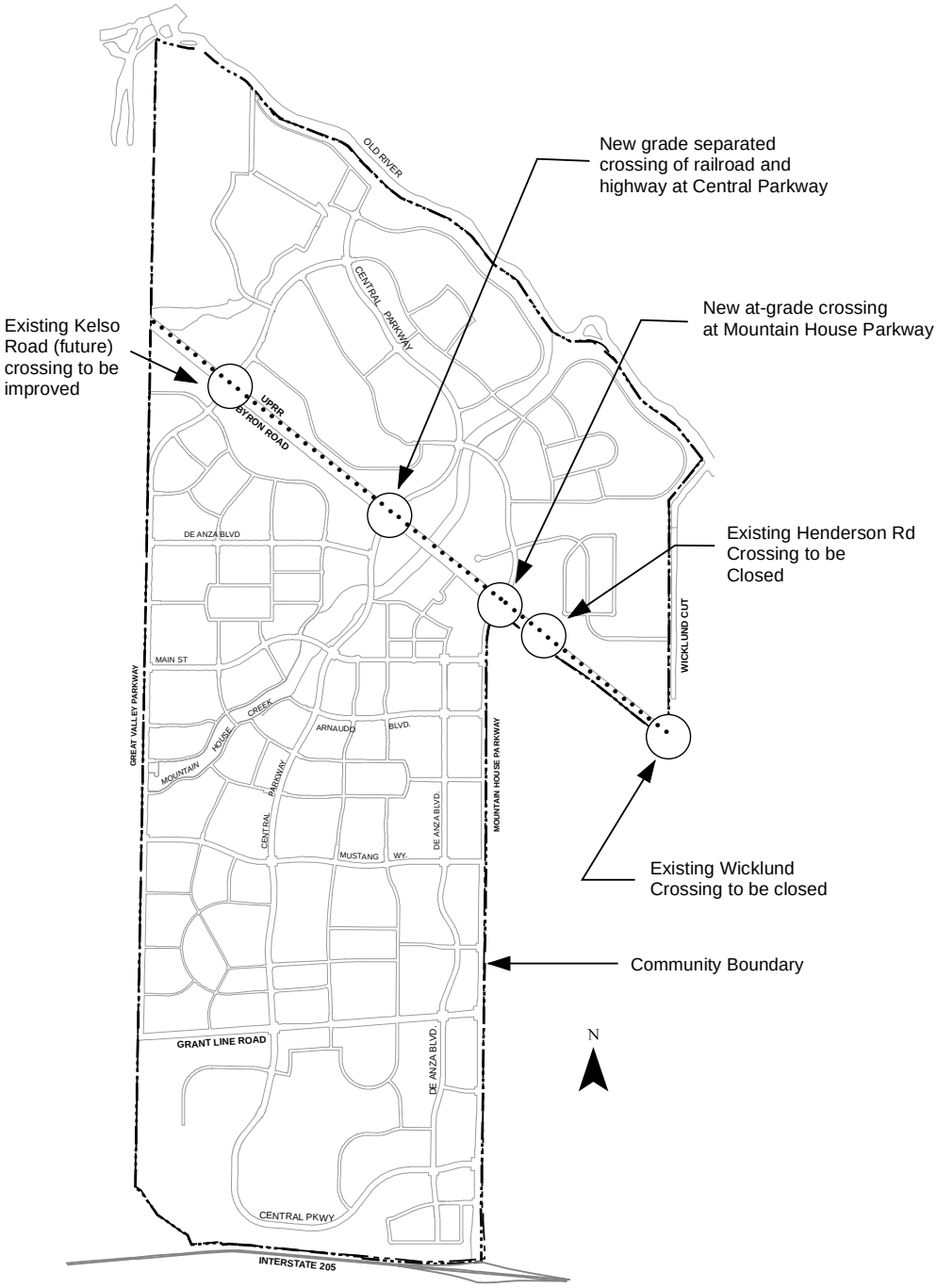


FIGURE 9.33 – RAILROAD CROSSING CONCEPT

EXHIBIT 1

MASTER PLAN AMENDMENTS

C. TABLE AMENDMENTS

EXISTING

Table 3.1: Land Use Summary									
LAND USE		Gross Area AC	% Acres	Expected Density DU/AC	Expected Units DU	Person/ DU	Population	Jobs per Acre	Jobs
RESIDENTIAL									
RVL	Residential/Very Low	63.7	2.6%	2.0	121	3.12	378		
RL	Residential/Low	883.0	35.5%	4.5	3,932	3.12	12,268		
RL	Residential/Low - Age Restricted	257.3	10.3%	4.5	1,158	1.80	2,084		
RM	Residential/Medium	866.1	34.8%	6.0	5,268	2.70	14,224		
RM	Residential/Medium - Age Restricted	177.6	7.1%	6.0	1,065	1.80	1,917		
RMH	Residential/Medium High	154.1	6.2%	14.0	2,136	2.00	4,272		
RMH	Residential/Medium High - Age Restricted	27.9	1.1%	14.0	391	2.00	782		
RMH	Residential/Medium High - Senior Housing	5.0	0.2%	14.0	70	2.00	140		
RH	Residential/High	40.2	1.6%	20.0	804	2.00	1,608		
RH	Residential/High - Senior Housing	11.5	0.5%	20.0	230	2.00	460		
MX	Mixed Use (Town Center)				200	2.00	400		
	SUBTOTAL	**2,486.4**	**100.0%**		**15,375**		**38,532**		
ADDITIONAL & BONUS UNITS									
	Additional Units (Town Center)				240	2.00	480		
	Bonus Units (For HD Housing)				90	2.00	180		
	SUBTOTAL				**330**		**660**		
COMMERCIAL									
CN	Neighborhood Commercial	12.2	2.4%					24	293
CC	Community Commercial	102.5	20.3%					24	2,460
CG	General Commercial	41.8	8.3%					24	1,003
CO	Office Commercial	50.8	10.1%					44	2,235
CFS	Freeway Service Commercial	24.8	4.9%					24	595
CR	Recreation Commercial (Golf, Club, Rec Ctr)	218.3	43.3%					n/a	100
MX	Mixed Use (Town Center)	39.8	7.9%					51	2,030
MX	Mixed Use (Old River)	14.0	2.8%					51	714
	SUBTOTAL	**504.3**	**100.0%**						**9,430**
INDUSTRIAL									
IL	Limited Industrial (N. of Byron)	87.6						26	2,278
IL	Limited Industrial (S. of Byron)	187.9						32.3	6,069
IG	General Industrial	106.6						14	1,492
	SUBTOTAL	**382.1**							**9,839**
OPEN SPACE									
NP	Neighborhood Park	63.6						0.2	13
CP	MH Creek Community Park	92.2						0.2	18
CP	Central Community Park	41.6						0.2	8
CP	Other Community Parks	55.8						0.2	11
RP	Regional Park	85.2						0.2	17
OS/O	Lakes	94.6						0.2	19
OS/O	Water Qualify/Detention Basins	20.8						0	0
OS/O	Other Open Space (buffers, gas/electric corridors)	33.8						0.2	7
OS/RC	Wetland / Resource Conservation	17.2						0	0
OS/RC	Dry Creek	13.0						0.2	3
	SUBTOTAL	**517.9**							**96**
SCHOOLS									
	K-8	160.0						2.5	400
	High School	46.5						2.5	116
	Community College	107.9						n/a	532
	SUBTOTAL	**314.4**							**1,048**
PUBLIC									
P	Wastewater Treatment Plant/Service Areas	48.2						5	241
P	Water Treatment Plant	16.9						5	85
P	Transit (includes designated par/ride lots)	10.9						5	55
P	Public Facilities (public)	22.3						5	112
P	Public Facilities (private)	10.2						5	51
	SUBTOTAL	**108.5**							**543**
TOTALS		**4,313.6**			**15,705**		**39,192**		**20,956**

Notes:

1) All acreages exclude Arterial roadways. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood D total excludes the high school and fire station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units." For "Minimum Units" and "Maximum Units", see Table 3. Second unit dwellings are not included in Expected Units.

PROPOSED

Table 3.1: Land Use Summary									
LAND USE		Gross Area AC	% Acres	Expected Density DU/AC	Expected Units DU	Person/ DU	Population	Jobs per Acre	Jobs
RESIDENTIAL									
RVL	Residential/Very Low	63.7	2.6%	2.0	121	3.12	378		
RL	Residential/Low	921.8	37.1%	4.5	4,106	3.12	12,811		
RL	Residential/Low - Active Adult	277.2	11.1%	4.5	1,247	1.80	2,245		
RM	Residential/Medium	878.0	35.3%	6.0	5,339	2.70	14,415		
RM	Residential/Medium - Active Adult	104.7	4.2%	6.0	628	1.80	1,130		
RMH	Residential/Medium High	149.7	6.0%	14.0	2,075	2.00	4,150		
RMH	Residential/Medium High - Active Adult	29.4	1.2%	14.0	412	2.00	824		
RMH	Residential/Medium High - Senior Housing	5.0	0.2%	14.0	70	2.00	140		
RH	Residential/High	45.2	1.8%	20.0	904	2.00	1,808		
RH	Residential/High - Senior Housing	11.5	0.5%	20.0	230	2.00	460		
MX	Mixed Use (Town Center)				200	2.00	400		
	SUBTOTAL	**2,486.2**	**100.0%**		**15,332**		**38,761**		
ADDITIONAL & BONUS UNITS									
	Additional Units (Town Center)				240	2.00	480		
	Bonus Units (For HD Housing)				90	2.00	180		
	SUBTOTAL				**330**		**660**		
COMMERCIAL									
CN	Neighborhood Commercial	12.8	2.6%					24	307
CC	Community Commercial	97.4	19.4%					24	2,338
CG	General Commercial	41.8	8.3%					24	1,003
CO	Office Commercial	50.8	10.1%					44	2,235
CFS	Freeway Service Commercial	24.8	4.9%					24	595
CR	Commercial Recreation	215.5	43.0%					0.5	108
MX	Mixed Use (Town Center)	39.8	7.9%					51	2,030
MX	Mixed Use (Old River)	18.4	3.7%					51	938
	SUBTOTAL	**501.4**	**100.0%**						**9,554**
INDUSTRIAL									
IL	Limited Industrial (N. of Byron)	87.6						26	2,278
IL	Limited Industrial (S. of Byron)	187.9						32.3	6,069
IG	General Industrial	106.6						14	1,492
	SUBTOTAL	**382.1**							**9,839**
OPEN SPACE									
NP	Neighborhood Park	61.2						0.2	12
CP	MH Creek Community Park	92.2						0.2	18
CP	Central Community Park	41.6						0.2	8
CP	Other Community Parks	53.3						0.2	11
RP	Regional Park	88.2						0.2	18
OS/O	Lakes	95.6						0.2	19
OS/O	Water Qualify/Detention Basins	20.8						0	0
OS/O	Other Open Space (buffers, gas/electric corridors)	41.2						0.2	8
OS/RC	Wetland / Resource Conservation	17.2						0	0
OS/RC	Dry Creek	13.0						0.2	3
	SUBTOTAL	**524.4**							**97**
SCHOOLS									
	K-8	160.0						2.5	400
	High School	46.5						2.5	116
	Community College	107.9						n/a	532
	SUBTOTAL	**314.4**							**1,048**
PUBLIC									
P	Wastewater Treatment Plant/Service Areas	48.2						5	241
P	Water Treatment Plant	16.9						5	85
P	Transit (includes designated par/ride lots)	10.9						5	55
P	Public Facilities (public)	22.3						5	112
P	Public Facilities (private)	10.2						5	51
	SUBTOTAL	**108.5**							**543**
TOTALS		**4,317.0**			**15,662**		**39,421**		**21,082**

Notes:

1) All acreages exclude Arterial roadways. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood D total excludes the high school and fire station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units." For "Minimum Units" and "Maximum Units", see Table 3. Second unit dwellings are not included in Expected Units.

EXISTING

Table 3.2:

Land Use by Neighborhood

LAND USE		Neighborhood A/B Gross Area AC	Neighborhood A/B Expected Units DU	Neighborhood C Gross Area AC	Neighborhood C Expected Units DU	Neighborhood D Gross Area AC	Neighborhood D Expected Units DU	Neighborhood E Gross Area AC	Neighborhood E Expected Units DU	Neighborhood F Gross Area AC	Neighborhood F Expected Units DU	Neighborhood G Gross Area AC	Neighborhood G Expected Units DU	Neighborhood H Gross Area AC	Neighborhood H Expected Units DU
RESIDENTIAL															
RVL	Residential/Very Low	54.6	103	4.2	8										
RL	Residential/Low	105.1	432	118.0	531	44.0	198	101.1	455	142.3	640	83.5	376	96.0	432
RL	Residential/Low - Age Restricted														
RM	Residential/Medium	175.5	1088	79.0	474	123.9	779	107.5	645	66.4	398	88.1	529	107.5	645
RM	Residential/Medium - Age Restricted														
RMH	Residential/Medium High	10.0	140	10.5	147	24.4	320	19.4	272			22.3	312	14.5	203
RMH	Residential/Medium High - Age Restricted														
RMH	Senior Housing													5.0	70
RH	Residential/High			6.0	120					24.0	480				
RH	Senior Housing													11.5	230
MX	Mixed Use														
	SUBTOTAL	**345.2**	**1,763**	**217.7**	**1,280**	**192.3**	**1,297**	**228.0**	**1,372**	**232.7**	**1,518**	**193.9**	**1,217**	**234.5**	**1,580**
ADDITIONAL & BONUS UNITS															
	Additional Units (Town Center)														
	Bonus Units														58
	SUBTOTAL														**58**
COMMERCIAL															
CN	Neighborhood Commercial	1.5		1.0		1.0		1.4		2.6		0.9		1.1	
CC	Community Commercial					15.5				17.8				19.3	
CG	General Commercial													31.5	
CO	Office Commercial					3.8									
CFS	Freeway Service Commercial														
CR	Recreation Commercial (Golf, Club, Rec Ctr)														
MX	Mixed Use														
	SUBTOTAL	**1.5**		**1.0**		**20.3**		**1.4**		**20.4**		**0.9**		**51.9**	
INDUSTRIAL															
IL	Limited Industrial (N. of Byron)														
IL	Limited Industrial (S. of Byron)														
IG	General Industrial														
	SUBTOTAL														
OPEN SPACE															
NP	Neighborhood Park	11.0		5.0		5.0		5.0		5.0		5.0		5.0	
CP	MH Creek Community Park							36.9				22.5			
CP	Central Community Park									14.5					
CP	Other Community Parks	31.0													
RP	Regional Park														
OS/O	Lakes														
OS/O	Water Quality Basin & Detention Basins	3.8													
OS/O	Other Open Space (buffers, gas/electric corridors)	25.5													
OS/RC	Wetland / Resource Conservation														
OS/RC	Dry Creek														
	SUBTOTAL	**71.3**		**5.0**		**5.0**		**41.9**		**19.5**		**27.5**		**5.0**	
SCHOOLS															
	K-8	32.0		16.0		16.0		16.0		16.0		16.0		16.0	
	High School														
	Community College														
	SUBTOTAL	**32.0**		**16.0**		**16.0**		**16.0**		**16.0**		**16.0**		**16.0**	
PUBLIC															
P	Wastewater Treatment Plant/Service Areas														
P	Water Treatment Plant														
P	Transit (includes designated park/ride lots)														
P	Public Facilities (public)	6.5				3.0		3.0		2.9					
P	Public Facilities (private)														
	SUBTOTAL	**6.5**				**3.0**		**3.0**		**2.9**					
TOTALS		**456.5**	**1,763**	**239.7**	**1,280**	**236.6**	**1,297**	**290.3**	**1,372**	**291.5**	**1,518**	**238.3**	**1,217**	**307.4**	**1,638**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units". For "Minimum Units" and "Maximum Units", see Table 3.3. Second unit dwellings are not included in Expected Units.

EXISTING (continued)

Table 3.2:

Land Use by Neighborhood

LAND USE		Neighborhood I Gross Area AC	Neighborhood I Expected Units DU	Neighborhood J Gross Area AC	Neighborhood J Expected Units DU	Neighborhood K Gross Area AC	Neighborhood K Expected Units DU	Neighborhood L Gross Area AC	Neighborhood L Expected Units DU	Town Center Gross Area AC	Town Center Expected Units DU	Other Areas Gross Area AC	**Totals** Gross Area AC	**Totals** Expected Units DU
RESIDENTIAL														
RVL	Residential/Very Low	4.9	10										63.7	121
RL	Residential/Low					89.0	401	104.0	467				883.0	3,932
RL	Residential/Low - Age Restricted	145.4	654	111.9	504								257.3	1,158
RM	Residential/Medium					69.1	415	49.1	295				866.1	5,268
RM	Residential/Medium - Age Restricted	91.2	547	86.4	518								177.6	1,065
RMH	Residential/Medium High					20.0	280	33.0	462				154.1	2,136
RMH	Residential/Medium High - Age	15.4	216	12.5	175								27.9	391
RMH	Senior Housing												5.0	70
RH	Residential/High					4.0	80	6.2	124				40.2	804
RH	Senior Housing												11.5	230
MX	Mixed Use										200			200
	SUBTOTAL	**256.9**	**1,427**	**210.8**	**1,197**	**182.1**	**1,176**	**192.3**	**1,348**		**200**		**2,486.4**	**15,375**
ADDITIONAL & BONUS UNITS														
	Additional Units (Town Center)										240			240
	Bonus Units								32					90
	SUBTOTAL								**32**		**240**			**330**
COMMERCIAL														
CN	Neighborhood Commercial					1.2		1.5					12.2	
CC	Community Commercial					15.0		6.0		29.0			102.5	
CG	General Commercial											10.3	41.8	
CO	Office Commercial											47.0	50.8	
CFS	Freeway Service Commercial											24.8	24.8	
CR	Recreation Commercial (Golf, Club,	124.0		94.3									218.3	
MX	Mixed Use					14.0				39.8			53.8	
	SUBTOTAL	**124.0**		**94.3**		**30.2**		**7.5**		**68.8**		**82.1**	**504.3**	
INDUSTRIAL														
IL	Limited Industrial (N. of Byron)							5.9				81.7	87.6	
IL	Limited Industrial (S. of Byron)											187.9	187.9	
IG	General Industrial											106.6	106.6	
	SUBTOTAL							**5.9**				**376.2**	**382.1**	
OPEN SPACE														
NP	Neighborhood Park	4.9		7.7		5.0		5.0					63.6	
CP	MH Creek Community Park							23.6		9.2			92.2	
CP	Central Community Park									27.2			41.6	
CP	Other Community Parks					2.5		22.3					55.8	
RP	Regional Park	4.9				40.1		40.2					85.2	
OS/O	Lakes					47.3		47.3					94.6	
OS/O	Water Quality Basin & Detention Basins	4.4						12.7					20.8	
OS/O	Other Open Space (buffers,	8.3											33.8	
OS/RC	Wetland / Resource Conservation	15.8						1.4					17.2	
OS/RC	Dry Creek	13.0											13.0	
	SUBTOTAL	**51.3**		**7.7**		**95.0**		**152.4**		**36.4**			**517.9**	
SCHOOLS														
	K-8					16.0		16.0					160.0	
	High School											46.5	46.5	
	Community College											107.9	107.9	
	SUBTOTAL					**16.0**		**16.0**				**154.4**	**314.4**	
PUBLIC														
P	Wastewater Treatment Plant/Service											48.2	48.2	
P	Water Treatment Plant											16.9	16.9	
P	Transit (includes designated park/ride							2.0		3.0		5.9	10.9	
P	Public Facilities (public)					1.0				4.8		1.0	22.3	
P	Public Facilities (private)					5.0				5.2			10.2	
	SUBTOTAL					**6.0**		**2.0**		**13.0**		**72.0**	**108.5**	
TOTALS		**432.2**	**1,427**	**312.8**	**1,197**	**329.3**	**1,176**	**376.1**	**1,380**	**118.2**	**440**	**684.7**	**4,313.6**	**15,705**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units". For "Minimum Units" and "Maximum Units", see Table 3.3. Second unit dwellings are not included in Expected Units.

PROPOSED

Table 3.2:

Land Use by Neighborhood

LAND USE		Neighborhood A/B Gross Area AC	Neighborhood A/B Expected Units DU	Neighborhood C Gross Area AC	Neighborhood C Expected Units DU	Neighborhood D Gross Area AC	Neighborhood D Expected Units DU	Neighborhood E Gross Area AC	Neighborhood E Expected Units DU	Neighborhood F Gross Area AC	Neighborhood F Expected Units DU	Neighborhood G Gross Area AC	Neighborhood G Expected Units DU	Neighborhood H Gross Area AC	Neighborhood H Expected Units DU
RESIDENTIAL															
RVL	Residential/Very Low	54.6	103	4.2	8										
RL	Residential/Low	105.1	432	118.0	531	44.0	198	101.1	455	142.3	640	83.5	376	96.0	432
RL	Residential/Low - Active Adult														
RM	Residential/Medium	175.5	1088	79.0	474	123.9	779	107.5	645	66.4	398	88.1	529	107.5	645
RM	Residential/Medium - Active Adult														
RMH	Residential/Medium High	10.0	140	10.5	147	24.4	320	19.4	272			22.3	312	14.5	203
RMH	Residential/Medium High - Active Adult														
RMH	Senior Housing													5.0	70
RH	Residential/High			6.0	120					24.0	480				
RH	Senior Housing													11.5	230
MX	Mixed Use														
	SUBTOTAL	**345.2**	**1,763**	**217.7**	**1,280**	**192.3**	**1,297**	**228.0**	**1,372**	**232.7**	**1,518**	**193.9**	**1,217**	**234.5**	**1,580**
ADDITIONAL & BONUS UNITS															
	Additional Units (Town Center)														
	Bonus Units														58
	SUBTOTAL														**58**
COMMERCIAL															
CN	Neighborhood Commercial	1.5		1.0		1.0		1.4		2.6		0.9		1.1	
CC	Community Commercial					15.5				17.8				19.3	
CG	General Commercial													31.5	
CO	Office Commercial					3.8									
CFS	Freeway Service Commercial														
CR	Commercial Recreation														
MX	Mixed Use														
	SUBTOTAL	**1.5**		**1.0**		**20.3**		**1.4**		**20.4**		**0.9**		**51.9**	
INDUSTRIAL															
IL	Limited Industrial (N. of Byron)														
IL	Limited Industrial (S. of Byron)														
IG	General Industrial														
	SUBTOTAL														
OPEN SPACE															
NP	Neighborhood Park	11.0		5.0		5.0		5.0		5.0		5.0		5.0	
CP	MH Creek Community Park							36.9				22.5			
CP	Central Community Park									14.5					
CP	Other Community Parks	31.0													
RP	Regional Park														
OS/O	Lakes														
OS/O	Water Quality Basin & Detention Basins	3.8													
OS/O	Other Open Space (buffers, gas/electric corridors)	25.5													
OS/RC	Wetland / Resource Conservation														
OS/RC	Dry Creek														
	SUBTOTAL	**71.3**		**5.0**		**5.0**		**41.9**		**19.5**		**27.5**		**5.0**	
SCHOOLS															
	K-8	32.0		16.0		16.0		16.0		16.0		16.0		16.0	
	High School														
	Community College														
	SUBTOTAL	**32.0**		**16.0**		**16.0**		**16.0**		**16.0**		**16.0**		**16.0**	
PUBLIC															
P	Wastewater Treatment Plant/Service Areas														
P	Water Treatment Plant														
P	Transit (includes designated park/ride lots)														
P	Public Facilities (public)	6.5				3.0		3.0		2.9					
P	Public Facilities (private)														
	SUBTOTAL	**6.5**				**3.0**		**3.0**		**2.9**					
TOTALS		**456.5**	**1,763**	**239.7**	**1,280**	**236.6**	**1,297**	**290.3**	**1,372**	**291.5**	**1,518**	**238.3**	**1,217**	**307.4**	**1,638**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units". For "Minimum Units" and "Maximum Units", see Table 3.3. Second unit dwellings are not included in Expected Units.

PROPOSED (continued)

Table 3.2:

Land Use by Neighborhood

LAND USE		Neighborhood I Gross Area AC	Neighborhood I Expected Units DU	Neighborhood J Gross Area AC	Neighborhood J Expected Units DU	Neighborhood K Gross Area AC	Neighborhood K Expected Units DU	Neighborhood L Gross Area AC	Neighborhood L Expected Units DU	Town Center Gross Area AC	Town Center Expected Units DU	Other Areas Gross Area AC	**Totals** Gross Area AC	**Totals** Expected Units DU
RESIDENTIAL														
RVL	Residential/Very Low	4.9	10										63.7	121
RL	Residential/Low			82.0	369	45.8	206	104.0	467				921.8	4,106
RL	Residential/Low - Active Adult	145.4	654	78.7	354	53.1	239						277.2	1,247
RM	Residential/Medium			22.8	137	58.2	349	49.1	295				878.0	5,339
RM	Residential/Medium - Active Adult	91.2	547	13.5	81								104.7	628
RMH	Residential/Medium High					15.6	219	33.0	462				149.7	2,075
RMH	Residential/Medium High - Active Adult	15.4	216	14.0	196								29.4	412
RMH	Senior Housing												5.0	70
RH	Residential/High					9.0	180	6.2	124				45.2	904
RH	Senior Housing												11.5	230
MX	Mixed Use										200			200
	SUBTOTAL	**256.9**	**1,427**	**211.0**	**1,137**	**181.7**	**1,193**	**192.3**	**1,348**		**200**		**2,486.2**	**15,331**
ADDITIONAL & BONUS UNITS														
	Additional Units (Town Center)										240			240
	Bonus Units								32					90
	SUBTOTAL								**32**		**240**			**330**
COMMERCIAL														
CN	Neighborhood Commercial					1.7		1.5					12.8	
CC	Community Commercial					9.9		6.0		29.0			97.4	
CG	General Commercial											10.3	41.8	
CO	Office Commercial											47.0	50.8	
CFS	Freeway Service Commercial											24.8	24.8	
CR	Commercial Recreation	124.0		91.5									215.5	
MX	Mixed Use					18.4				39.8			58.2	
	SUBTOTAL	**124.0**		**91.5**		**30.0**		**7.5**		**68.8**		**82.1**	**501.3**	
INDUSTRIAL														
IL	Limited Industrial (N. of Byron)							5.9				81.7	87.6	
IL	Limited Industrial (S. of Byron)											187.9	187.9	
IG	General Industrial											106.6	106.6	
	SUBTOTAL							**5.9**				**376.2**	**382.1**	
OPEN SPACE														
NP	Neighborhood Park	4.9		5.3		5.0		5.0					61.2	
CP	MH Creek Community Park							23.6		9.2			92.2	
CP	Central Community Park									27.2			41.6	
CP	Other Community Parks							22.3					53.3	
RP	Regional Park	4.9				43.1		40.2					88.2	
OS/O	Lakes					48.3		47.3					95.6	
OS/O	Water Quality Basin & Detention Basins	4.4						12.7					20.8	
OS/O	Other Open Space (buffers, gas/electric	8.3		7.4									41.2	
OS/RC	Wetland / Resource Conservation	15.8						1.4					17.2	
OS/RC	Dry Creek	13.0											13.0	
	SUBTOTAL	**51.3**		**12.7**		**96.4**		**152.4**		**36.4**			**524.3**	
SCHOOLS														
	K-8					16.0		16.0					160.0	
	High School											46.5	46.5	
	Community College											107.9	107.9	
	SUBTOTAL					**16.0**		**16.0**				**154.4**	**314.4**	
PUBLIC														
P	Wastewater Treatment Plant/Service Areas											48.2	48.2	
P	Water Treatment Plant											16.9	16.9	
P	Transit (includes designated park/ride lots)							2.0		3.0		5.9	10.9	
P	Public Facilities (public)					1.0				4.8		1.0	22.3	
P	Public Facilities (private)					5.0				5.2			10.2	
	SUBTOTAL					**6.0**		**2.0**		**13.0**		**72.0**	**108.5**	
TOTALS		**432.2**	**1,427**	**315.2**	**1,137**	**330.1**	**1,193**	**376.1**	**1,380**	**118.2**	**440**	**684.7**	**4,316.8**	**15,661**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station. 1.6 acres of Neighborhood Commercial in Neighborhood F is for a community pool.

3) Dwelling units are "Expected Units". For "Minimum Units" and "Maximum Units", see Table 3.3. Second unit dwellings are not included in Expected Units.

EXISTING

Table 3.3: Minimum , Maximum, and Expected Residential Units by Neighborhood								
NEIGHBORHOOD	RESIDENTIAL ZONING DISTRICT	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
A/B	R-VL	54.6	1.00	55	2.00	109	2.00	103
	R-L	105.1	3.75	394	4.75	499	4.50	432
	R-M	175.5	5.70	1,000	7.00	1,229	6.00	1,088
	R-MH	10.0	12.00	120	14.00	140	14.00	140
	R-H	0.0	18.00	-	20.00	-	20.00	-
	TOTAL	**345.2**		**1,569**		**1,977**		**1,763**
C	R-VL	4.2	1.00	4	2.00	8	2.00	8
	R-L	118.0	3.75	443	4.75	561	4.50	531
	R-M	79.0	5.70	450	7.00	553	6.00	474
	R-MH	10.5	12.00	126	14.00	147	14.00	147
	R-H	6.0	18.00	108	20.00	120	20.00	120
	TOTAL	**217.7**		**1,131**		**1,389**		**1,280**
D	R-VL		1.00	-	2.00	-	2.00	-
	R-L	44.0	3.75	165	4.75	209	4.50	198
	R-M	123.9	5.70	699	7.00	858	6.00	779
	R-MH	24.4	12.00	282	14.00	329	14.00	320
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**192.3**		**1,146**		**1,396**		**1,297**
E	R-VL		1.00	-	2.00	-	2.00	-
	R-L	101.1	3.75	379	4.75	480	4.50	455
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.4	12.00	233	14.00	272	14.00	272
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**228.0**		**1,225**		**1,504**		**1,372**
F	R-VL		1.00	-	2.00	-	2.00	-
	R-L	142.3	3.75	534	4.75	676	4.50	640
	R-M	66.4	5.70	378	7.00	465	6.00	398
	R-MH	0.0	12.00	-	14.00	-	14.00	-
	R-H	24.0	18.00	432	20.00	480	20.00	480
	TOTAL	**232.7**		**1,344**		**1,621**		**1,519**
G	R-VL		1.00	-	2.00	-	2.00	-
	R-L	83.5	3.75	313	4.75	397	4.50	376
	R-M	88.1	5.70	502	7.00	617	6.00	529
	R-MH	22.3	12.00	268	14.00	312	14.00	312
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**193.9**		**1,083**		**1,326**		**1,217**
H	R-VL		1.00	-	2.00	-	2.00	-
	R-L	96.0	3.75	360	4.75	456	4.50	432
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.5	12.00	234	14.00	273	14.00	273
	R-H	11.5	18.00	207	20.00	230	20.00	230
	R-H Bonus Units			58		58		58
	TOTAL	**234.5**		**1,472**		**1,770**		**1,638**

EXISTING (continued)

Table 3.3: Minimum , Maximum, and Expected Residential Units by Neighborhood								
NEIGHBORHOOD	RESIDENTIAL ZONING DISTRICT	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
I	R-VL	4.9	1.00	5	2.00	10	2.00	10
	R-L	145.4	3.75	545	4.75	691	4.50	654
	R-M	91.2	5.70	520	7.00	638	6.00	547
	R-MH	15.4	12.00	185	14.00	216	14.00	216
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**256.9**		**1,255**		**1,554**		**1,427**
J	R-VL		1.00	-	2.00	-	2.00	-
	R-L	111.9	3.75	420	4.75	532	4.50	504
	R-M	86.4	5.70	492	7.00	605	6.00	518
	R-MH	12.5	12.00	150	14.00	175	14.00	175
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**210.8**		**1,062**		**1,311**		**1,197**
K	R-VL		1.00	-	2.00	-	2.00	-
	R-L	89.0	3.75	334	4.75	423	4.50	401
	R-M	69.1	5.70	394	7.00	484	6.00	415
	R-MH	20.0	12.00	240	14.00	280	14.00	280
	R-H	4.0	18.00	72	20.00	80	20.00	80
	TOTAL	**182.1**		**1,040**		**1,266**		**1,175**
L	R-VL		1.00	-	2.00	-	2.00	-
	R-L	104.0	3.75	390	4.75	494	4.50	468
	R-M	49.1	5.70	280	7.00	344	6.00	295
	R-MH	33.0	12.00	396	14.00	462	14.00	462
	R-H	6.2	18.00	112	20.00	124	20.00	124
	R-H Bonus Units			32		32		32
	TOTAL	**192.3**		**1,209**		**1,456**		**1,381**
TOTALS	R-VL	63.7	1.00	64	2.00	127	2.00	121
	R-L	1,140.3	3.75	4,276	4.75	5,416	4.50	5,090
	R-M	1,043.7	5.70	5,942	7.00	7,297	6.00	6,333
	R-MH	187.0	12.00	2,233	14.00	2,605	14.00	2,596
	R-H	51.7	18.00	931	20.00	1,034	20.00	1,034
	M-X (Town Center)			200		200		200
	R-H Bonus Units			90		90		90
	M-X Add'l Units			240		240		240
	Grand Total	**2486.4**		**13,975**		**17,010**		**15,705**

Notes:

1) Acreage figures are approximate and may be modified by Tentative Maps.

2) The number of Expected Units in Neighborhood A/B is the same as that shown in Specific Plan III, Table 3-1.

3) The number of Expected Units in Neighborhood D represents the sum of Expected Units for Specific Plan II Neighborhood D (west) and Expected Units for Specific Plan III Neighborhood D (east).

PROPOSED

Table 3.3: Minimum , Maximum, and Expected Residential Units by Neighborhood								
NEIGHBORHOOD	RESIDENTIAL ZONING DISTRICT	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
A/B	R-VL	54.6	1.00	55	2.00	109	2.00	103
	R-L	105.1	3.75	394	4.75	499	4.50	432
	R-M	175.5	5.70	1,000	7.00	1,229	6.00	1,088
	R-MH	10.0	12.00	120	14.00	140	14.00	140
	R-H	0.0	18.00	-	20.00	-	20.00	-
	TOTAL	**345.2**		**1,569**		**1,977**		**1,763**
C	R-VL	4.2	1.00	4	2.00	8	2.00	8
	R-L	118.0	3.75	443	4.75	561	4.50	531
	R-M	79.0	5.70	450	7.00	553	6.00	474
	R-MH	10.5	12.00	126	14.00	147	14.00	147
	R-H	6.0	18.00	108	20.00	120	20.00	120
	TOTAL	**217.7**		**1,131**		**1,389**		**1,280**
D	R-VL		1.00	-	2.00	-	2.00	-
	R-L	44.0	3.75	165	4.75	209	4.50	198
	R-M	123.9	5.70	699	7.00	858	6.00	779
	R-MH	24.4	12.00	282	14.00	329	14.00	320
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**192.3**		**1,146**		**1,396**		**1,297**
E	R-VL		1.00	-	2.00	-	2.00	-
	R-L	101.1	3.75	379	4.75	480	4.50	455
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.4	12.00	233	14.00	272	14.00	272
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**228.0**		**1,225**		**1,504**		**1,372**
F	R-VL		1.00	-	2.00	-	2.00	-
	R-L	142.3	3.75	534	4.75	676	4.50	640
	R-M	66.4	5.70	378	7.00	465	6.00	398
	R-MH	0.0	12.00	-	14.00	-	14.00	-
	R-H	24.0	18.00	432	20.00	480	20.00	480
	TOTAL	**232.7**		**1,344**		**1,621**		**1,519**
G	R-VL		1.00	-	2.00	-	2.00	-
	R-L	83.5	3.75	313	4.75	397	4.50	376
	R-M	88.1	5.70	502	7.00	617	6.00	529
	R-MH	22.3	12.00	268	14.00	312	14.00	312
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**193.9**		**1,083**		**1,326**		**1,217**
H	R-VL		1.00	-	2.00	-	2.00	-
	R-L	96.0	3.75	360	4.75	456	4.50	432
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.5	12.00	234	14.00	273	14.00	273
	R-H	11.5	18.00	207	20.00	230	20.00	230
	R-H Bonus Units			58		58		58
	TOTAL	**234.5**		**1,472**		**1,770**		**1,638**

PROPOSED (continued)

Table 3.3: Minimum , Maximum, and Expected Residential Units by Neighborhood								
NEIGHBORHOOD	RESIDENTIAL ZONING DISTRICT	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
I	R-VL	4.9	1.00	5	2.00	10	2.00	10
	R-L	145.4	3.75	545	4.75	691	4.50	654
	R-M	91.2	5.70	520	7.00	638	6.00	547
	R-MH	15.4	12.00	185	14.00	216	14.00	216
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**256.9**		**1,255**		**1,554**		**1,427**
J	R-VL		1.00	-	2.00	-	2.00	-
	R-L	160.7	3.75	603	4.75	763	4.50	723
	R-M	36.3	5.70	207	7.00	254	6.00	218
	R-MH	14.0	12.00	168	14.00	196	14.00	196
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**211.0**		**978**		**1,213**		**1,137**
K	R-VL		1.00	-	2.00	-	2.00	-
	R-L	98.9	3.75	371	4.75	470	4.50	445
	R-M	58.2	5.70	332	7.00	407	6.00	349
	R-MH	15.6	12.00	187	14.00	218	14.00	218
	R-H	9.0	18.00	162	20.00	180	20.00	180
	TOTAL	**181.7**		**1,052**		**1,276**		**1,193**
L	R-VL		1.00	-	2.00	-	2.00	-
	R-L	104.0	3.75	390	4.75	494	4.50	468
	R-M	49.1	5.70	280	7.00	344	6.00	295
	R-MH	33.0	12.00	396	14.00	462	14.00	462
	R-H	6.2	18.00	112	20.00	124	20.00	124
	R-H Bonus Units			32		32		32
	TOTAL	**192.3**		**1,209**		**1,456**		**1,381**
TOTALS	R-VL	63.7	1.00	64	2.00	127	2.00	121
	R-L	1,199.0	3.75	4,496	4.75	5,695	4.50	5,355
	R-M	982.7	5.70	5,594	7.00	6,870	6.00	5,967
	R-MH	184.1	12.00	2,198	14.00	2,565	14.00	2,556
	R-H	56.7	18.00	1,021	20.00	1,134	20.00	1,134
	M-X (Tow n Center)			200		200		200
	R-H Bonus Units			90		90		90
	M-X Add'l Units			240		240		240
	Grand Total	**2486.2**		**13,903**		**16,921**		**15,662**

Notes:

1) Acreage figures are approximate and may be modified by Tentative Maps.

2) The number of Expected Units in Neighborhood A/B is the same as that show n in Specific Plan III, Table 3-1.

3) The number of Expected Units in Neighborhood D represents the sum of Expected Units for Specific Plan II Neighborhood D (w est) and Expected Units for Specific Plan III Neighborhood D (east).

EXISTING

Table 5.1: Student Generation						
Master Plan Residential Land Use Designation	Average Units per Acre	Dwelling Units at Buildout	K-8 Students per Unit	K-8 Students at Buildout	9-12 Students per Unit	9-12 Students at Buildout
RVL · Very Low	2.00	121	0.676	82	0.179	22
RL · Low	4.50	3,932	0.676	2,658	0.179	704
RM · Medium	6.00	5,267	0.676	3,560	0.179	943
RMH · Medium High	14.00	2,136	0.338	722	.0432	92
RH · High	20.00	804	0.338	272	.0432	35
M/X · Mixed Use		200	0.338	68	.0432	9
Senior Housing		2,915	0	0	0	0
Totals		15,375		7,362		1,804

Note: 1) Senior Housing includes all RL, RM, and RMH units in Neighborhoods I & J, and RMH and RH units designated for senior housing. Second Units, Additional Town Center Units, and Density Bonus Units are not included in the Table.

PROPOSED

Table 5.1: Student Generation						
Master Plan Residential Land Use Designation	Average Units per Acre	Dwelling Units at Buildout	K-8 Students per Unit	K-8 Students at Buildout	9-12 Students per Unit	9-12 Students at Buildout
RVL · Very Low	2.00	121	0.676	82	0.179	22
RL · Low	4.50	4,106	0.676	2,776	0.179	735
RM · Medium	6.00	5,339	0.676	3,609	0.179	956
RMH · Medium High	14.00	2,075	0.338	701	.0432	90
RH · High	20.00	904	0.338	306	.0432	39
M/X · Mixed Use		200	0.338	68	.0432	9
Senior Housing		2,587	0	0	0	0
Totals		15,332		7,541		1,850

Note: 1) Senior Housing includes all RL, RM, and RMH units in Neighborhoods I, ~~&~~ J, and K for active adults, and RMH and RH units designated for senior housing in other neighborhoods. Second Units, Additional Town Center Units, and Density Bonus Units are not included in the Table.

EXISTING

Table 5.2: K-8 Students at Neighborhood Buildout												
Neighborhood	A/B	C	D	E	F	G	H	I	J	K	L	Town Center
K-8 Students	1144	775	769	836	864	717	797	7	0	673	713	68

Note: These figures are approximate and may be modified by Specific Plans and minor plan amendments.

PROPOSED

Table 5.2: K-8 Students at Neighborhood Buildout												
Neighborhood	A/B	C	D	E	F	G	H	I	J	K	L	Town Center
K-8 Students	1144	775	769	836	864	717	797	7	342	510	713	68

Note: These figures are approximate and may be modified by Specific Plans and minor plan amendments.

EXISTING

Table 7.1 Recreation and Open Space Areas (Note: Acreages are approximate)		
Neighborhood Parks	63.6 acres	8.6%
Mountain House Creek Community Park*	92.2 acres	12.5%
Central Community Park	41.6 acres	5.7%
Other Community Parks	55.8 acres	7.6%
Old River Regional Park	85.2 acres	11.6%
Golf Course	218.3 acres	29.7%
Lakes	94.6 acres	12.8%
Water Quality/Detention Basins	20.8 acres	2.8%
Other Open Space (buffers, gas/electric corridors)	33.8 acres	4.6%
Wetlands/Resource Conservation	17.2 acres	2.3%
Dry Creek	13.0 acres	1.8%
*Includes 7.5 acres of wetlands		
Total	736.2 acres	**100%**

PROPOSED

Table 7.1 Recreation and Open Space Areas (Note: Acreages are approximate)		
Neighborhood Parks	61.1 acres	8.3%
Mountain House Creek Community Park*	92.2 acres	12.5%
Central Community Park	41.6 acres	5.6%
Other Community Parks	53.3 acres	7.2%
Old River Regional Park	88.2 acres	11.9%
~~Golf Course~~ Commercial Recreation	215.5 acres	29.1%
Lakes	95.6 acres	12.9%
Water Quality/Detention Basins	20.8 acres	2.8%
Other Open Space (buffers, gas/electric corridors)	41.2 acres	5.6%
Wetlands/Resource Conservation	17.2 acres	2.3%
Dry Creek	13.0 acres	1.8%
*Includes 7.5 acres of wetlands		
Total	739.7 acres	**100%**

EXISTING

Table 9.4 Signalization at Community Arterial Intersections
1. Central Parkway and North Mountain House Parkway 2. Central Parkway and De Anza Boulevard (both north and south of Grant Line Road) 3. Central Parkway and Main Street 4. Central Parkway and Arnaudo Boulevard 5. Central Parkway and Mustang Way 6. Central Parkway at Unnamed Intersections (4) south of Grant Line Road 7. De Anza Boulevard and Mustang Way 8. De Anza Boulevard and Arnaudo Boulevard 9. De Anza Boulevard and Main Street 10. De Anza Boulevard and Great Valley Parkway 11. De Anza Boulevard and Unnamed Street (west of Von Sosten) 12. Great Valley Parkway and North Central Parkway 13. Great Valley Parkway and Kelso Road 14. Great Valley Parkway and Main Street 15. Great Valley Parkway and Mustang Way 16. North Mountain House Parkway and River Road 17. Providence Street and Arnaudo Boulevard 18. Tradition Street and Arnaudo Boulevard 19. Mustang Way and Tradition Street 20. Central Parkway and Giotto Street

PROPOSED

Table 9.4 Signalization at Community Arterial Intersections
1. Central Parkway and North Mountain House Parkway 2. Central Parkway and De Anza Boulevard (both north and south of Grant Line Road) 3. Central Parkway and Main Street 4. Central Parkway and Arnaudo Boulevard 5. Central Parkway and Mustang Way 6. Central Parkway at Unnamed Intersections (4) south of Grant Line Road 7. De Anza Boulevard and Mustang Way 8. De Anza Boulevard and Arnaudo Boulevard 9. De Anza Boulevard and Main Street 10. De Anza Boulevard and Great Valley Parkway 11. De Anza Boulevard and Unnamed Street (west of Von Sosten) 12. Great Valley Parkway and North Central Parkway 13. Great Valley Parkway and Kelso Road 14. Great Valley Parkway and Main Street 15. Great Valley Parkway and Mustang Way 16. North Mountain House Parkway and River Road 17. Providence Street and Arnaudo Boulevard 18. Tradition Street and Arnaudo Boulevard 19. Mustang Way and Tradition Street 20. Central Parkway and Giotto Street 21. Central Parkway and Rustler Street 22. Central Parkway and Crane Avenue

EXHIBIT 2

SPECIFIC PLAN I AMENDMENTS

A. TEXT AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXHIBIT 2

SPECIFIC PLAN I AMENDMENTS

A. TEXT AMENDMENTS

EXISTING

Section 3.2.1 – SPI Land Use Plan - Purpose

The purpose of the Land Use Plan (Figure 3.1: Map and Zoning Diagram) is to establish the location, categories and acreages of land uses within the Specific Plan Area, and to provide for zoning classifications in accordance with the County General Plan, the Master Plan and Development Title. In addition to establishing the basic allocation of land uses, the Land Use Plan establishes the primary circulation system including Arterial and Collector streets. Local street patterns will be established during preparation of tentative subdivision maps.

As described by the Master Plan, Mountain House is planned as a comprehensive new community that provides a complete balance and diversity of housing types, employment opportunities and recreational amenities for its residents. The land use plan for Mountain House organizes the community into distinct neighborhoods of roughly the same size, each with a centrally located K-8 school and neighborhood park. The goal is to establish a high quality living environment and to achieve the County General Plan policy to design identifiable neighborhoods that are well-served by pedestrian open space. The land use concept also calls for a balance of jobs and housing so that as many people as possible can work in close proximity to their homes.

Specific Plan I encompasses three of the 12 neighborhoods planned for Mountain House (see Figure 3.2: Neighborhood Boundaries Diagram) as well as public facilities and services to support this development. Additionally, sufficient acreage to attract employment uses is included within the Specific Plan Area.

PROPOSED

Section 3.2.1 – SPI Land Use Plan - Purpose

The purpose of the Land Use Plan (Figure 3.1: Map and Zoning Diagram) is to establish the location, categories and acreages of land uses within the Specific Plan Area, and to provide for zoning classifications in accordance with the County General Plan, the Master Plan and Development Title. In addition to establishing the basic allocation of land uses, the Land Use Plan establishes the primary circulation system including Arterial and Collector streets. Local street patterns will be established during preparation of tentative subdivision maps.

As described by the Master Plan, Mountain House is planned as a comprehensive new community that provides a complete balance and diversity of housing types, employment opportunities and recreational amenities for its residents. The land use plan for Mountain House organizes the community into distinct neighborhoods of roughly the same size~~, each with a centrally located K-8 school and neighborhood park~~. The goal is to establish a high quality living environment and to achieve the County General Plan policy to design identifiable neighborhoods that are well-served by pedestrian open space. The land use concept also calls for a balance of jobs and housing so that as many people as possible can work in close proximity to their homes.

Specific Plan I encompasses three of the 12 neighborhoods planned for Mountain House (see Figure 3.2: Neighborhood Boundaries Diagram) as well as public facilities and services to support this development. Additionally, sufficient acreage to attract employment uses is included within the Specific Plan Area.

EXISTING

Section 4.2.2 - Central Mountain House Landscape Concept (second paragraph and Policies (b) and (f) only)

As shown on Figure 4.6, the area surrounding the Town Center includes the Village Center, high density housing sites and community park adjacent to the future Town Center. Patterson Pass Business Corridor represents the first portion of an employment corridor which will extend along the community's eastern boundary from I-205 to Byron Road. Neighborhood Centers include K-8 schools, neighborhood parks and neighborhood parks. Open space areas include Mountain House Creek, the Town Center community park, neighborhood parks, pocket parks, and other private recreation areas. Creek landscape areas consist of the medium-high density residential areas adjacent to Mountain House Creek in Neighborhoods E and G. The CSD Design Manual contains specific landscape requirements for Central Mountain House.

Policies:

b) The landscape treatment of the Patterson Pass business corridor shall be designed to create a unified landscape environment that links the Mountain House Business Park and all employment uses extending to Byron Road, and to create a transition/buffer area between Patterson Pass and the residential neighborhoods to the west.

f) Neighborhood entries shall be constructed at the locations shown by Figure 4.7: Community Entries and Sign Location Plan. Entries shall be consistent within each neighborhood, and shall vary between neighborhoods. Neighborhood entries shall generally be consistent with the entry concepts shown on Figures 4.8 and 4.9: Typical Neighborhood Entry Plans and Elevations.

PROPOSED

Section 4.2.2 - Central Mountain House Landscape Concept (second paragraph and Policies (b) and (f) only)

As shown on Figure 4.6, the area surrounding the Town Center includes the Village Center, high density housing sites and community park adjacent to the future Town Center. ~~Patterson Pass~~ Mountain House Parkway Business Corridor represents the first portion of an employment corridor which will extend along the community's eastern boundary from I-205 to Byron Road. Neighborhood Centers include K-8 schools, neighborhood parks and neighborhood ~~parks~~ commercial areas. Open space areas include Mountain House Creek Community Park, the Town Center community park, neighborhood parks, pocket parks, and other private recreation areas. Creek landscape areas consist of the medium-high density residential areas adjacent to Mountain House Creek in Neighborhoods E and G. The CSD Design Manual contains specific landscape requirements for Central Mountain House.

Policies:

b) The landscape treatment of the ~~Patterson Pass~~ Mountain House Parkway business corridor shall be designed to create a unified landscape environment that links the Mountain House Business Park and all employment uses extending to Byron Road, and to create a transition/buffer area between ~~Patterson Pass~~ Mountain House Parkway and the residential neighborhoods to the west.

f) Neighborhood entries shall be constructed at the locations shown by Figure 4.7: ~~Community~~ Entries ~~and Sign~~ Location Plan. Entries shall be consistent within each neighborhood, and shall vary between neighborhoods. Neighborhood entries shall generally be consistent with the entry concepts shown on Figure~~s~~ 4.8: Typical Neighborhood E, F, and G Entry Plan View and Figure 4.9: Typical Neighborhood E, F, and G Entry ~~Plans and~~ Elevation~~s.~~

EXHIBIT 2

SPECIFIC PLAN I AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXISTING

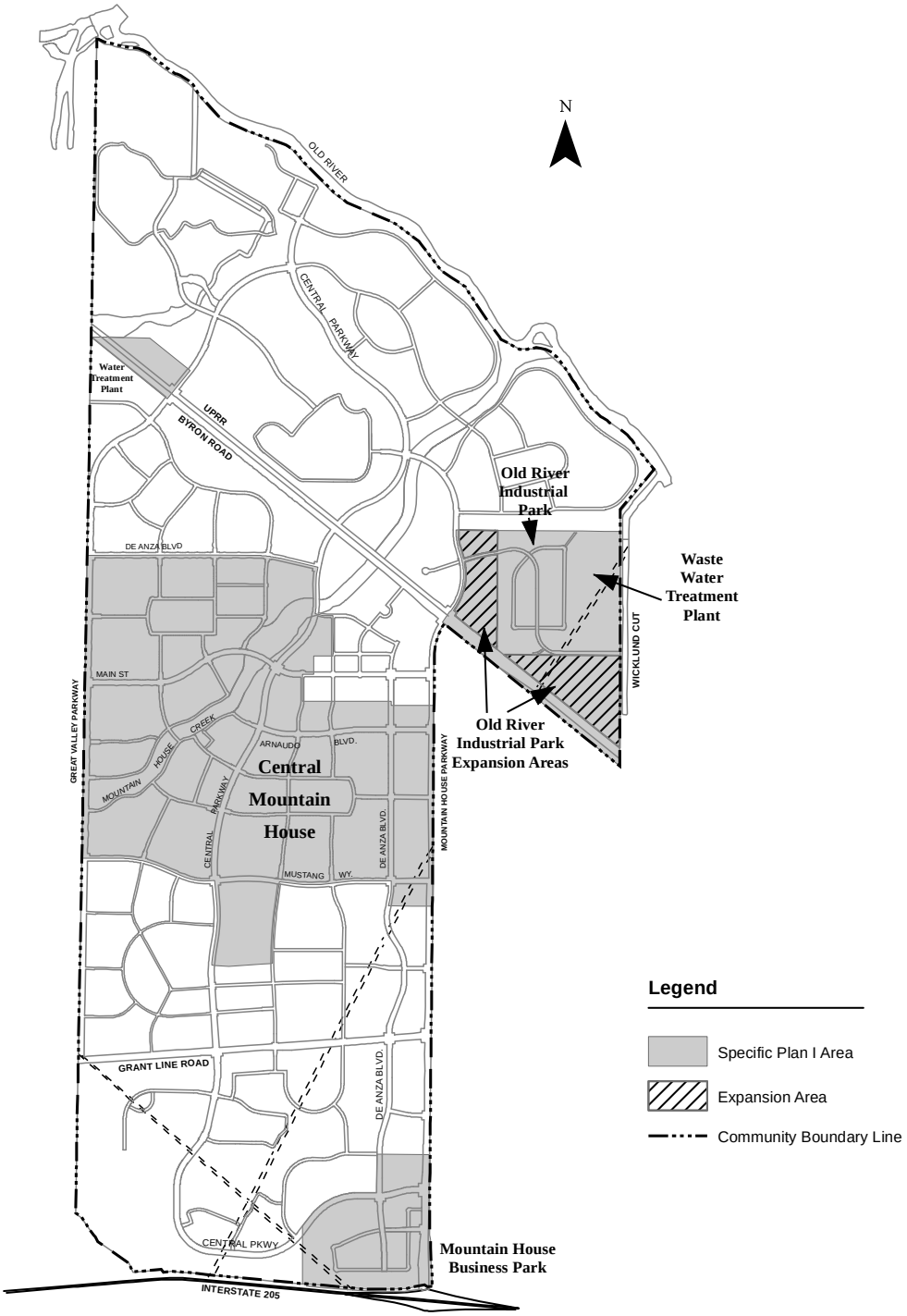


FIGURE ii – SPECIFIC PLAN AREA AND SUBAREAS MAP

PROPOSED

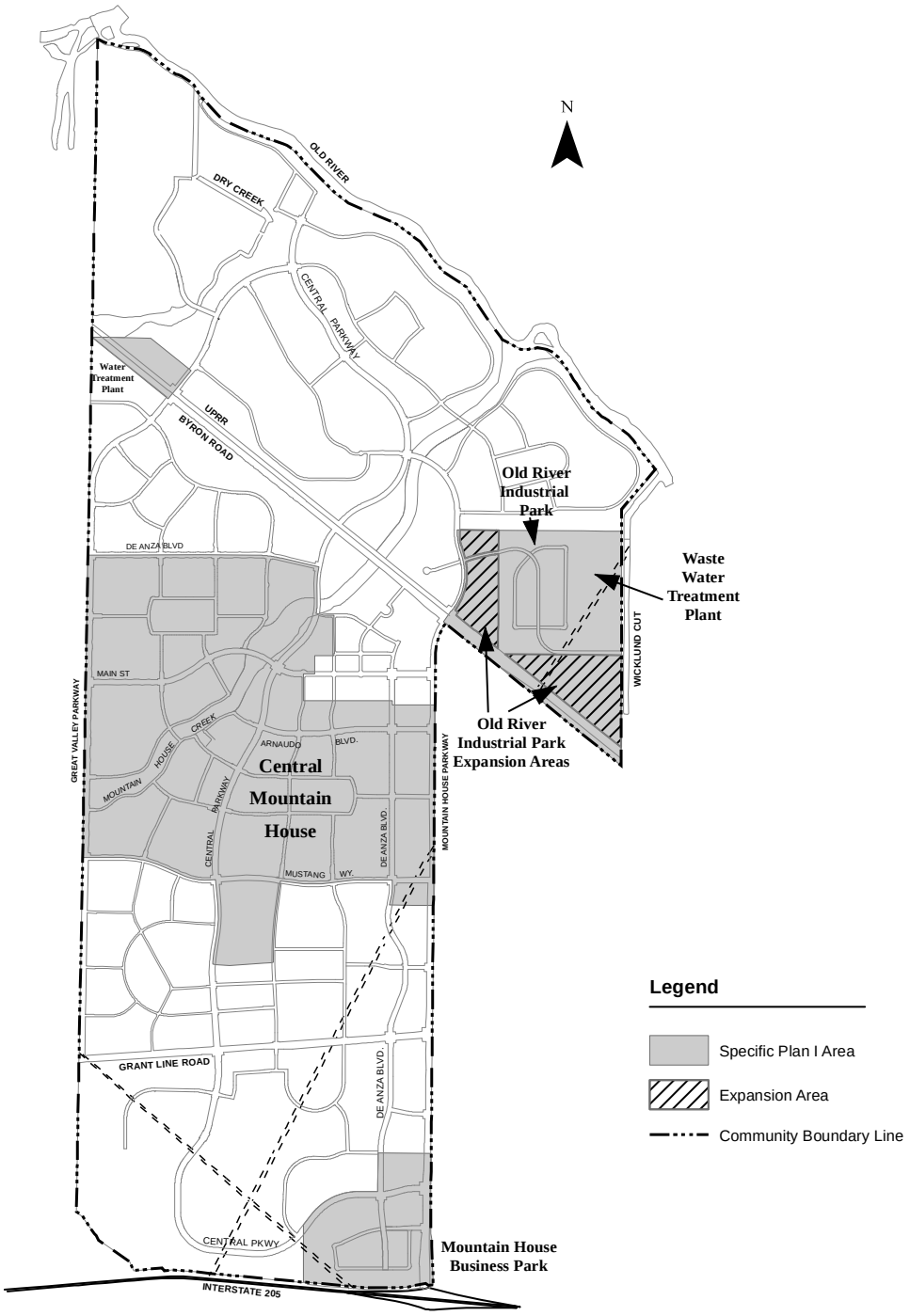


FIGURE ii – SPECIFIC PLAN AREA AND SUBAREAS MAP

EXISTING

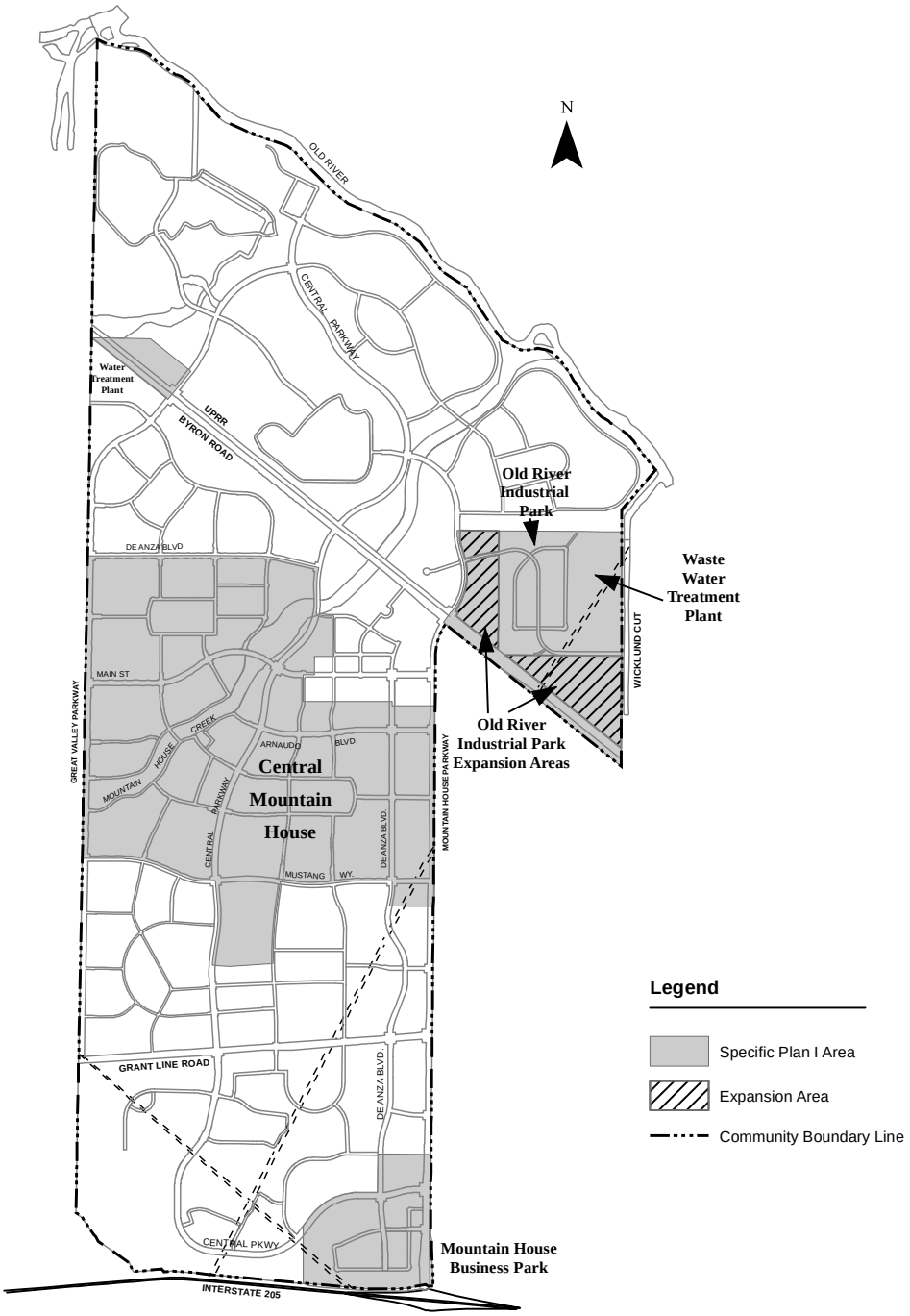


FIGURE 1.2 SPECIFIC PLAN AREA AND SUBAREAS MAP

PROPOSED

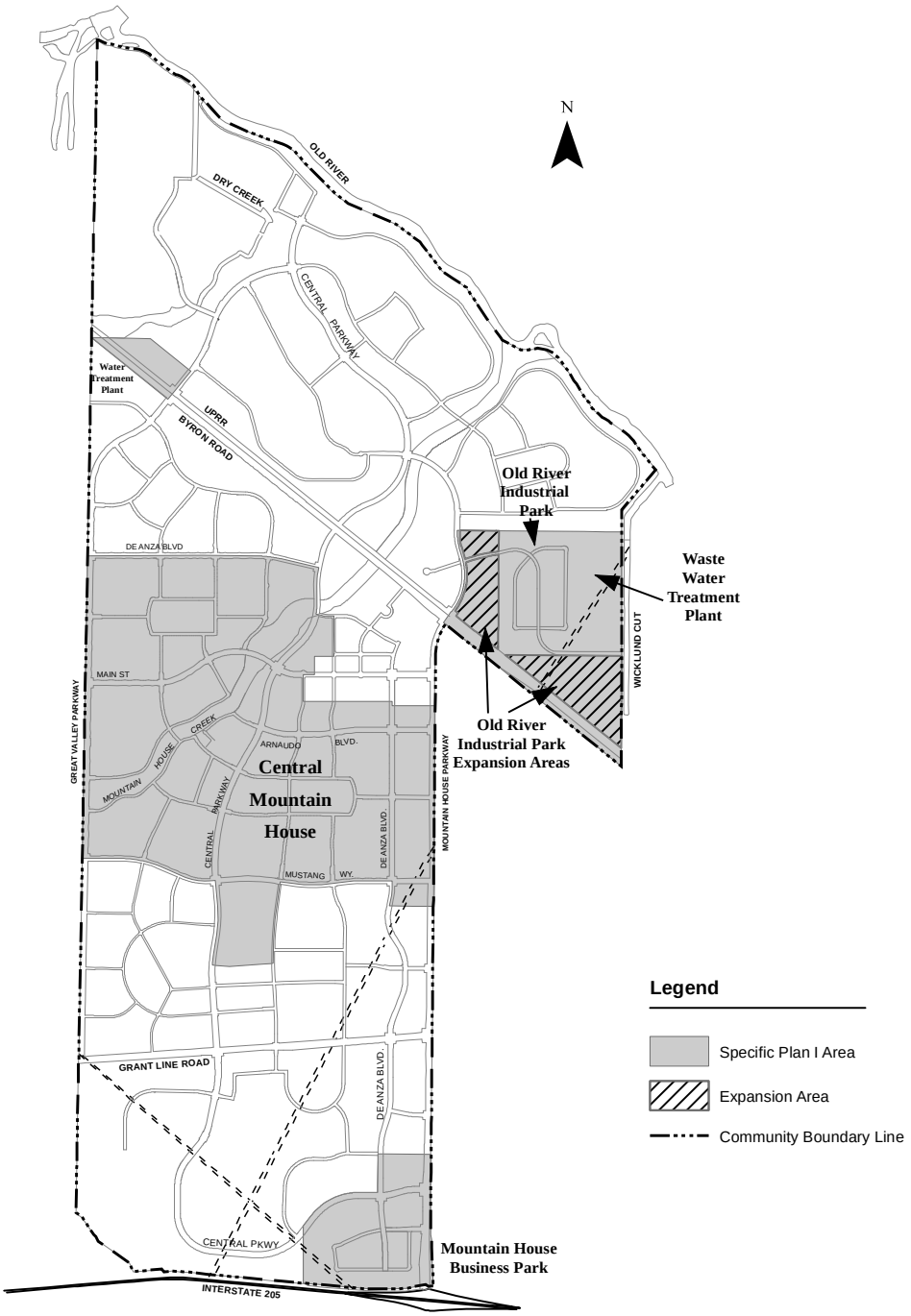


FIGURE 1.2 SPECIFIC PLAN AREA AND SUBAREAS MAP

EXISTING

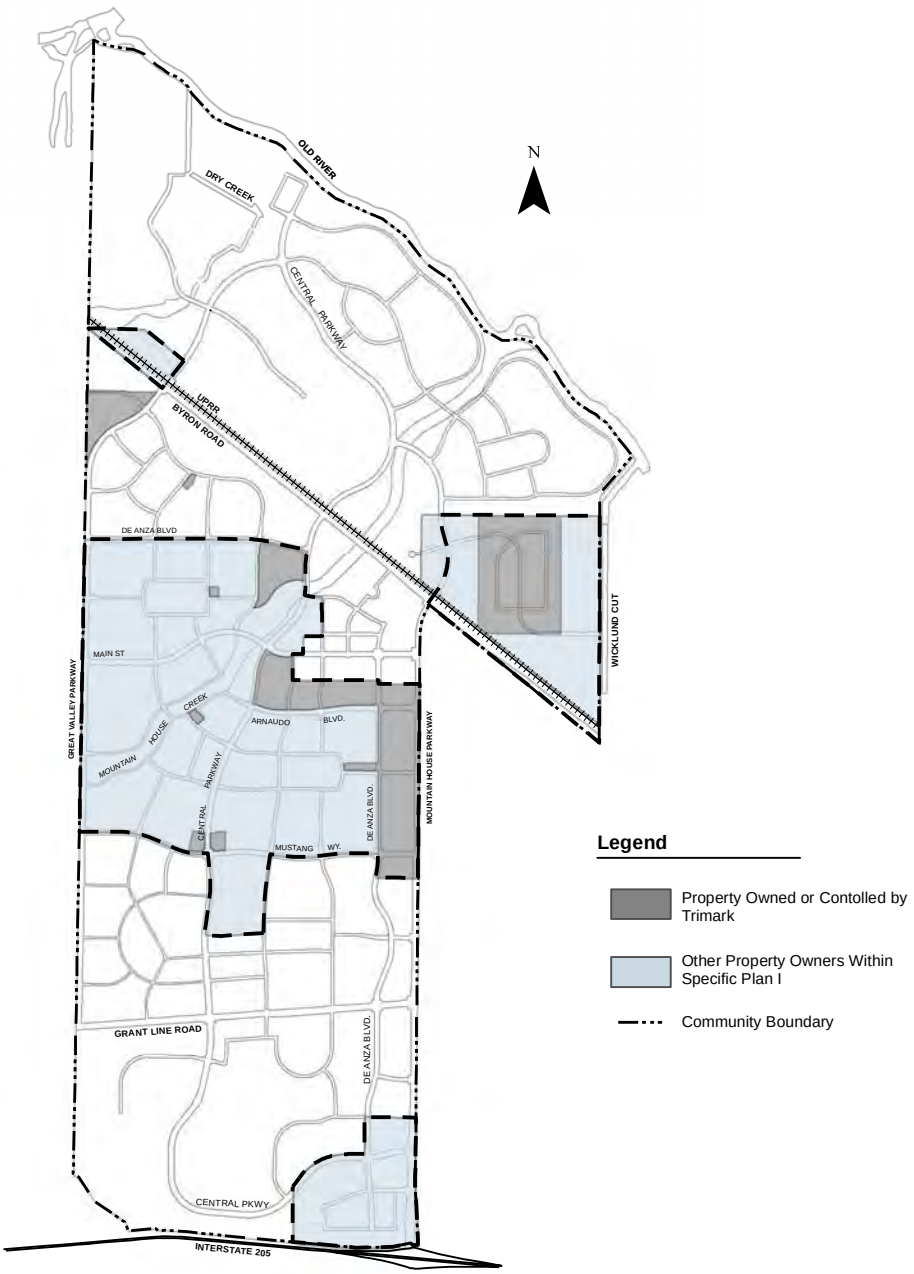


FIGURE 1.3 – OWNERSHIP MAP

PROPOSED

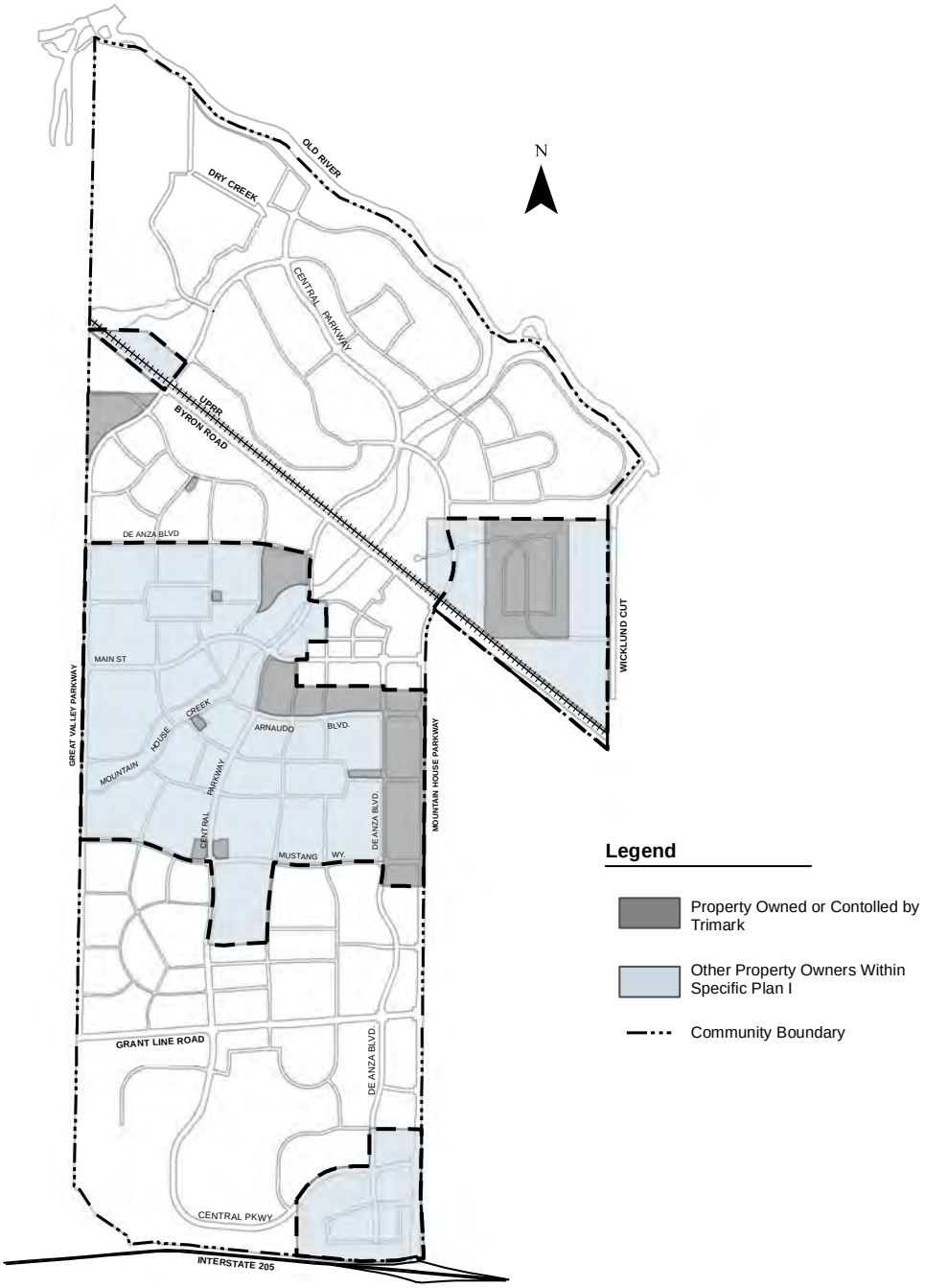


FIGURE 1.3 – OWNERSHIP MAP

EXISTING

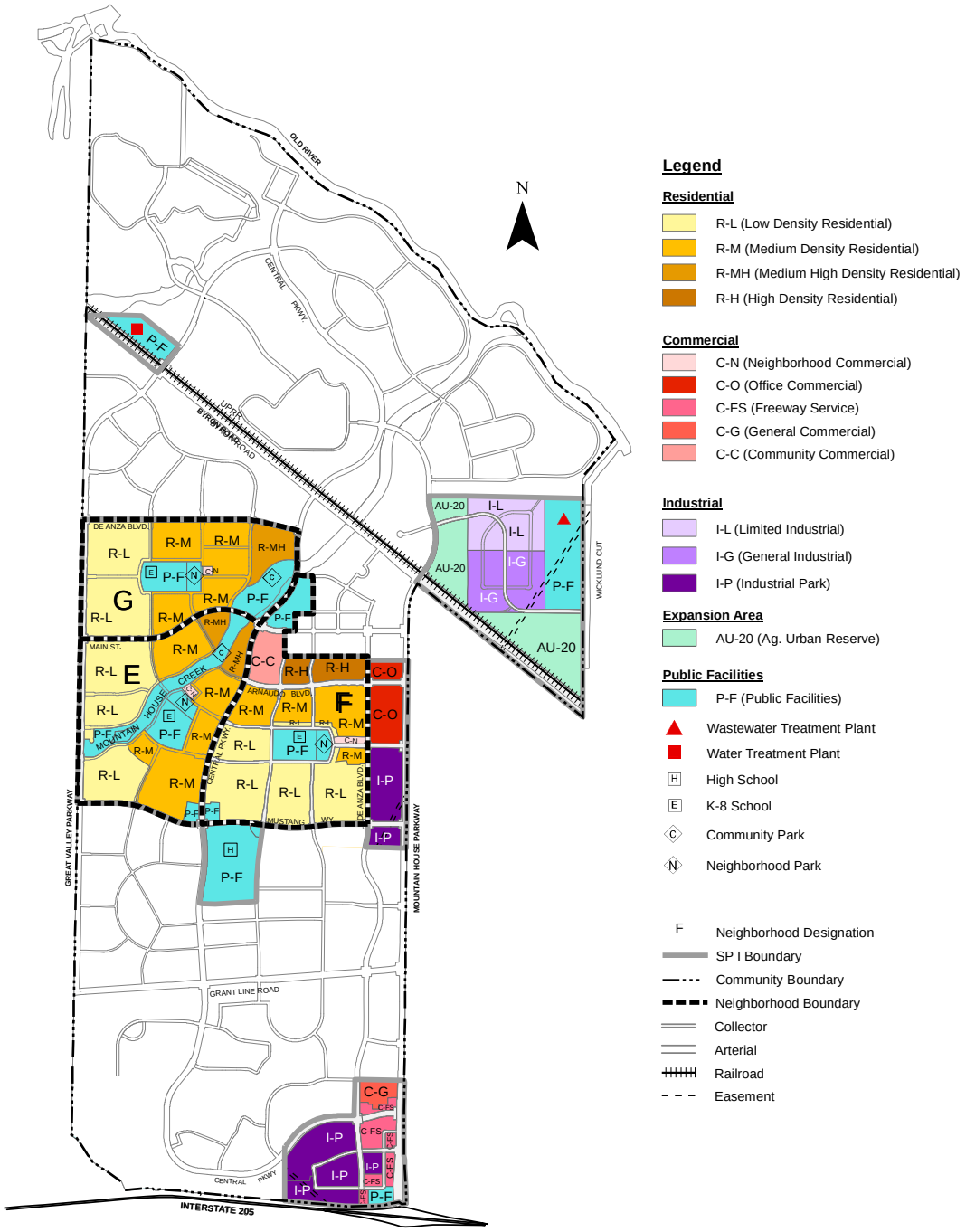


FIGURE 3.1 – MAP & ZONING DIAGRAM

PROPOSED

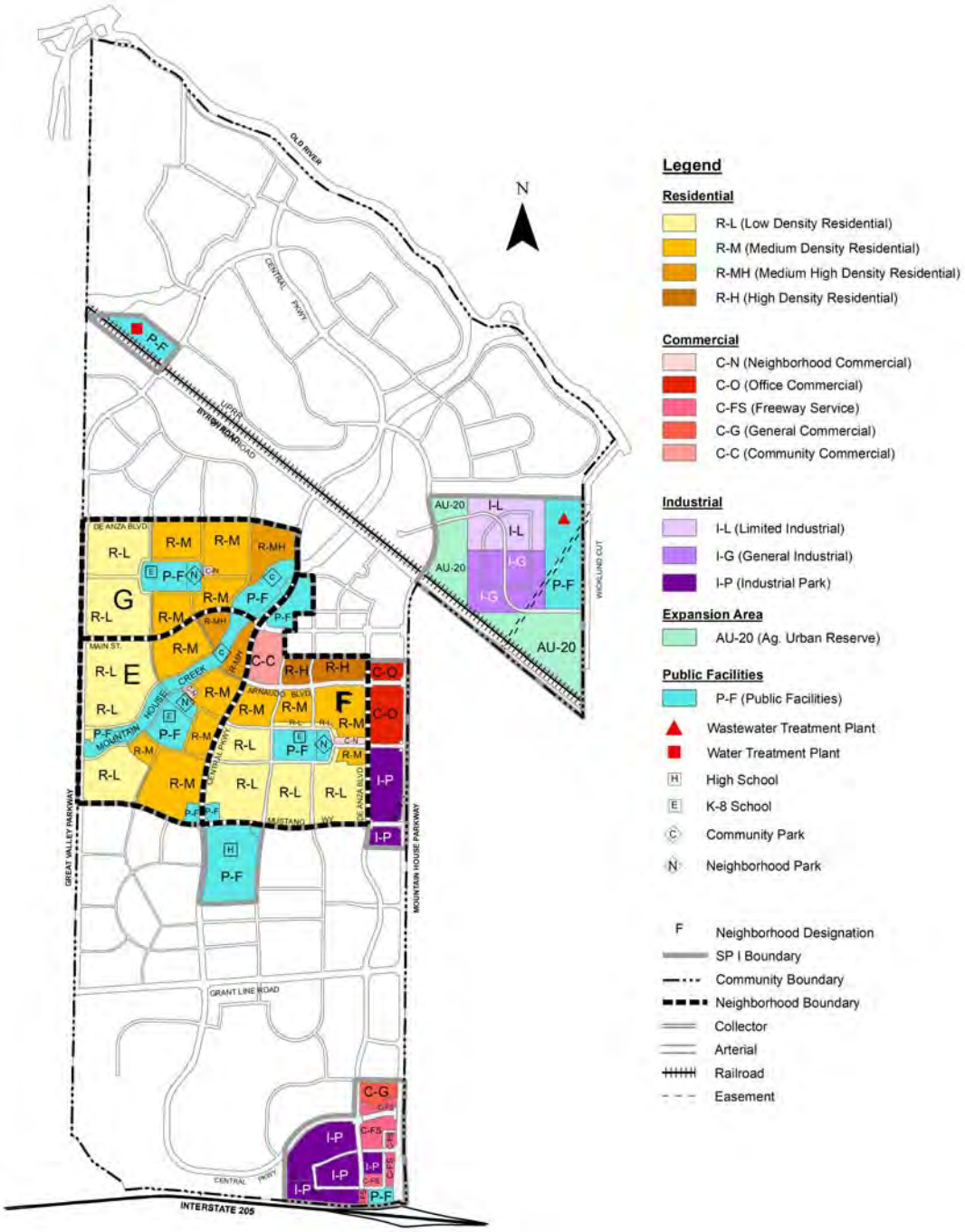


FIGURE 3.1 – MAP & ZONING DIAGRAM

EXISTING

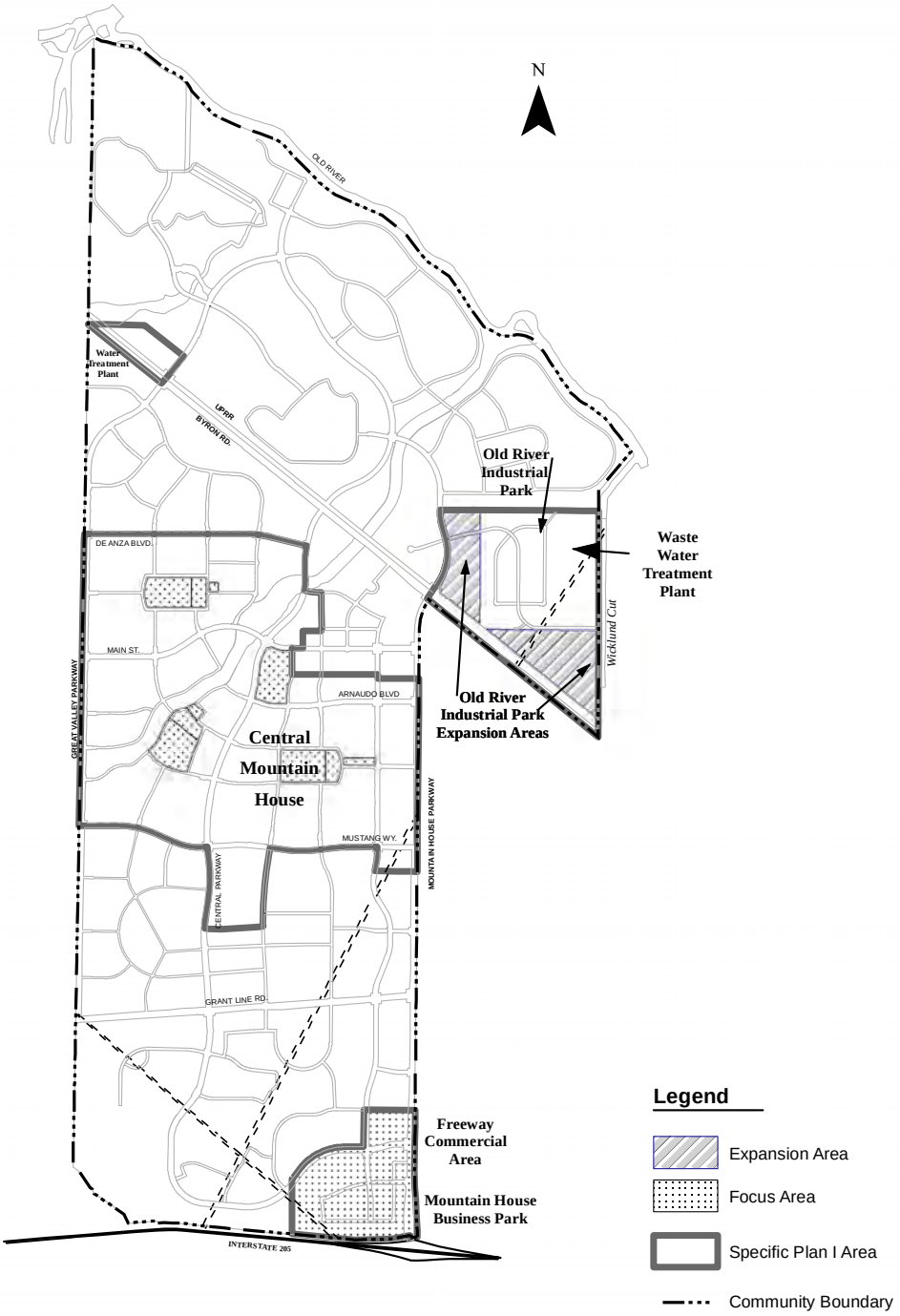


FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREAS

PROPOSED

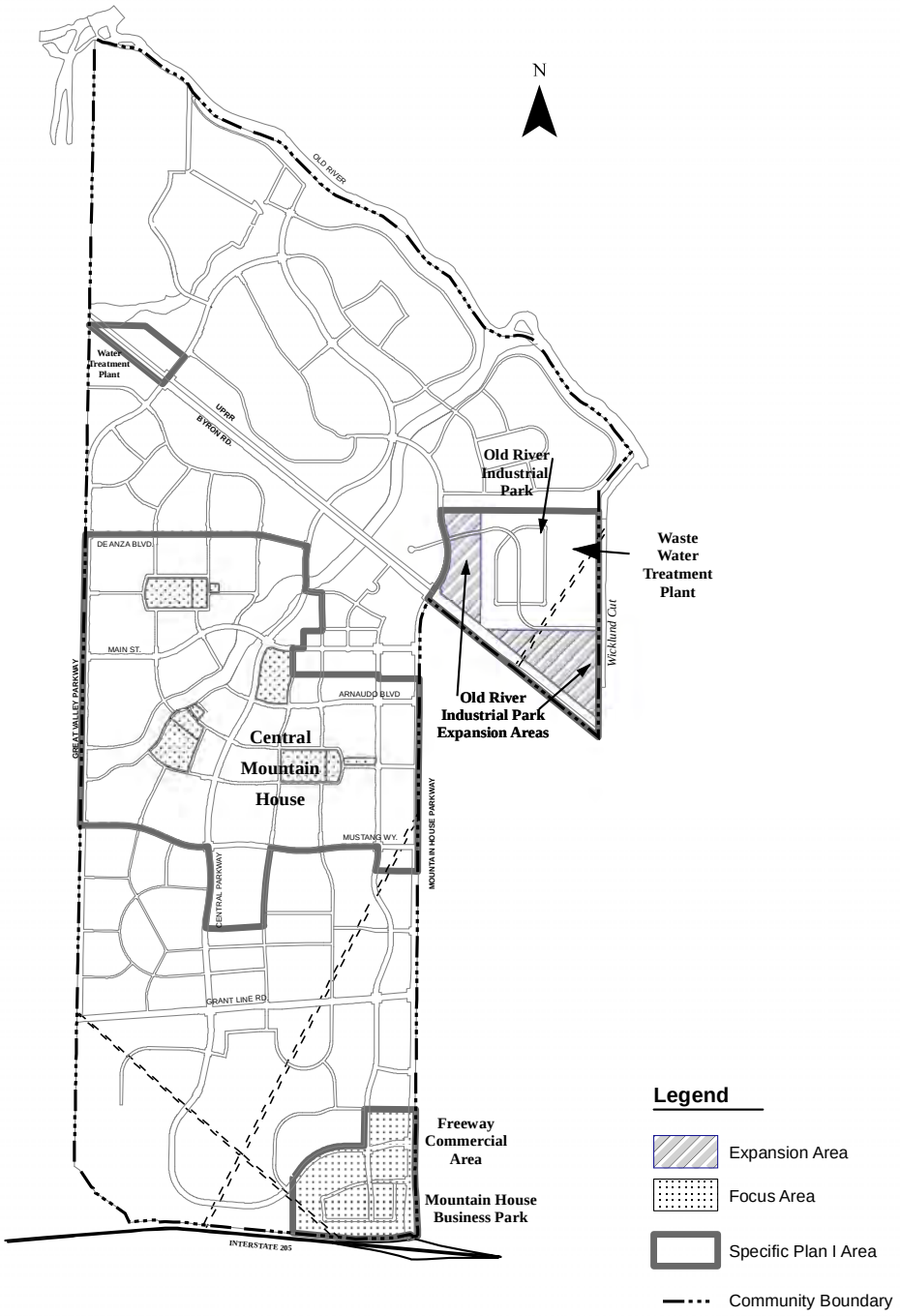


FIGURE 4.1 – SPECIFIC PLAN I EXPANSION AND FOCUS AREAS

EXISTING

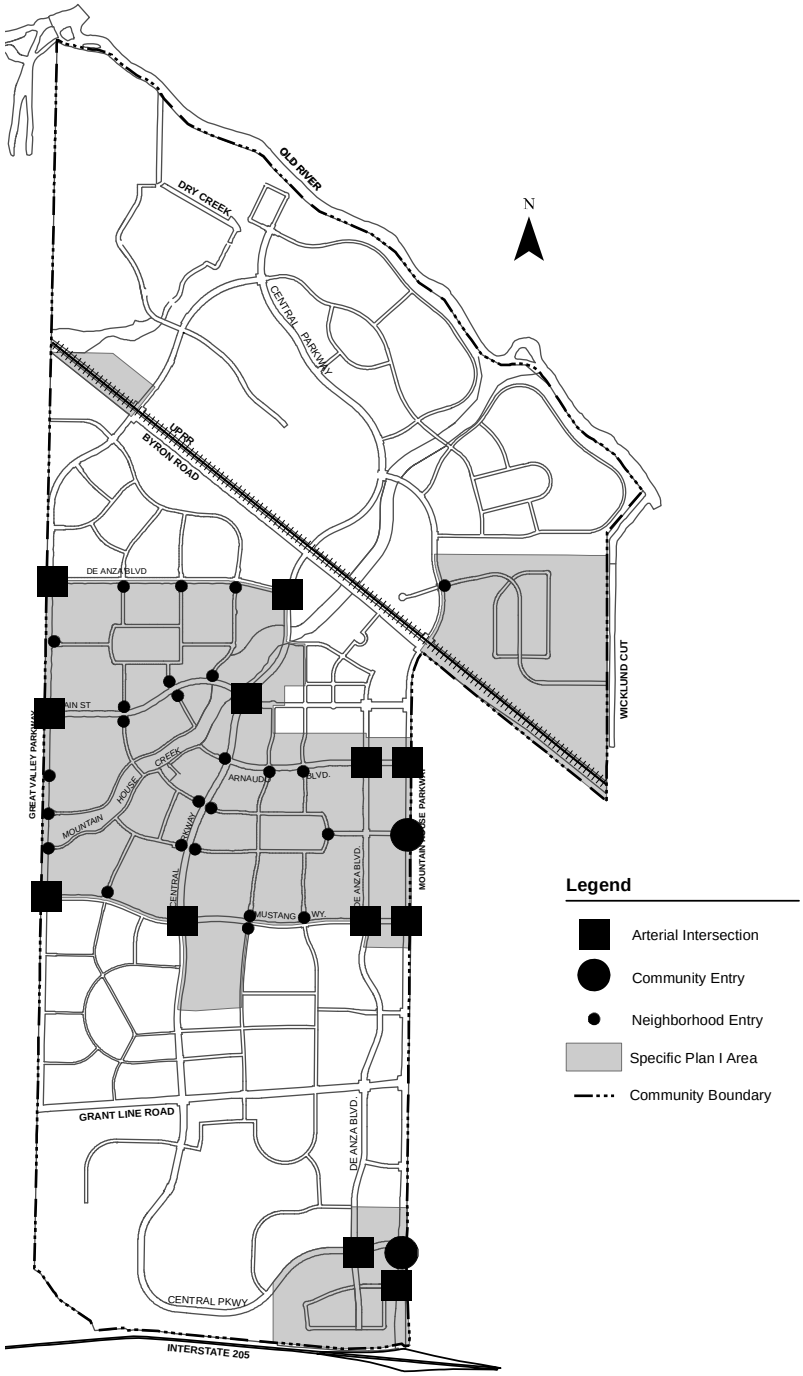


FIGURE 4.7 – COMMUNITY ENTRIES LOCATION PLAN

PROPOSED

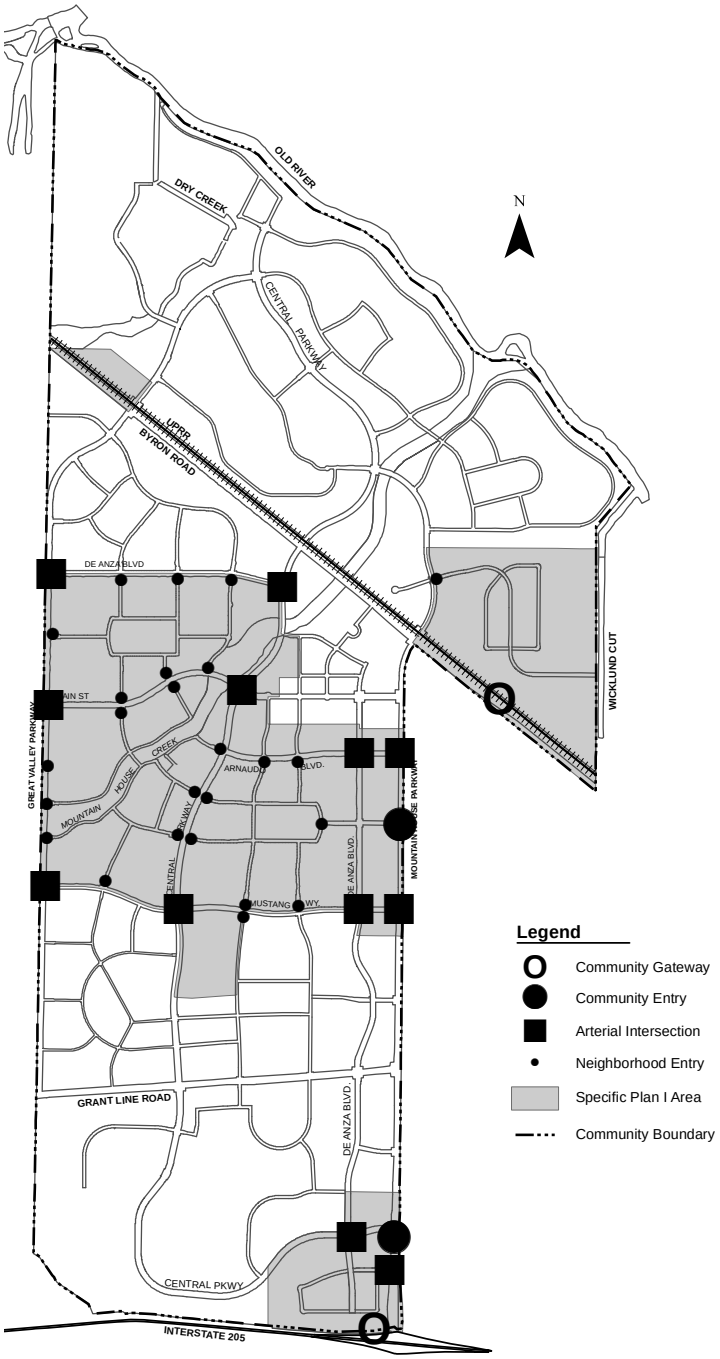


FIGURE 4.7 – COMMUNITY ENTRIES LOCATION PLAN

EXISTING

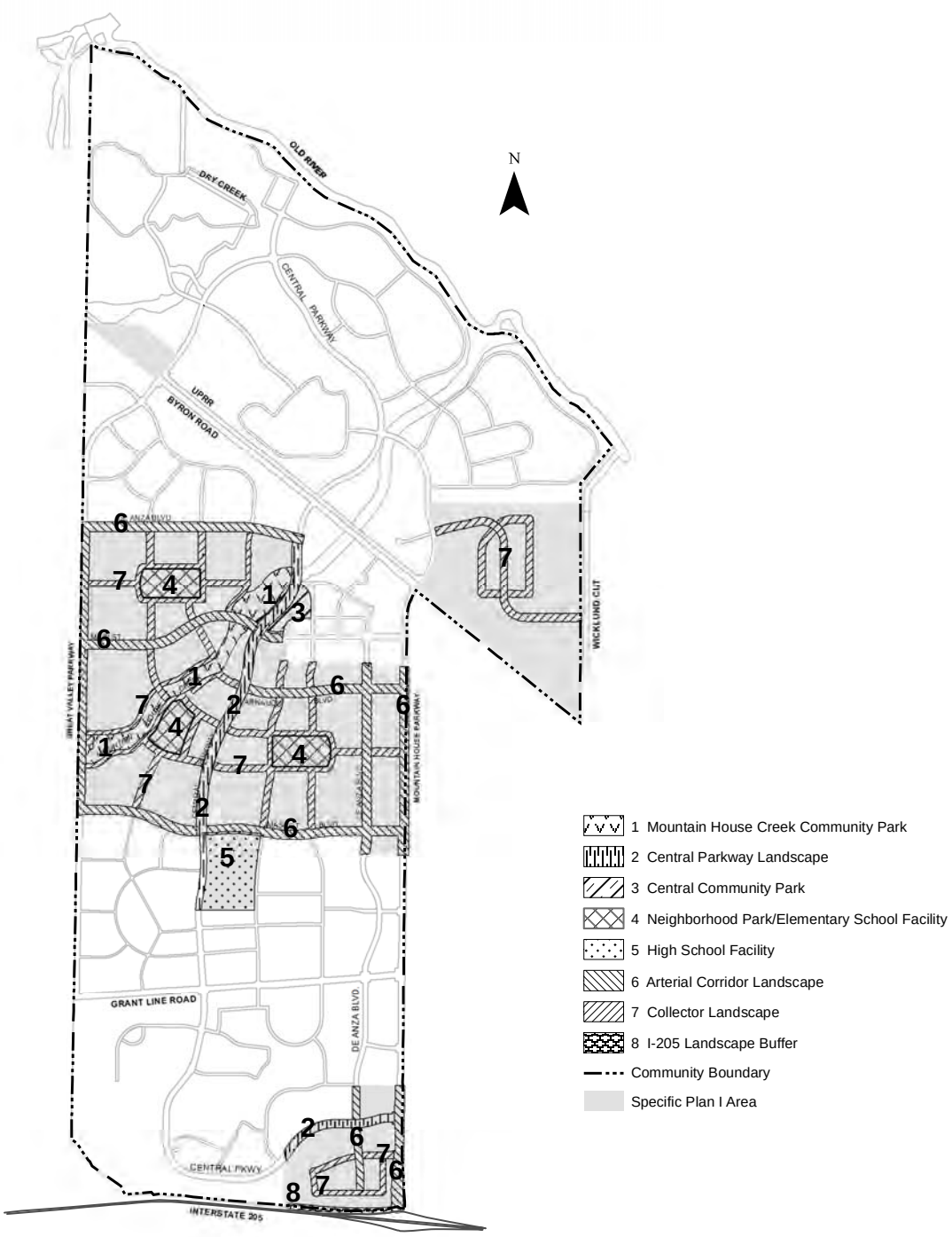


FIGURE 7.1 – RECREATION AND OPEN SPACE PLAN

PROPOSED

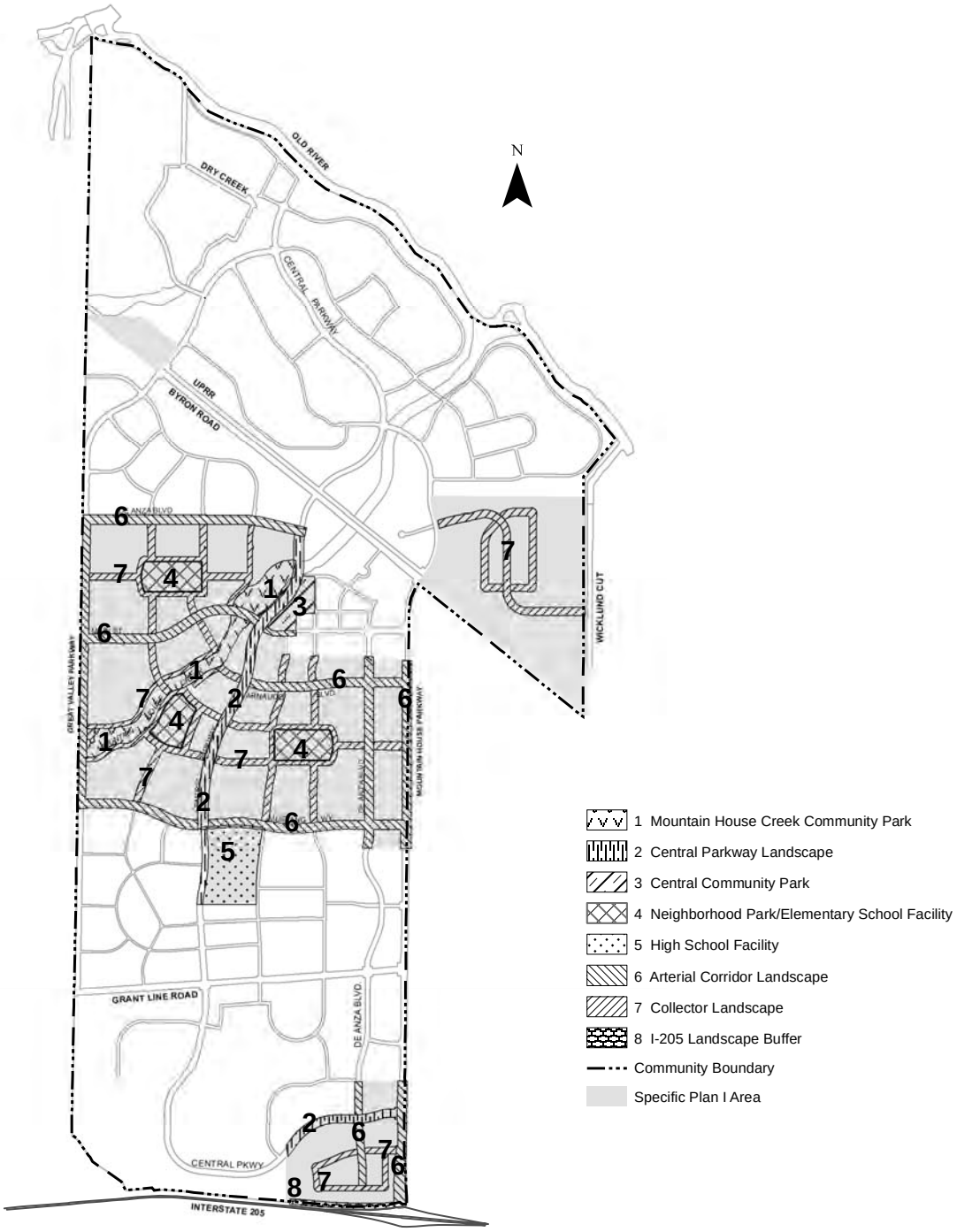


FIGURE 7.1 – RECREATION AND OPEN SPACE PLAN

EXISTING

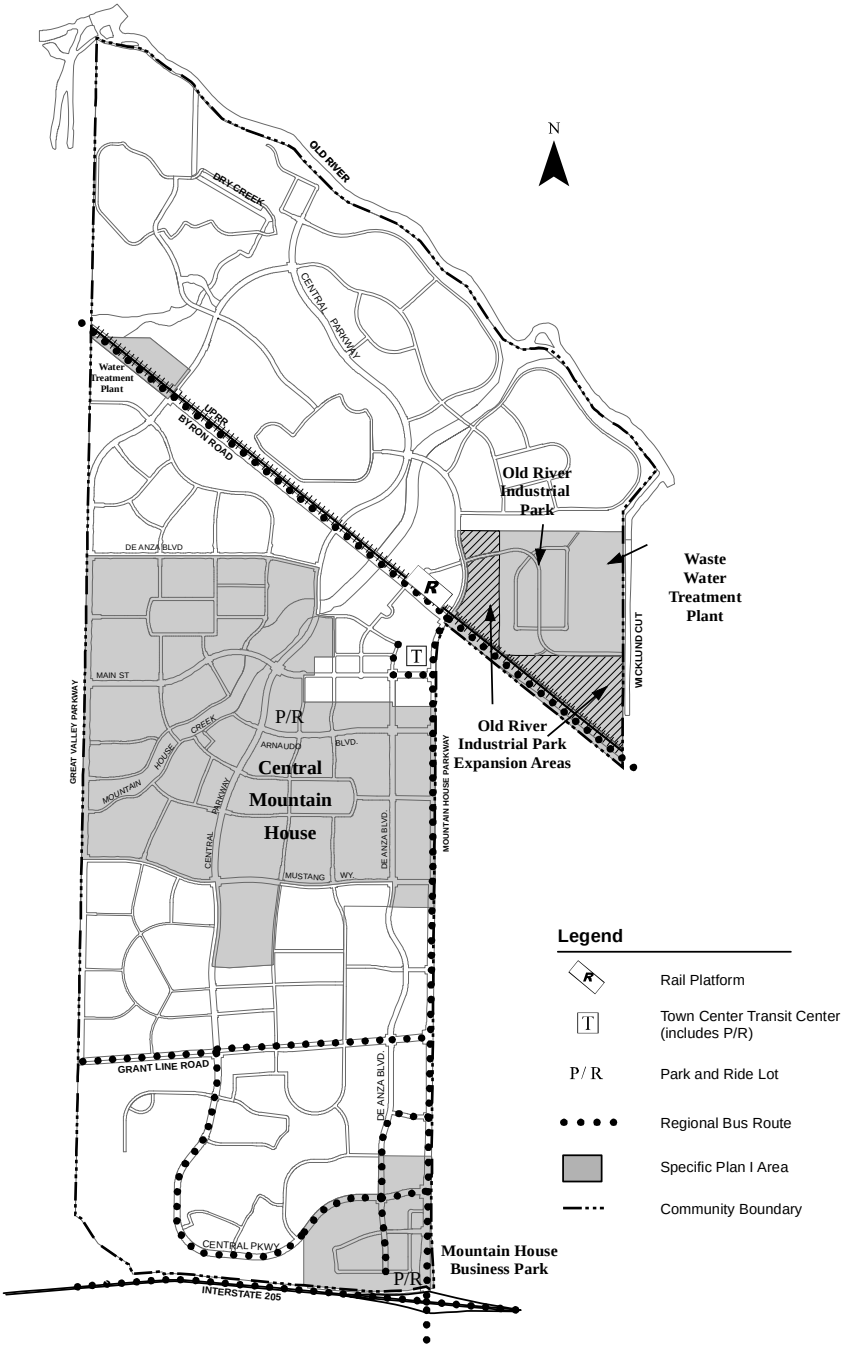


FIGURE 9.2 – REGIONAL BUS ROUTES AND FACILITIES

PROPOSED

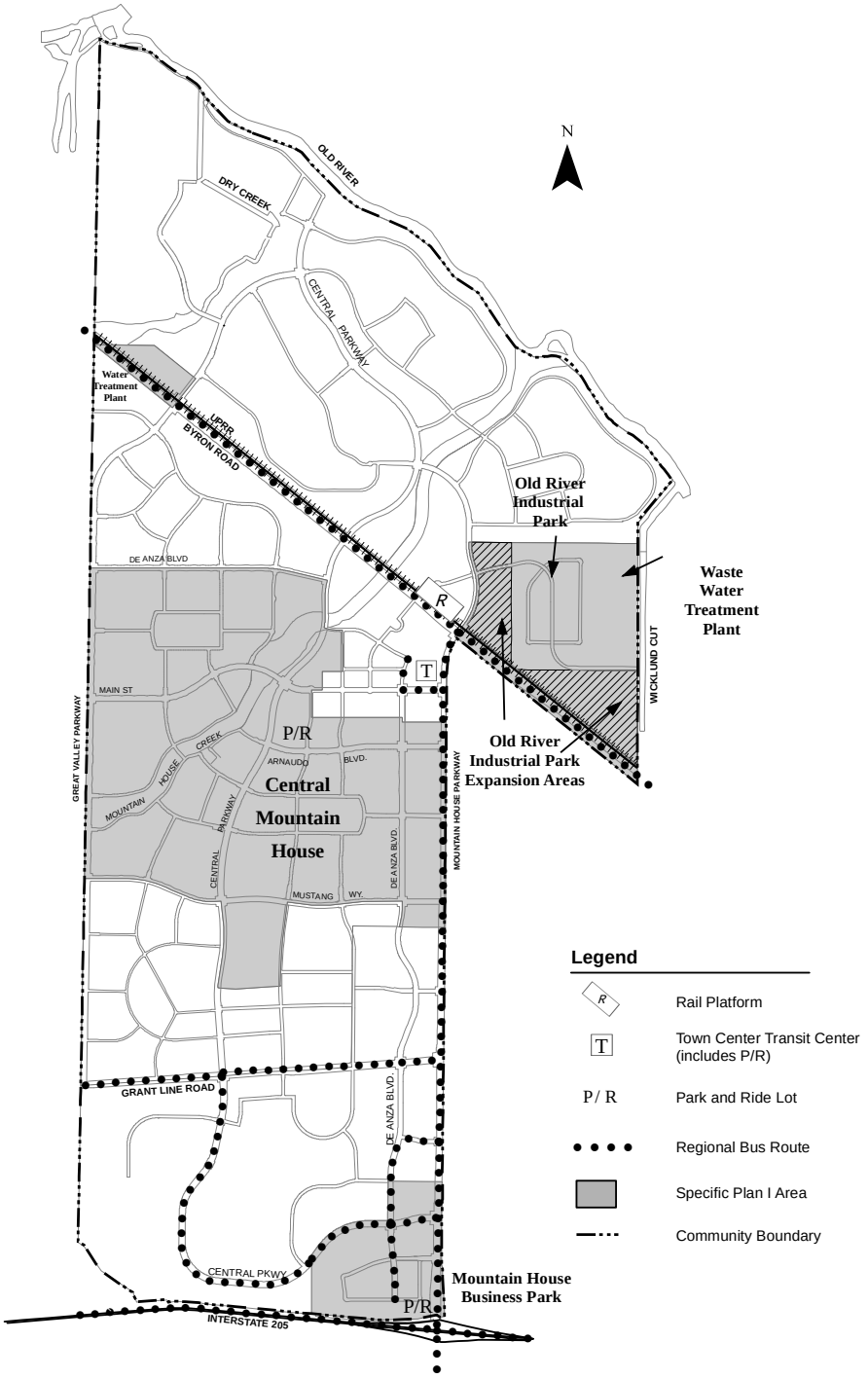


FIGURE 9.2 – REGIONAL BUS ROUTES AND FACILITIES

EXISTING

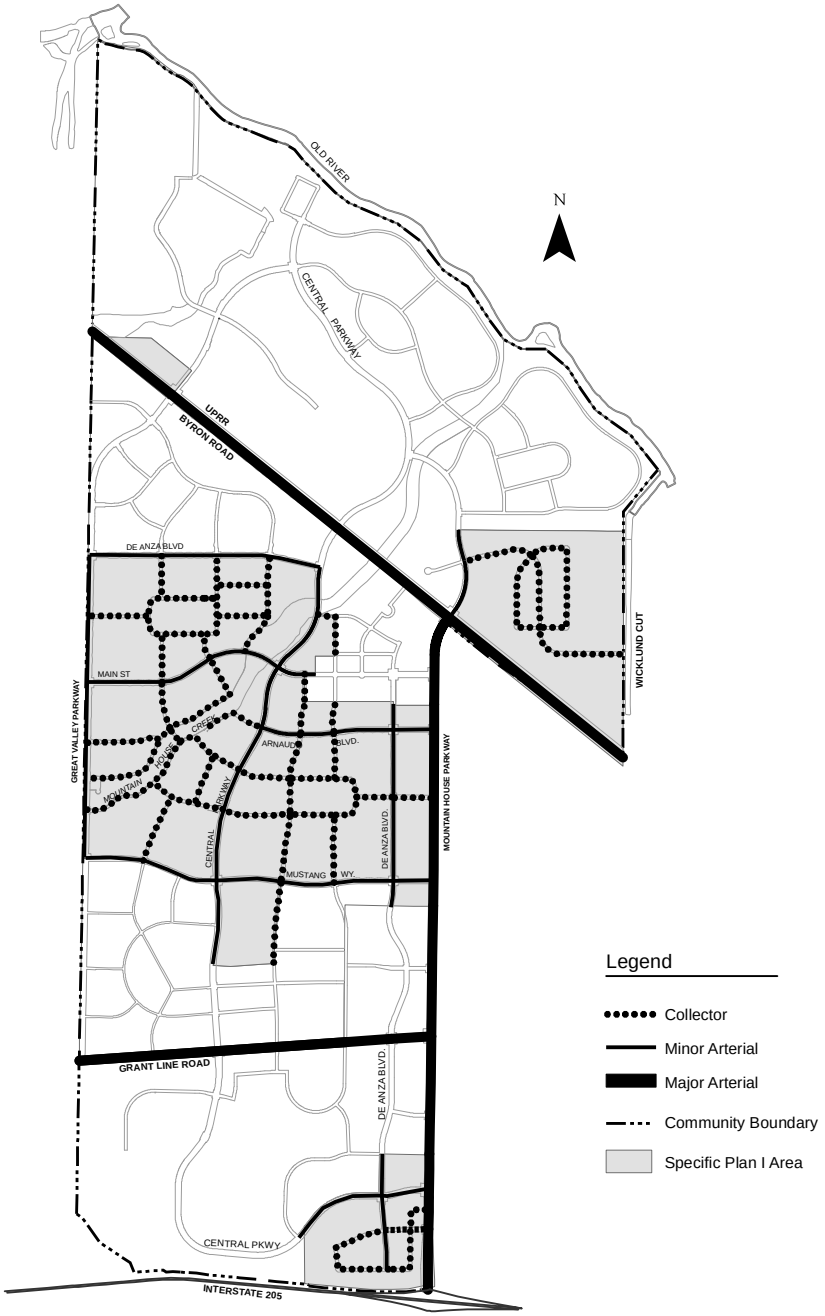


FIGURE 9.3 – SPECIFIC PLAN ROAD CLASSIFICATION DIAGRAM

PROPOSED

FIGURE 9.3 – SPECIFIC PLAN ROAD CLASSIFICATION DIAGRAM

EXHIBIT 3

SPECIFIC PLAN II AMENDMENTS

A. TEXT AMENDMENTS

B. MAP FIGURE AMENDMENTS

C. TABLE AMENDMENTS

EXHIBIT 3

SPECIFIC PLAN II AMENDMENTS

A. TEXT AMENDMENTS

EXISTING

Section 2.1.1 - Master Plan Land Use (concerning 'Neighborhood Structure' and 'Commercial Land Uses')

Neighborhood Structure

The Master Plan proposes that Mountain House be developed with a neighborhood structure that permits easy access to schools, open space, commercial services, and transit. Residential development is contained in 12 neighborhoods, including 10 family neighborhoods and two active adult neighborhoods. Each of the 10 family neighborhoods contains a Neighborhood Center that includes a K-8 school, a neighborhood park, a neighborhood commercial area, and a transit stop. Each neighborhood is sized to provide convenient walking access to the neighborhood facilities, with the majority of residential units will be located within one-half mile of a Neighborhood Center. Each neighborhood is also to include a mix of residential housing types for residents with a variety of income levels, providing diversity and choice for residents.

The majority of neighborhoods are separated by Arterial streets with only Local or Collector streets occurring within the neighborhood. Neighborhood boundaries also delineate the attendance boundaries K-8 schools, thereby minimizing the need to cross Arterial streets to gain access to the school serving that neighborhood. Each family neighborhood supports one K-8 school and includes a mix of residential housing types. Higher density housing is concentrated within and near the Town Center and near commercial centers, transit facilities, and open space amenities such as the Mountain House Creek corridor. Lower density housing is generally located near the western edge of the community closer to agricultural areas or in areas of existing residential development and away from the Town Center, commercial uses and Central Parkway. Within neighborhoods, R/M uses are located nearest the Town Center, Central Parkway, and Village Commercial Centers, as applicable. Lower density R/L uses are located nearest the western community boundary, Old River and the golf course.

Commercial Land Uses

The Master Plan proposes a variety of commercial areas with a full range of commercial uses to serve the residents of the community, thereby minimizing the need for shopping trips outside the community.

Neighborhood Commercial uses are centrally located on a Collector roadway within each of the neighborhoods, close to the neighborhood park and school or, in the case of Neighborhoods I and J, at the Recreation Center. One "Central Commercial Center" and three community commercial "village" shopping centers of 15-20 acres each (Village Centers) will provide multiple neighborhoods with daily and weekly shopping needs. The three Village Centers are located to evenly serve the 12 residential neighborhoods, each Center serving approximately 5,000 homes and providing a location for a major anchor grocery store, drugstore and supporting small stores, services, offices and recreation uses. Mixed use development at the Old River Center will provide for a diverse commercial/residential/recreational development at the terminus of Central Parkway. General Commercial areas offer specialized commercial establishments such as home supplies, building supplies, or other establishments.

Freeway Service Commercial uses are proposed for development within the Specific Plan III area, south of Grant Line Road.

PROPOSED

Section 2.1.1 - Master Plan Land Use (concerning 'Neighborhood Structure' and 'Commercial Land Uses')

Neighborhood Structure

The Master Plan proposes that Mountain House be developed with a neighborhood structure that permits easy access to schools, open space, commercial services, and transit. Residential development is contained in 12 neighborhoods, including ~~10~~ nine family neighborhoods, two mixed active adult and family neighborhoods (Neighborhood J and Neighborhood K), and ~~two~~ one active adult neighborhood~~s~~ (Neighborhood I). Each of the ~~10~~ nine family neighborhoods, and the Neighborhood K mixed active adult and family neighborhood, contains a Neighborhood Center that includes a K-8 school, a ~~n~~Neighborhood ~~p~~Park, a ~~n~~Neighborhood ~~c~~Commercial area, and a transit stop. The Neighborhood J mixed active adult and family neighborhood does not contain a Neighborhood Center but will feature one component of a Neighborhood Center, a Neighborhood Park located on the east side of Neighborhood J. Each neighborhood is sized to provide convenient walking access to the neighborhood facilities, with the majority of residential units will be located within one-half mile of a Neighborhood Center. Each neighborhood is also to include a mix of residential housing types for residents with a variety of income levels, providing diversity and choice for residents.

The majority of neighborhoods are separated by Arterial streets with only Local or Collector streets occurring within the neighborhood. Generally, ~~N~~neighborhood boundaries also delineate the attendance boundaries K-8 schools, thereby minimizing the need to cross Arterial streets to gain access to the school serving that neighborhood. Each family neighborhood, and the Neighborhood K mixed active adult and family neighborhood, supports one K-8 school and includes a mix of residential housing types. The K-8 school in Neighborhood K will also serve the area designated for families in the Neighborhood J mixed active adult and family neighborhood. Higher density housing is concentrated within and near the Town Center and near commercial centers, transit facilities, and open space amenities such as the Mountain House Creek corridor. Lower density housing is generally located near the western edge of the community closer to agricultural areas or in areas of existing residential development and away from the Town Center, commercial uses and Central Parkway. Within neighborhoods, R/M uses are located nearest the Town Center, Central Parkway, and Village Commercial Centers, as applicable. Lower density R/L uses are located nearest the western community boundary, Old River, and the ~~golf course~~ nature preserves of Neighborhoods I and J.

Commercial Land Uses

The Master Plan proposes a variety of commercial areas with a full range of commercial uses to serve the residents of the community, thereby minimizing the need for shopping trips outside the community.

Neighborhood Commercial uses are centrally located on a Collector roadway within each of the nine family neighborhoods and the Neighborhood K mixed active adult and family neighborhood, close to the ~~n~~Neighborhood ~~p~~Park and school ~~or, in the case of Neighborhoods I and J, at the Recreation Center~~. The Neighborhood Commercial area of Neighborhood K will also serve the Neighborhood Commercial needs of Neighborhood J.

One "Central Commercial Center" and three ~~c~~Community ~~c~~Commercial "village" shopping centers of ~~15-20~~ 10-20 acres each (Village Centers) will provide multiple neighborhoods with daily and weekly shopping needs. The three Village Centers are located to evenly serve the 12 residential neighborhoods, with each Village Center serving approximately 5,000 homes and providing a location for a major anchor grocery store, drugstore and supporting small stores, services, offices and recreation uses.

Mixed use development at the Old River Center will provide for a diverse commercial/residential/recreational development at the terminus of Central Parkway. General Commercial areas offer specialized commercial establishments such as home supplies, building supplies, or other establishments.

Commercial Recreation development in Neighborhoods I and J will provide areas for commercial/public recreationally-oriented activities and supportive, associated facilities. In the Neighborhood I active adult neighborhood, the area designated for Commercial Recreation will provide sites for a clubhouse, Recreation Center, restaurant, and other supportive commercial uses that will also be available and accessible to the active adult residents of the Neighborhood J mixed active adult and family neighborhood.

Freeway Service Commercial uses are proposed for development within the Specific Plan III area, south of Grant Line Road.

EXISTING

Section 2.1.2 - Master Plan Goals and Objectives (concerning 'Community Character' only)

Community Character

Create attractive and diverse environments for living, working and playing.

- To develop two age-restricted neighborhoods and 10 pedestrian-oriented residential family neighborhoods, each organized around Neighborhood Centers consisting of K-8 schools, parks, neighborhood commercial, or other neighborhood serving facilities.
- To develop three Village Centers that will provide shopping centers, transit, and other services with easy access from the 12 residential neighborhoods
- To develop the mixed use Town Center as an urban center for community activities that will support high-density retail, civic, and office and residential development.
- To use roadway landscaping as a primary method of establishing community character and of distinguishing between neighborhoods.
- To establish neighborhood and community parks, and support regional recreation for Mountain House residents.
- To contribute to regional recreation needs by creating one or more golf course(s) and providing public access to the Delta waterways through a linear park on Old River.

Provide for a pedestrian-oriented character within and between residential neighborhoods, village commercial centers, and the Town Center.

- To locate a Neighborhood Center within 2,000 feet of every residential unit in each of the 10 family neighborhoods.
- To locate neighborhood parks of approximately five acres adjacent to schools for joint use of park and school facilities.
- To utilize an interconnected network of relatively small-scale streets within neighborhoods in order to create a pleasant and safe street environment for pedestrian use.
- To orient important public buildings and land uses, including neighborhood commercial and appropriate buildings or building facades within Village Centers, toward the street.
- To connect the Town Center to the linear park and bikeway systems and provide pedestrian amenities within the Town Center.
- To design neighborhoods, village commercial centers and the Town Center to facilitate transit and bicycle use.
- To optimize the ability of residences to use solar energy through layout of residential streets.

PROPOSED

Section 2.1.2 - Master Plan Goals and Objectives (concerning 'Community Character' only)

Community Character

Create attractive and diverse environments for living, working and playing.

- To develop ~~two age-restricted neighborhoods and 10~~ nine pedestrian-oriented residential family neighborhoods, each organized around a Neighborhood Center~~s~~ consisting of a K-8 school~~s~~, a Neighborhood ~~p~~Park~~s~~, and a ~~n~~Neighborhood ~~c~~Commercial area ~~or other neighborhood serving facilities~~; two pedestrian-oriented mixed active adult and family neighborhoods (Neighborhood J and Neighborhood K); and one pedestrian-oriented active adult neighborhood (Neighborhood I)~~.~~;
- To develop three Village Centers that will provide shopping centers, transit, and other services with easy access from the 12 residential neighborhoods~~.~~;
- To develop the mixed use Town Center as an urban center for community activities that will support high-density retail, civic, and office and residential development~~.~~;
- To use roadway landscaping as a primary method of establishing community character and of distinguishing between neighborhoods~~.~~;
- To establish ~~n~~Neighborhood and ~~c~~Community parks, and support regional recreation for Mountain House residents~~.~~;
- To ~~contribute to~~ develop ~~regional~~ recreation needs unique and specific to Mountain House by creating ~~one or more golf course(s)~~ two linked nature preserves, one in Neighborhood I and one in Neighborhood J~~.~~; and
- To ~~providing~~ provide public access to the Delta waterways through a linear park ~~on~~ within Old River Regional Park.

Provide for a pedestrian-oriented character within and between residential neighborhoods, village commercial centers, and the Town Center.

- To locate a Neighborhood Center within 2,000 feet of every residential unit in each of the ~~10~~ nine family neighborhoods and in the Neighborhood K mixed active adult and family neighborhood~~.~~;
- To locate ~~n~~Neighborhood ~~p~~Parks of approximately five acres adjacent to schools for joint use of park and school facilities~~.~~;
- To utilize an interconnected network of relatively small-scale streets within neighborhoods in order to create a pleasant and safe street environment for pedestrian use~~.~~;
- To orient important public buildings and land uses, including neighborhood commercial and appropriate buildings or building facades within Village Centers, toward the street~~.~~;
- To connect the Town Center to the linear park and bikeway systems and provide pedestrian amenities within the Town Center~~.~~;
- To design neighborhoods, village commercial centers and the Town Center to facilitate transit and bicycle use~~.~~; and
- To optimize the ability of residences to use solar energy through layout of residential streets.

EXISTING

Section 2.2.1 – SPII Land Use

Specific Plan II provides development plans, zoning, and phased infrastructure for 2,300 acres, or 48%, of Mountain House. South of Byron Road, the plan proposes the Town Center and three family neighborhoods contiguous to the Specific Plan I Area. North of Byron Road, the plan proposes two age-restricted neighborhoods and two family neighborhoods. Open space elements include linear parks along the Old River and creek, a golf course, and active sports parks. These uses will develop on a phased basis, with housing and jobs served by schools, parks, commercial services, and infrastructure as they are built. With SPII, all Mountain House areas north of Grant Line Road will be zoned as part of a specific plan.

SPII land uses are designated in Figure 3.1 and Figures 3.4 to 3.7, and summarized in Table 3.1: SPII Land Use Summary. The project will include:

- Five family-oriented neighborhoods with K-8 schools, neighborhood parks, and retail services
- Two age-restricted neighborhoods with a championship18-hole golf course, golf clubhouse and recreation center
- Industrial, office and commercial employment uses
- Mixed-use Town Center with major shopping, recreation, and higher density housing
- Regional, community and neighborhood parks
- A detention/open space system serving flood control and water quality purposes
- Landscaped roadways to interconnect the community
- Extensions of bicycle/pedestrian trails
- Extension of all required infrastructure and utilities.

PROPOSED

Section 2.2.1 – SPII Land Use

Specific Plan II provides development plans, zoning, and phased infrastructure for 2,300 acres, or 48%, of Mountain House. South of Byron Road, the plan proposes the Town Center and three family neighborhoods ,Neighborhood C, Neighborhood D, and Neighborhood H, contiguous to the Specific Plan I Area. North of Byron Road, the plan proposes ~~two age-restricted neighborhoods and two family neighborhoods~~ one family neighborhood, Neighborhood L; two mixed active adult and family neighborhoods ,Neighborhood J and Neighborhood K; and one active adult neighborhood, Neighborhood I ~~and two family neighborhoods~~. Open space elements include linear parks along the Old River ~~and creek~~ Regional Park and the Mountain House Creek Community Park; ~~a golf course~~, ~~and~~ active sports parks, consisting of a Neighborhood Park in each Neighborhood, and the Town Center Community Park; and Commercial Recreation areas in Neighborhoods I & J.

Two linked nature preserves, one in Neighborhood I and one in Neighborhood J, comprise the majority of the area of the Commercial Recreation areas. In addition to the nature preserve in Neighborhood I, the Commercial Recreation area includes sites for a clubhouse, restaurant, and a Recreation Center for the neighborhood that will also serve the active adult residents of Neighborhoods J and K ~~residents~~. Although the Commercial Recreation area in Neighborhood J will be dominated by the nature preserve, there will also be parks, or a series of parks placed throughout the Commercial Recreation area. In Neighborhood J, the Commercial Recreation area includes several lakes associated with the nature preserve, and supportive, associated recreational uses. These uses will develop on a phased basis, with housing and jobs served by schools, parks, commercial services, and infrastructure as they are built. With SPII, all Mountain House areas north of Grant Line Road will be zoned as part of ~~a~~ the specific plan. SPII land uses are designated in Figure 3.1 and Figures 3.4 to 3.7, and summarized in Table 3.1: SPII Land Use Summary, and in Table 3.2: SPII Land Use by Neighborhood.

In addition to the above, t~~T~~he project will include the following:

- A K-8 school, a Neighborhood Park, and a Neighborhood Commercial area in each of the four ~~Five~~ family-oriented neighborhoods ~~with K-8 schools, nNeighborhood Parks, and retail services;~~
- A K-8 school, a Neighborhood Park, and a Neighborhood Commerical area in the Neighborhood K mixed active adult and family neighborhood;
- A Neighborhood Park located on the east side of the Neighborhood J mixed active adult and family neighborhood;
- Two age-restricted neighborhoods , with a championship18-hole golf course, golf clubhouse and recreation center;
- Industrial, office and commercial employment uses;
- Mixed-use Town Center with major shopping, recreation, and higher density housing;
- Regional Park, Community Parks, and Neighborhood Parks;
- A detention/open space system serving flood control and water quality purposes;
- Landscaped roadways to interconnect the community;
- Extensions of bicycle/pedestrian trails; and
- Extension of all required infrastructure and utilities.

EXISTING

Section 2.2.2 – SPII Overall Goals and Objectives

SPII will implement the Master Plan's goals and objectives, as follows.

Overall Goals and Objectives: SPII will meet the requirements of the Master Plan for housing diversity, growth boundaries, orderly development, and non-vehicular modes of transportation.

Community Character*:* SPII will create diverse environments based on the neighborhood structure established by the Master Plan. It will include three mixed-use "Village Centers" and a mixed-use Town Center (see Chapter Four, Sections 4.4 and 4.5).
SPII will provide roadway landscaping, parks, regional recreation, and access to Old River (see Chapter Seven, Section 7.2).

SPII will provide a pedestrian-oriented character by locating Neighborhood Centers (or, in the case of age-restricted neighborhoods, a Golf Club and a Recreational Center), providing adjacent parks and small-scale streets, orienting public uses toward streets, connecting the Town Center to open space, and facilitating transit and bicycle use (see Chapters Three and Four).

Land Use: SPII will establish a balance of housing, employment, provide a range of services, and allow for diverse housing and commercial areas. It will provide for the needs of residents within walking distance and create opportunities for employment (see Chapter Three).
SPII will develop in an orderly manner and incorporate buffers and the western and eastern boundaries (see Chapter Four, Section 4.3).

Housing: SPII will provide a range of housing by establishing neighborhoods with differing characters and levels of amenities. Each neighborhood will include a variety of housing densities. Multi-family housing will occur adjacent to the creek and near mixed-use centers (see Figure 3.1: SPII Land Use Summary and Figure 3.2: SPII Zoning).

Economic Development: SPII will contribute to the community's positive economic impact on the County by complying with public service provisions, providing efficient phasing, offering locations for employment uses with arterial and neighborhood access, and allowing for efficient community operations (see Chapters Three, Four, and Six).

Circulation: SPII will provide a safe and efficient multi-modal circulation system that minimizes high-speed vehicular traffic through neighborhoods and links neighborhoods to public, job, school, and other destinations (see Chapter Three and Nine).

PROPOSED

Section 2.2.2 – SPII Overall Goals and Objectives

SPII will implement the Master Plan's goals and objectives, as follows.

Overall Goals and Objectives: SPII will meet the requirements of the Master Plan for housing diversity, growth boundaries, orderly development, and non-vehicular modes of transportation.

Community Character*:* SPII will create diverse environments based on the neighborhood structure established by the Master Plan. It will include ~~three~~ two ~~mixed-use~~ "Village Centers", ~~and~~ a mixed-use Town Center (see Chapter Four, Sections 4.4 and 4.5), and a small mixed use commercial area located at the northwest corner of Neighborhood K.

SPII will provide roadway landscaping, parks, regional recreation, and access to Old River (see Chapter Seven, Section 7.2).

SPII will provide a pedestrian-oriented character by ~~locating~~ providing Neighborhood Centers (four within the family neighborhoods of Neighborhoods C, D, H, and L, and one within the mixed active adult and family neighborhood of Neighborhood K), ~~(or, in the case of age-restricted neighborhoods~~, a ~~Golf Club~~ clubhouse and a Recreational Center (in the active adult neighborhood of Neighborhood I), ~~providing~~ two linked nature preserves (one in Neighborhood I and one in Neighborhood J), Neighborhood Parks and Community Parks, ~~adjacent parks~~ and small-scale streets, and by orienting public uses toward streets, connecting the Town Center to open space, and facilitating transit and bicycle use (see Chapters Three and Four).

Land Use: SPII will establish a balance of housing, employment, provide a range of services, and allow for diverse housing and commercial areas. It will provide for the needs of residents within walking distance and create opportunities for employment (see Chapter Three).
SPII will develop in an orderly manner and incorporate buffers and the western and eastern boundaries (see Chapter Four, Section 4.3).

Housing: SPII will provide a range of housing by establishing neighborhoods with differing characters and levels of amenities. Each neighborhood will include a variety of housing densities. Multi-family housing will occur adjacent to the creek and near mixed-use centers (see Figure 3.1: SPII Land Use Summary and Figure 3.2: SPII Zoning).

Economic Development: SPII will contribute to the community's positive economic impact on the County by complying with public service provisions, providing efficient phasing, offering locations for employment uses with arterial and neighborhood access, and allowing for efficient community operations (see Chapters Three, Four, and Six).

Circulation: SPII will provide a safe and efficient multi-modal circulation system that minimizes high-speed vehicular traffic through neighborhoods and links neighborhoods to public, job, school, and other destinations (see Chapter Three and Nine).

EXISTING

Section 3.2 – Land Use Plan and Program (concerning SPII Implementation Measure 4, 'Mixed Use Area', only):

SPII Implementation Measures

4. Mixed Use Area. The mixed use area within Town Center shall be implemented through the County's Mixed Use (M-X) zone as defined by the County's Development Title, including:

a. Chapter 9-700M, Other Zones: Organization and Intent

b. Chapter 9-705M, Other Zones: Use Regulations

c. Chapter 9-710M, Other Zones: Lot and Stucture Regulations

PROPOSED

Section 3.2 – Land Use Plan and Program (concerning SPII Implementation Measure 4, 'Mixed Use Area', only):

SPII Implementation Measures

4. Mixed Use Areas. The mixed use areas within the Town Center and the Old River Center shall be implemented through the County's Mixed Use (M-X) zone as defined by the County's Mountain House Development Title, including:

a. Chapter 9-700M, Other Zones: Organization and Intent;

b. Chapter 9-705M, Other Zones: Use Regulations; and

c. Chapter 9-710M, Other Zones: Lot and Stucture.

EXISTING

Section 3.3.8 – Senior Housing (concerning 'Plan Description' and 'SPII Implementation Measures' only)

Plan Description

Consistent with the Master Plan, SPII proposes two Senior Housing sites within Neighborhood H: a five-acre RH site and an 11.4-acre RMH site. These sites offer the opportunity for assisted living or similar types of senior housing that may be efficiently provided in higher density, attached housing products.

Neighborhoods I and J will be developed as age-restricted communities where at least one member of the household is 55 years old or older, and no school age children are allowed to reside in the homes. In addition to the neighborhood parks planned for all Mountain House neighborhoods, the age-restricted neighborhoods will incorporate amenities such as an 18-hole golf course, golf clubhouse, greenways, and recreation center. The age-restricted neighborhoods will be developed with detached single-family homes and attached units. These neighborhoods are reserved inclusively for active adults and are not intended to substitute for the senior housing sites planned for Neighborhood H.

SPII Implementation Measures

1. Senior Housing Sites Reserved. The R/H and R/MH sites indicated for Senior Housing by the Land Use Plan shall be developed primarily as Senior Housing, unless the need for such housing is determined not to exist by the time Neighborhoods I and J are built-out.
2. R/L R/M areas within Neighborhoods I and J shall be developed as age restricted housing for active seniors. Restrictions shall be imposed on these areas which specifically prohibit school age persons from living in these residential units.

PROPOSED

Section 3.3.8 – Senior Housing (concerning 'Plan Description' and 'SPII Implementation Measures' only)

Plan Description

Consistent with the Master Plan, SPII proposes two Senior Housing sites within Neighborhood H: a five-acre R~~-~~H site and an 11.4-acre R-MH site. These sites offer the opportunity for assisted living or similar types of senior housing that may be efficiently provided in higher density, attached housing products.

Neighborhood~~s~~ I ~~and J~~ will be developed as ~~age-restricted communities~~ an active adult community where at least one member of the household is 55 years old or older, and no school age children are allowed to reside in the homes. In addition to the ~~n~~Neighborhood ~~p~~Parks planned for all Mountain House neighborhoods, the ~~age-restricted~~ Neighborhood I active adult neighborhood~~s~~ will incorporate amenities such as ~~an 18-hole golf course, golf~~ a nature preserve, clubhouse, ~~greenways,~~ restaurant, and ~~r~~Recreation ~~c~~Center. The ~~age-restricted~~ Neighborhood I active adult neighborhood~~s~~ will be developed with detached single-family homes and attached units.

Neighborhoods J and K will be developed as mixed active adult and family neighborhoods. This means that within each of these neighborhoods, there will be an area set aside for active adults where, as in Neighborhood I, at least one member of the household is 55 years or older, and no school age children are allowed to reside in the homes.

These neighborhoods, the Neighborhood I active adult neighborhood, and the active adult areas of Neighborhoods J and K, are ~~reserved inclusively for active adults and are~~ not intended to substitute for the senior housing sites planned for Neighborhood H.

SPII Implementation Measures

1. Senior Housing Sites Reserved. The ~~R/H~~ R-H and ~~R/MH~~ R-MH sites indicated for Senior Housing by the Land Use Plan shall be developed primarily as Senior Housing, unless the need for such housing is determined not to exist by the time the Neighborhood~~s~~ I active adult neighborhood ~~and J are~~ is built-out.
2. ~~R/L R/M~~ R-L and R-M areas within Neighborhood~~s~~ I ~~and J~~, and the R-L areas within the active adult portions of Neighborhoods J and K, shall be developed as age restricted housing for active seniors. Restrictions shall be imposed on these areas ~~which~~ that specifically prohibit school age persons from living in the~~se~~ residential units constructed in these zones.
3. R-MH areas within Neighborhood I, and the R-MH area within Neighborhood J, shall be developed as age restricted housing for active seniors. Restrictions shall be imposed on these areas that specifically prohibit school age persons from living in the residential units constructed in these zones.

EXISTING

Section 4.2.5 – Walls and Fences (concerning 'Master Plan Summary' only):

Master Plan Summary

The Master lan states that walls and fences are to be located and designed to assist in establishing the character of the community. Specific Plans will address the design of community and neighborhood walls, privacy fences, and open fences.

Community walls that are located along all R/L, R/VL, and R/M uses abutting Arterial streets, except for Arterial streets where homes are served by rear alleys, should blend into the overall landscape and not become dominant visual elements. Long continuous lengths of community wall/sound wall are to be avoided.

View (open) fences are generally required for land uses abutting Mountain House Creek corridor and the Old River Regional Park except for single family residential, where they are encouraged but not required. View fencing should utilize a common design for each corridor or open space area. Fencing around neighborhood parks is to be compatible with that of the neighborhood school site.

PROPOSED

Section 4.2.5 – Walls and Fences (concerning 'Master Plan Summary' only):

Master Plan Summary

The Master lan states that walls and fences are to be located and designed to assist in establishing the character of the community. Specific Plans will address the design of community and neighborhood walls, privacy fences, and open fences.

Community walls that are located along all R/L, R/VL, and R/M uses abutting Arterial streets, except for Arterial streets where homes are served by rear alleys, should blend into the overall landscape and not become dominant visual elements. Long continuous lengths of community wall/sound wall are to be avoided.

View (open) fences are generally required for land uses abutting the Mountain House Creek Community Park corridor, ~~and the~~ Old River Regional Park, the nature preserves in Neighborhoods I and J, and the trail along the Union Pacific Railroad right-of-way in Neighborhood J ~~except for single family residential, where they are encouraged but not required~~. View fencing should utilize a common design for each corridor or open space area. Fencing around neighborhood parks is to be compatible with that of the neighborhood school site.

EXISTING

Section 4.3.2 – Entries and Intersections

Master Plan Summary

Entries form another primary component of the Mountain House landscape environment. Community entries and neighborhood entries reinforce the overall community character while distinguishing individual neighborhoods as unique places.

The Master Plan requires special treatment of community entries, arterial intersections, and neighborhood entries. These treatments are described and implemented in Specific Plan II and through the MHCSD Design Manual.

Plan Description

Figure 4.2 SPII Entries and Intersections indicates the location of community entries, neighborhood entries, and arterial intersections with the SPII Area. These include:

- Community Entries at the intersections of Byron Road/Great Valley, Byron Road/Mountain House Parkway, Main Street/Mountain House Parkway, and Grant Line Road/Great Valley Parkway.
- Neighborhood Entries at entry points to neighborhoods, generally at Collector intersections with Arterials.
- Arterial Intersections at Grant Line Road/Central Parkway, Mascot Boulevard/Central Parkway, Mascot Boulevard/Great Valley Parkway, Central Parkway/De Anza Boulevard, Great Valley Parkway/Central Parkway, and Central Parkway/Mountain House Parkway.
- A Town Center "urban" arterial intersection at Main Street/De Anza Boulevard (see Figure 4.14: Main Street Concept).
-

SPII Implementation Measures

1. MHCSD Entry Requirements. All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Design Manual, as amended (Chapter Nine: Entries).
2. MHCSD Design Manual. The MHCSD Design Manual, Chapter Nine: Entries, shall be amended to be consistent with the Master Plan (deletion of the community gateway at Byron Road/County Line).

PROPOSED

Section 4.3.2 – Entries and Intersections

Master Plan Summary

Entries form another primary component of the Mountain House landscape environment. Community entries and neighborhood entries reinforce the overall community character while distinguishing individual neighborhoods as unique places.

The Master Plan requires special treatment of community gateways, community entries, arterial intersections, and neighborhood entries. These treatments are described and implemented in Specific Plan II and through the MHCSD Design Manual.

Plan Description

Figure 4.2 SPII Entries and Intersections indicates the location of community gateways, community entries, neighborhood entries, and arterial intersections within the SPII ~~A~~area. These include:

- Community Gateway at Byron Road and the western community edge;
- Community Entries at the intersections of Byron Road/Great Valley Parkway, Byron Road/Mountain House Parkway, Main Street/Mountain House Parkway, and Grant Line Road/Great Valley Parkway~~.~~;
- Neighborhood Entries at entry points to neighborhoods, generally at Collector intersections with Arterials~~.~~;
- Arterial Intersections at Grant Line Road/Central Parkway, ~~Mascot Boulevard~~ Mustang Way/Central Parkway, ~~Mascot Boulevard~~ Mustang Way /Great Valley Parkway, Central Parkway/De Anza Boulevard, Great Valley Parkway/Central Parkway, and Central Parkway/Mountain House Parkway~~.~~; and
- A Town Center "urban" arterial intersection at Main Street/De Anza Boulevard (see Figure 4.14: Main Street Concept).

SPII Implementation Measures

1. MHCSD Entry Requirements. All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Design Manual, as amended (Chapter Nine: Entries).

2 MHCSD Design Manual. The MHCSD Design Manual, Chapter Nine: Entries, shall be amended to be consistent with the Master Plan ~~(deletion of the community gateway at Byron Road/County Line)~~.

EXISTING

Section 4.3.3 – Neighborhood Design (concerning 'Plan Description' only)

Plan Description

Neighborhood Concepts

Figures 3.1 and 3.4 through 3.7 depict the land use configurations of SPII neighborhoods. Figures 4.3 to 4.6 show the layout of local streets, lots, and neighborhood focal points for the seven SPII neighborhoods and the Town Center. The neighborhoods may be generally described as follows:

- Neighborhood C: This neighborhood is bounded by Great Valley Parkway, Mascot Boulevard, Central Parkway, and Grant Line Road. Consistent with the Master Plan, the intensity of land uses decreases from the higher density housing along Central Parkway to lower densities along the west. A semi-circular Collector street bounds the edges of the neighborhood center located in the middle of the site and orients circulation toward the high school and Neighborhood D Village Center located across Central Parkway.

- Neighborhood D: In addition to a variety of residential uses, Neighborhood D includes the high school and the Village Center at Grant Line Road and Central Parkway (see Section 4.5: Community Commercial Focus Areas). In order to achieve adequate population for the K-8 school, this neighborhood contains a higher percentage of medium density housing than other SPII neighborhoods. Most of the eastern portion of this neighborhood, adjacent to De Anza Boulevard, will be developed as part of Specific Plan III.

- Neighborhood H: This neighborhood is bounded by Great Valley Parkway/County line, Byron Road, Mountain House Creek, and De Anza Boulevard. The neighborhood center occupies the middle of the site, surrounded by residential uses that lessen in intensity from east to west. The easternmost portion, adjacent to Mountain House Creek, will be developed with higher density housing including two sites targeted for seniors. On the west edge are parcels designated for general and community commercial use. A curving Collector street runs east-west through the neighborhood and links these various areas.

- Neighborhoods I and J: These neighborhoods are considered together because they share a common design and market intent. Both will be developed as age-restricted communities with single family and attached housing surrounding an 18-hole golf course. A golf clubhouse and recreation center will provide a focal point of activity along Great Valley Parkway. In addition to the championship, Par 72 golf course, these neighborhoods include neighborhood parks tailored to older citizens as well as paseos or greenways connecting through the residential subdivision to parks and recreation center. A trail corridor adjacent to the unloaded collector street (i.e., that street without driveway access) connecting the I and J neighborhoods provides an extension of this linear pedestrian system.

- Neighborhood K: This neighborhood includes a full range of residential densities (R-VL to R-H) as well as a Village Center located at the junction of Central Parkway and Mountain House Creek and the mixed use Old River Center. Old River Regional Park, Mountain House Creek Community Park, and the lake system and its associated trails provide extensive recreational opportunities and pedestrian/bicycle links.

- Neighborhood L: This neighborhood includes diverse residential densities (R-L to R-H) and, like Neighborhood K, benefits from immediate access to Old River Regional Park, Mountain House Creek Community Park, and the lake/trail system. In addition, the North Community Park is located in the southwest corner. Neighborhood L also contains a small Village Center with commercial and light industrial uses and a future rail station.SPII will implement the Master Plan's goals and objectives, as follows.

PROPOSED

Section 4.3.3 – Neighborhood Design (concerning 'Plan Description' only)

Plan Description

Neighborhood Concepts

Figures 3.1 and 3.4 through 3.7 depict the land use configurations of SPII neighborhoods. Figures 4.3 to 4.6 show the layout of local streets, lots, and neighborhood focal points for the seven SPII neighborhoods and the Town Center. The neighborhoods may be generally described as follows:

- Neighborhood C: This neighborhood is bounded by Great Valley Parkway, Mascot Boulevard, Central Parkway, and Grant Line Road. Consistent with the Master Plan, the intensity of land uses decreases from the higher density housing along Central Parkway to lower densities along the west. A semi-circular Collector street bounds the edges of the neighborhood center located in the middle of the site and orients circulation toward the high school and Neighborhood D Village Center located across Central Parkway.

- Neighborhood D: In addition to a variety of residential uses, Neighborhood D includes the high school and the Village Center at Grant Line Road and Central Parkway (see Section 4.5: Community Commercial Focus Areas). In order to achieve adequate population for the K-8 school, this neighborhood contains a higher percentage of medium density housing than other SPII neighborhoods. Most of the eastern portion of this neighborhood, adjacent to De Anza Boulevard, will be developed as part of Specific Plan III.

- Neighborhood H: This neighborhood is bounded by Great Valley Parkway/County line, Byron Road, Mountain House Creek, and De Anza Boulevard. The neighborhood center occupies the middle of the site, surrounded by residential uses that lessen in intensity from east to west. The easternmost portion, adjacent to Mountain House Creek, will be developed with higher density housing including two sites targeted for seniors. On the west edge are parcels designated for general and community commercial use. A curving Collector street runs east-west through the neighborhood and links these various areas.

- Neighborhoods I ~~and J~~: ~~These neighborhoods are considered together because they share a common design and market intent. Both~~ This neighborhood will be developed as ~~age-~~

~~restricted communities~~ an active adult community with single family and attached housing surrounding ~~an 18-hole golf course~~ a nature preserve. A ~~golf~~ clubhouse and ~~r~~Recreation ~~c~~Center will provide a focal point of activity along Great Valley Parkway. In addition ~~to the championship, Par 72 golf course~~, ~~these~~ this neighborhood~~s~~ includes a ~~n~~Neighborhood ~~p~~Park~~s~~ tailored to older citizens as well as paseos or greenways connecting through the residential subdivision to the park~~s~~ and the clubhouse and ~~r~~Recreation ~~c~~Center. A trail corridor within the nature preserve adjacent to the unloaded collector street (i.e., that street without driveway access) ~~connecting the I and J neighborhoods~~ provides an extension of this linear pedestrian system.

- Neighborhoods J and K: These neighborhoods are considered together because they share a common design and market intent. Each of these neighborhoods will be developed as a mixed active adult and family neighborhood. Neighborhood J features a 100-acre nature preserve with man-made lakes. Residential development will consist of predominately single family housing, with some housing developed at an R-MH density. Neighborhood K is organized around a 50-acre lake system and ~~this neighborhood~~ includes a full range of residential densities (~~R-VL~~ R-L to R-H) as well as a Village Center ~~located at the junction of Central Parkway and Mountain House Creek~~ and the ~~m~~Mixed ~~u~~Use Old River Center. Old River Regional Park, Mountain House Creek Community Park, and the lake system and its associated trails provide extensive recreational opportunities and pedestrian/bicycle links.

- Neighborhood L: This neighborhood includes diverse residential densities (R-L to R-H) and, like Neighborhood K, benefits from immediate access to Old River Regional Park, Mountain House Creek Community Park, and the lake/trail system. In addition, the North Community Park is located in the southwest corner. Neighborhood L also contains a small ~~Village Center~~ Community Commercial area, ~~with commercial and~~ a small area for light industrial uses, and a future rail station.

EXISTING

Section 4.5 – Community Commercial Focus Areas (concerning 'Neighborhood K Village Center' only)

Neighborhood K Village Center

The Village Center in Neighborhood K (Figure 4.18) will provide the primary daily shopping services for neighborhoods north of Byron Road. In addition to the commercial uses, the Village Center includes a five-acre worship site, the fire station serving the northern portions of the community, a small high-density housing site, adjacent medium density residential areas, and direct access to the Mountain House Creek Park and lake/open space network. These uses and proximity to open space forms a mixed-use area providing a range of shopping, living and recreational opportunities.

- Uses: The Center is bounded on the southwest by Central Parkway, by open space on the northwest and southeast sides, and by a Collector street on the northeast. The Collector street provides direct access for residents of neighborhoods K and L. Commercial uses are located around the perimeter of the Community Commercial site, with business oriented toward the public streets and open space to the extent feasible. Building adjacencies along the open space to the northwest and to the southwest collector provide opportunities for outdoor plazas and activity areas and street-oriented retail uses, respectively.

- Public Facilities: Public facilities include a site for worship uses, located adjacent to Mountain House Creek Park.

- Access: Primary vehicular access to the Center is from Central Parkway and the collector street on the southeast side. Pedestrian access will be provided from all adjacent streets and from the public walkways along Mountain House Creek and the lake/open space network to the northwest. At least one walkway connection will be provided to the commercial site from the medium density residential areas to the northeast. A pedestrian walkway connection will be provided from Mountain House

Creek to the commercial site, located between the worship site and the high-density residential use.

- Edge Conditions. Site plans shall provide for adequate location and quantity of parking to support a contemporary shopping center; however, building pads shall be sited to maximize the presence of architecture and minimize open expanses of parking on the street edge. Where buildings back onto public streets, designs shall utilize enhanced architecture, landscape, and screening to ensure an attractive edge condition and buffer service areas.

- Service: Service areas for the larger commercial buildings will be provided from the collector street on the northeast side. All service areas will be screened from view with walls and landscaping, in addition to any required landscaping for streets.

- Residential Interface: Residential uses include a small high-density site located between the commercial uses and Mountain House Creek. Medium density residential uses are located across the Collector street to the east. These uses will either side onto the Collector street or face the street with rear alley garage access.

- Landscape, Lighting, and Signage: Roadway landscaping shall be consistent with the requirements of the MHCSD Design Manual. Landscaping, lighting, furnishing and general site layout and improvement requirements shall be consistent with the Trimark Communities, LLC Mountain House Commercial, Office & Industrial Design Manual.

- Village Center Joint-Use Park-n-Ride Lots: As required by the Mountain House TDM Program and Transit Plan, the Village Center in Neighborhood K will include a joint-use parking area for transit riders.

PROPOSED

Section 4.5 – Community Commercial Focus Areas (concerning 'Neighborhood K Village Center' only)

Neighborhood K Village Center

The Village Center in Neighborhood K (Figure 4.18) will provide the primary daily shopping services for neighborhoods north of Byron Road. In addition to the commercial uses~~,~~ of the Village Center, the area immediately to the southeast ~~to the~~ includes a ~~five-acre worship site~~ small high density housing site, and a public facility site, located on the Mountain House Creek Park, for potential religious/institutional use and the fire station serving the northern portions of the community~~, a small high-density housing site, adjacent medium density residential areas, and~~. A small segment of the Neighborhood K lake abuts the Village Center on the northwest. ~~The lake direct access to the Mountain House Creek Park and lake/open space network.~~ These uses and proximity to open space forms a mixed-use area providing a range of shopping, living and recreational opportunities.

- Uses: The Village Center is bounded on the southwest by Central Parkway~~, by open space on the northwest and southeast sides,~~ and by a Collector street on the northeast. The Collector street provides direct access for residents of neighborhoods K and L. Commercial uses are located around the perimeter of the ~~Community Commercial~~ Village Center site, with business oriented toward the public streets and open space to the extent feasible. Building adjacencies along the open space to the northwest and to the southwest ~~c~~Collector provide opportunities for outdoor plazas and activity areas and street-oriented retail uses, respectively.

- ~~Public Facilities: Public facilities include a site for worship uses, located adjacent to Mountain House Creek Park.~~

- Access: Primary vehicular access to the Village Center is from Central Parkway and the ~~c~~Collector street on the southeast side. Pedestrian access will be provided from all adjacent streets and from the public walkways along Mountain House Creek and the lake/open space network to the northwest. At least one walkway connection will be

provided to the commercial site from the medium density residential areas to the northeast. A pedestrian walkway connection will be provided from Mountain House Creek to the commercial site, located between the worship site and the high-density residential use.

- Edge Conditions. Site plans shall provide for adequate location and quantity of parking to support a contemporary shopping center; however, building pads shall be sited to maximize the presence of architecture and minimize open expanses of parking on the street edge. Where buildings back onto public streets, designs shall utilize enhanced architecture, landscape, and screening to ensure an attractive edge condition and buffer service areas.

- Service: Service areas for the larger commercial buildings will be provided from the ~~c~~Collector street on the northeast side. All service areas will be screened from view with walls and landscaping, in addition to any required landscaping for streets.

- Residential Interface: Residential uses include a small high-density site located between the commercial uses and Mountain House Creek. Medium density residential uses are located across the Collector street to the east. These uses will either side onto the Collector street or face the street with rear alley garage access.

- Landscape, Lighting, and Signage: Roadway landscaping shall be consistent with the requirements of the MHCSD Design Manual. Landscaping, lighting, furnishing and general site layout and improvement requirements shall be consistent with the Trimark Communities, LLC Mountain House Commercial, Office & Industrial Design Manual.

- Village Center Joint-Use Park-n-Ride Lots: As required by the Mountain House TDM Program and Transit Plan, the Village Center in Neighborhood K will include a joint-use parking area for transit riders.

EXISTING

Section 4.5 – Community Commercial Focus Areas (concerning 'Old River Center' only)

Old River Center

The Old River Center, located at the terminus of Central Parkway within Neighborhood K, will be a mixed use development oriented toward adjacent multi-family housing and recreational access and activities at the Old River Regional Park. (Figure 4.20). The area is intended as an activity hub for the northern portion of Mountain House, providing a range of commercial, office, higher density housing, and recreational services to the community.

- Uses: The Center includes a combination of M-X uses (commercial/office/high density housing), medium-high density residential, community park and regional park uses. Commercial and residential development is expected to be oriented toward the proximity to Old River and its recreational and aesthetic amenities. Examples might be boat rentals, boutique retail shops, restaurants and delis, and multi-family housing. The entire center is bounded to the north by Old River Regional Park. To the west are low and medium density residential uses within the age-restricted golf community, while the east side is bounded by lake/open space uses and medium density housing within Neighborhood K.

- Open Space/Recreation. At the Old River Center, the regional park is configured to provide a wide, usable area between the residential/commercial uses and the river. Park uses in the vicinity of Old River Center are anticipated to include a river interpretive center, trail head and staging area, extensive walking/hiking trails, picnic areas, parking and a future boat launch facility. The Old River Community Park will provide a passive, urban 'Central Green' or open space focus for the mixed use area, and will include open lawn, site furnishings such as fountains, and locations for public art.

- Access: On the south side of the Center, a roundabout marks the intersection of Central Parkway and the primary collector street serving the Center and Neighborhood K.

Central Parkway continues north and bisects the River Community Park, with mixed use development focused on each of the symmetrical parks, then continues to its terminus at Old River Regional Park.

- Building Orientation: Mixed use buildings will face the River Community Park, providing a traditional street-oriented experience. The park uses will be surrounded by local streets with on-street parking provided to support the retail and park uses.

- Edge Conditions. Site plans shall provide for adequate location and quantity of parking to support a contemporary shopping center; however, building pads shall be sited to maximize the presence of architecture and minimize open expanses of parking on the street edge. Where buildings back onto public streets, designs shall utilize enhanced architecture, landscape, and screening to ensure an attractive edge condition and buffer service areas.

- Residential Interface: Surrounding the mixed use development are medium-high density residential uses, connected by streets and walkways to the extensive open space network and the commercial uses. A single-loaded local street connecting to the Old River homesites will separate the commercial and residential uses from Old River Regional Park, providing continuous sidewalks and parking between the various uses.

PROPOSED

Section 4.5 – Community Commercial Focus Areas (concerning 'Old River Center' only)

Old River Center

The Old River Center, located at the terminus of Central Parkway within Neighborhood K, will be a ~~m~~Mixed ~~u~~Use (M-X) development oriented toward adjacent multi-family housing and recreational access and activities at the Old River Regional Park. (See Figure 4.20). The area is intended as an activity hub for the northern portion of Mountain House, providing a range of commercial, office, higher density housing, and recreational services to the community.

- Uses: The Old River Center includes a combination of uses (commercial/office/high density housing), and ~~m~~Medium-~~h~~High ~~d~~Density ~~r~~Residential~~, community park and regional park~~ uses. Commercial and residential development is expected to ~~be oriented toward the~~ take advantage of their proximity to Old River and its recreational and aesthetic amenities. Examples ~~might be boat rentals,~~ may include boutique retail shops, restaurants and delis, and multi-family housing. The entire center is bounded to the north by Old River Regional Park. To the west are ~~l~~Low Density Residential and ~~m~~Medium ~~d~~Density ~~r~~Residential uses within the ~~age-restricted~~ Neighborhood I active adult neighborhood ~~golf community~~, while the east side is bounded by lake/open space uses and Low Density Residential and ~~m~~Medium ~~d~~Density Residential housing within Neighborhood K.

- Open Space/Recreation. ~~At~~ Adjacent to the Old River Center, the Old River ~~r~~Regional ~~p~~Park is configured to provide a wide, usable area between the residential/commercial uses and the river. Park uses in the vicinity of the Old River Center are anticipated to include a river interpretive center, trail head and staging area, extensive walking/hiking trails, picnic areas, and parking and a future boat launch facility. ~~The Old River Community Park will provide a passive, urban 'Central Green' or open space focus for the mixed use area, and will include open lawn, site furnishings such as fountains, and locations for public art~~.

- Access: On the south side of the Old River Center, ~~a roundabout marks the intersection of~~ Central Parkway intersects with ~~and~~ the primary ~~c~~Collector street serving the Old River Center and Neighborhood K. Central Parkway continues north and ~~bisects~~ provides access to the ~~River Community Park with m~~Mixed ~~u~~Use development focused on each side of the roadway ~~symmetrical parks~~, then continues to its terminus at Old River Regional Park.

- Building Orientation: Mixed ~~u~~Use buildings will ~~face the River Community Park, providing a traditional street-oriented experience~~ be oriented primarily to Collector streets, and/or to the lake when suitable lake frontage sites are available. ~~The park uses will be surrounded by local streets with~~ ~~on-street~~ Off-street parking provided to support ~~the~~ retail ~~and park uses~~ Mixed Use activities will be located to the sides or rear of buildings, to the extent possible.

- Edge Conditions. Site plans shall provide for adequate location and quantity of parking to support a contemporary shopping center; however, building pads shall be sited to maximize the presence of architecture and minimize open expanses of parking on the street edge. ~~Where buildings back onto public streets,~~ ~~d~~Designs shall utilize enhanced architecture, landscape, and screening to ensure an attractive edge condition and buffer service areas.

- Residential Interface: Surrounding the ~~m~~Mixed ~~u~~Use development are Low Density Residential, ~~m~~Medium-~~h~~High ~~d~~Density ~~r~~Residential, and High Density Residential uses, connected by streets and walkways to the extensive open space network and the commercial uses. A single-loaded local street connecting to the Old River homesites will separate the commercial and residential uses from Old River Regional Park, providing continuous sidewalks and parking between the various uses.

EXISTING

Section 4.6 – Neighborhood Center Focus Areas

Master Plan Summary

The Master Plan requires a Special Purpose Plan for Neighborhood Centers. Alternatively, a Special Purpose Plan may not be necessary if a sufficient level of detail for the Neighborhood Center is included in the Specific Plan.

Plan Description

This Specific Plan II, combined with the Trimark Communities, LLC Mountain House Commercial, Office & Industrial Design Manual as referenced, will serve as the Special Purpose Plans for Neighborhood Centers within SPII. This document describes the conceptual layout and design and requirements relative to uses, locations, access, physical relationships, pedestrian facilities, and service requirements for each Neighborhood Center, and provides an adequate level of detail such that the need for and detail of subsequent, discretionary permits may be minimized where development applications are found consistent with this Specific Plan.

There are five Neighborhood Centers in SPII, forming the nucleus of each family neighborhood (Neighborhoods C, D, H, K, and L). Each Neighborhood Center includes a K-8 school with a contiguous neighborhood park and a one-acre neighborhood commercial area surrounded by residential uses (see s 4.21 to 4.25).

Neighborhood Centers are located in the middle of each neighborhood, providing easy access from all surrounding residential areas. Each site is unique in shape and orientation in order to reinforce the identity of each neighborhood. A primary goal is to provide for the integration of uses and activities within and adjacent to the Neighborhood Center. A variety of public and private uses are encouraged with a common architectural and landscape theme used throughout, compatible with the residential character of the neighborhood. Shared use of school buildings, park and school facilities and school parking is anticipated.

The K-8 schools are the largest land uses within the Neighborhood Centers. Each school occupies approximately 16 acres in a central location within the neighborhood. The designs facilitate community use of facilities during non-school hours, pursuant to the Joint Use Facilities Agreement between the Lammersville School District and the MHCSD.

A five-acre neighborhood park will be located adjacent to each school site (see Figure 3.1: SPII Land Use). The parks will provide the primary open space amenity for the surrounding residential areas within the neighborhood, and will create a sense of arrival when entering the neighborhoods.

As required by the Master Plan, Neighborhood Commercial areas are intended to serve the daily needs of people in the neighborhood. They are an integral part of the Neighborhood Center concept and will share a common theme, landscaping and convenient pedestrian connections to neighborhood residential areas, the school and park.

Adjacent residential uses are also an integral part of the Neighborhood Center. The consistent treatment and requirements identified for these areas will reinforce the neighborhood theme and help minimize conflicts between the various uses.

'C' Neighborhood Center

The 'C' Neighborhood Center (Figure 4.21) is bounded on the west side by a distinctive, curvilinear collector loop street connecting to Central Parkway. The site forms the terminus of an entry collector street from both Central Parkway and Great Valley Parkway. The site separates lower density residential uses to the west and higher density uses to the north, east and south. Alley-served lots front the street to the east of the school and park sites.

The school is located south of the park, with school vehicular access and parking anticipated from the east side of the site, while the park joint-use area is located on the east side of park, adjacent to school play areas.

The neighborhood commercial site is located across the collector street to the northeast with the primary building façade facing the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'D' Neighborhood Center

The 'D' Neighborhood Center (Figure 4.22) serves as the focus for a diverse neighborhood encompassing the Specific Plan II residential areas, the Village Center at Grant Line and Central Parkway, the High School and the residential uses in Specific Plan III, to the east. The site is an east/west oriented rectangular site with neighborhood park uses located west of the K-8 school. The west side of the site is bounded by a Collector street separating the High School and residential areas. The site forms terminus of an entry collector street from De Anza Boulevard,

through Specific Plan III. Alley-served lots front the streets to the south and east of the school and park sites.

The neighborhood park is located to provide a separation between the High School and K-8 school uses. Vehicular access and parking for the school site is anticipated from the collector street on the north side of the site. The park joint-use area is located on the south side of the park, away from the neighborhood commercial across the collector street.

The primary façade of the neighborhood commercial use will face the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'H' Neighborhood Center

The 'H' Neighborhood Center (Figure 4.23) is a northeast/southwest oriented rectangular site at the terminus of entry Collector streets from Great Valley Parkway and De Anza Boulevard. The north side of the park is bounded by a Collector street that generally parallels Byron Road, connecting between Great Valley Parkway and De Anza Boulevard. Alley-served lots front the streets to the northwest and southeast of the school and park sites.

The neighborhood park is north of the school site with the joint use area on the west side, away from the neighborhood commercial site. School buildings area centrally located within the school site, with vehicular access and parking anticipated from the west side.

The neighborhood commercial site is located east of the park, across the collector street. The primary building façade is oriented toward the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'K' Neighborhood Center

The 'K' Neighborhood Center (Figure 4.24) is situated at the terminus of entry collector streets from Central Parkway and Old River. Landscape and building orientation within the site is intended to accentuate the relationship between Neighborhood 'J' to the south, the collector street entry from Central Parkway, and Old River. The collector street on the north side of the site generally separates lower density uses to the north and higher density uses to the south. Alley-served lots front the streets surrounding the school and park sites.

Within the site, the neighborhood park is located west of the school. Vehicular access and parking for the school is anticipated on the south side of the site.

The neighborhood commercial site is located across the collector street west of the park. Commercial buildings may be sited facing the park, or as an option, may face the lake/open space area to the west. A wall and landscape buffer help to separate the commercial area from adjacent homes.

Sidewalks on the adjacent roadways connect the Neighborhood Center uses with the nearby lake/open space trail network (see Figure 9.2: SPII Bicycle and Pedestrian System).

'L' Neighborhood Center

The 'L' Neighborhood Center (Figure 4.25) is an east/west oriented site in the center of this water-oriented neighborhood. The site is rectangular on three sided with a distinctive circular street along the frontage of the neighborhood park and the adjacent lakes/open space. Convenient pedestrian connections will be provided between Neighborhood Center uses and the lake/open space trail network (see Figure 9.2: SPII Bicycle and Pedestrian System).

Vehicular access and parking for the school is anticipated from the Collector street along the north side of the site. Neighborhood commercial uses area located east of the park, across the collector street. Commercial buildings may orient toward the park or lake/open space.

PROPOSED

Section 4.6 – Neighborhood Center Focus Areas

Master Plan Summary

The Master Plan requires a Special Purpose Plan for Neighborhood Centers. Alternatively, a Special Purpose Plan may not be necessary if a sufficient level of detail for the Neighborhood Center is included in the Specific Plan.

Plan Description

This Specific Plan II, combined with the Trimark Communities, LLC Mountain House Commercial, Office & Industrial Design Manual as referenced, will serve as the Special Purpose Plans for Neighborhood Centers within SPII. This document describes the conceptual layout and design and requirements relative to uses, locations, access, physical relationships, pedestrian facilities, and service requirements for each Neighborhood Center, and provides an adequate level of detail such that the need for and detail of subsequent, discretionary permits may be minimized where development applications are found consistent with this Specific Plan.

There are five Neighborhood Centers in SPII, four in the ~~forming the nucleus of each~~ family neighborhoods of ~~(~~Neighborhoods C, D, H, ~~K,~~ and L~~)~~, and one in the mixed active adult and family neighborhood of Neighborhood K. Each Neighborhood Center includes a K-8 school with a contiguous neighborhood park and a one-acre neighborhood commercial area surrounded by residential uses (see Figures 4.21 to 4.25).

Neighborhood Centers are located in the middle of each neighborhood, providing easy access from all surrounding residential areas. Each site is unique in shape and orientation in order to reinforce the identity of each neighborhood. A primary goal is to provide for the integration of uses and activities within and adjacent to the Neighborhood Center. A variety of public and private uses are encouraged with a common architectural and landscape theme used throughout, compatible with the residential character of the neighborhood. Shared use of school buildings, park and school facilities and school parking is anticipated.

The K-8 schools are the largest land uses within the Neighborhood Centers. Each school occupies approximately 16 acres in a central location within the neighborhood. The designs

facilitate community use of facilities during non-school hours, pursuant to the Joint Use Facilities Agreement between the Lammersville Unified School District and the MHCSD.

A five-acre ~~n~~Neighborhood ~~p~~Park will be located adjacent to each school site (see Figure 3.1: SPII Land Use). The parks will provide the primary open space amenity for the surrounding residential areas within the neighborhood, and will create a sense of arrival when entering the neighborhoods.

As required by the Master Plan, Neighborhood Commercial areas are intended to serve the daily needs of people in the neighborhood. They are an integral part of the Neighborhood Center concept and will share a common theme, landscaping and convenient pedestrian connections to neighborhood residential areas, the school and park.

Adjacent residential uses are also an integral part of the Neighborhood Center. The consistent treatment and requirements identified for these areas will reinforce the neighborhood theme and help minimize conflicts between the various uses.

'C' Neighborhood Center

The 'C' Neighborhood Center (Figure 4.21) is bounded on the west side by a distinctive, curvilinear collector loop street connecting to Central Parkway. The site forms the terminus of an entry collector street from both Central Parkway and Great Valley Parkway. The site separates lower density residential uses to the west and higher density uses to the north, east and south. Alley-served lots front the street to the east of the school and park sites.

The school is located south of the park, with school vehicular access and parking anticipated from the east side of the site, while the park joint-use area is located on the east side of park, adjacent to school play areas.

The ~~n~~Neighborhood ~~c~~Commercial site is located across the collector street to the northeast with the primary building façade facing the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'D' Neighborhood Center

The 'D' Neighborhood Center (Figure 4.22) serves as the focus for a diverse neighborhood encompassing the Specific Plan II residential areas, the Village Center at Grant Line and Central Parkway, the High School and the residential uses in Specific Plan III, to the east. The site is an east/west oriented rectangular site with ~~n~~Neighborhood ~~p~~Park uses located west of the K-8

school. The west side of the site is bounded by a Collector street separating the High School and residential areas. The site forms terminus of an entry collector street from De Anza Boulevard, through Specific Plan III. Alley-served lots front the streets to the south and east of the school and park sites.

The ~~n~~Neighborhood ~~p~~Park is located to provide a separation between the High School and K-8 school uses. Vehicular access and parking for the school site is anticipated from the collector street on the north side of the site. The park joint-use area is located on the south side of the park, away from the ~~n~~Neighborhood ~~c~~Commercial across the collector street.

The primary façade of the ~~n~~Neighborhood ~~c~~Commercial use will face the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'H' Neighborhood Center

The 'H' Neighborhood Center (Figure 4.23) is a northeast/southwest oriented rectangular site at the terminus of entry Collector streets from Great Valley Parkway and De Anza Boulevard. The north side of the park is bounded by a Collector street that generally parallels Byron Road, connecting between Great Valley Parkway and De Anza Boulevard. Alley-served lots front the streets to the northwest and southeast of the school and park sites.

The ~~n~~Neighborhood ~~p~~Park is north of the school site with the joint use area on the west side, away from the neighborhood commercial site. School buildings area centrally located within the school site, with vehicular access and parking anticipated from the west side.

The ~~n~~Neighborhood ~~c~~Commercial site is located east of the park, across the collector street. The primary building façade is oriented toward the park. A wall and landscape buffer help to separate the commercial area from adjacent homes.

'K' Neighborhood Center

The 'K' Neighborhood Center (Figure 4.24) is situated at the terminus of entry collector streets from Central Parkway ~~and Old River~~. The Neighborhood Center is primarily an east-west rectangular site, with a narrow Neighborhood Commercial area extending south of the K-8 school to Central Parkway. Landscape and building orientation within the site is intended to accentuate the relationship between Neighborhood 'J' to the south, and the collector street entry from Central Parkway~~, and Old River~~. The collector street on the ~~north~~ south side of the ~~site~~ K-8 school generally separates ~~l~~Low~~er~~ ~~d~~Density Residential uses to the north and Medium ~~higher~~ ~~d~~Density Residential

uses to the south. ~~Alley-served lots front the streets surrounding the school and park sites.~~ The lots fronting the K-8 school on this Collector street are alley-served.

Within the site, the ~~n~~Neighborhood ~~p~~Park is located ~~wes~~t immediately north of the school. Vehicular access and parking for the school is anticipated on the south side of the site.

The ~~n~~Neighborhood ~~c~~Commercial area ~~site~~ ~~is located across the collector street west of the park. Commercial buildings may be sited facing the park, or as an option, may face the lake/open space area to the west~~. will be separated from the adjacent homes by a masonry ~~A~~ wall and landscape buffer ~~help to separate the commercial area from adjacent homes~~.

Sidewalks on the adjacent roadways connect the Neighborhood Center uses with the nearby lake/open space trail network (see Figure 9.2: SPII Bicycle and Pedestrian System).

'L' Neighborhood Center

The 'L' Neighborhood Center (Figure 4.25) is an east/west oriented site in the center of this water-oriented neighborhood. The site is rectangular on three sided with a distinctive circular street along the frontage of the ~~n~~Neighborhood ~~p~~Park and the adjacent lakes/open space. Convenient pedestrian connections will be provided between Neighborhood Center uses and the lake/open space trail network (see Figure 9.2: SPII Bicycle and Pedestrian System).

Vehicular access and parking for the school is anticipated from the Collector street along the north side of the site. Neighborhood ~~c~~Commercial uses area located east of the park, across the collector street. Commercial buildings may orient toward the park or lake/open space.

EXISTING

Section 4.7 – Neighborhood I and J Golf/Recreation Center (concerning 'Plan Description' only)

Plan Description

As shown by Figures 4.26 and 4.27, a golf course, golf club and recreation center will be located at the center of Neighborhoods I/J, adjacent to primary neighborhood access points from Great Valley Parkway. The course, clubhouse, and recreation center are zoned for Commercial Recreation (C-R). The golf club will be near the driving range and the 18th hole of the golf course. The 1st and 18th holes and lake feature provide a visual amenity at the intersection and entry to the age-restricted community.

The 12.5-acre recreation center will be located on the east side of Great Valley Parkway, adjacent to the 10th and 18th holes. It will offer recreational, retail, and social amenities for seniors. The amenities will include a building program of approximately 42,000 square feet in one or more buildings, including such potential amenities as: a pool and spa, exercise and aerobics rooms, lockers; rooms for billiards, crafts, ballroom, kitchen, dining facilities, administrative offices/reception, and a library. In addition, there will be outdoor recreation opportunities such as tennis, bocce ball, event lawn, and community gardens. These amenities will serve residents of the age-restricted neighborhoods.

There will also be a temporary sales center trailer of approximately 4,300 square feet, permitted under a Use Permit.

The 3.9 acre golf clubhouse parcel will include a building program of a golf pro-shop/cart barn of approximately 8,000 square feet with a small retail component, and may include a restaurant of approximately 7,500 square feet.

Total parking for the recreation center and golf club parcel will include approximately 490 stalls.

Section 7.2.7: Private Recreation provides additional information on the golf course.

PROPOSED

Section 4.7 – Neighborhood I ~~and J~~ ~~Golf/~~ Clubhouse and Recreation Center
(concerning 'Plan Description' only)

Plan Description

As shown by Figures ~~4.26~~ 4.5 and 4.27, a ~~golf course, golf~~ clubhouse and ~~r~~Recreation ~~c~~Center will be located at the center of Neighborhoods I~~/J~~, adjacent to primary neighborhood access points from Great Valley Parkway. ~~The course, clubhouse, and recreation center are zoned for Commercial Recreation (C-R)~~. ~~The golf club will be near the driving range and the 18th hole of the golf course. The 1st and 18th holes and lake feature~~ These facilities provide a visual amenity at the intersection and entry to the ~~age-restricted~~ Neighborhood I active adult community.

The ~~12.5-acre r~~Recreation ~~c~~Center ~~will be located on the east side of Great Valley Parkway, adjacent to the 10th and 18th holes. It~~ will offer recreational, retail, and social amenities for seniors. The amenities will include a building program of approximately 42,000 square feet in one or more buildings, including such potential amenities as: a pool and spa, exercise and aerobics rooms, lockers; rooms for billiards, crafts, ballroom, kitchen, dining facilities, administrative offices/reception, and a library. In addition, there will be outdoor recreation opportunities such as tennis, bocce ball, event lawn, and community gardens. These amenities will serve residents of the Neighborhood I active adult neighborhood ~~age-restricted neighborhoods~~.

~~There will also be a temporary sales center trailer of approximately 4,300 square feet, permitted under a Use Permit~~.

The ~~3.9 acre golf~~ clubhouse parcel will include ~~a building program of a golf pro-shop/cart barn of approximately 8,000 square feet with~~ a small retail component, and may include a restaurant of approximately 7,500 square feet.

~~Total parking for the recreation center and golf club parcel will include approximately 490 stalls~~.

~~Section 7.2.7: Private Recreation provides additional information on the golf course.~~

EXISTING

Section 5.2 – Schools (concerning 'Master Plan Summary' and Plan Description' only)

Master Plan Summary

The school districts serving Mountain House are Lammersville Elementary School District for grades K-8 and Tracy Joint Union High School District for grades 9-12. The districts will provide the schools as needed. Interim facilities at existing schools will be provided before the first on-site schools are completed. The community will be designed for integration of school and other community facilities for compatible joint operation and shared maintenance costs. Links between school facilities and other services and users are to be promoted for a variety of uses as outlined in the Master Plan.

Ten K-8 schools are to be sited to serve the ten proposed family neighborhoods (excluding the age-restricted Neighborhoods I and J). The K-8 sites will be located in neighborhood centers within ¾ miles walking distance of the substantial majority of homes in the neighborhood to facilitate pedestrian circulation and reinforce neighborhood structure. K-8 school core facilities will be located as far as practical from commercial areas, be buffered from commercial uses with playfields and park, and have access from different streets. Each site will contain up to 16 acres. In addition, each K-8 school will have shared use of an adjacent 2.4 acres of neighborhood park for athletic fields that is separated from the school core facilities by landscaping, trees, or low fencing that allows convenient access. Each K-8 school will accommodate the student generation of its neighborhood, targeted to an optimum of approximately 750 students, with a maximum of 870 students.

As required by the Master Plan, the Lammersville School District has prepared a comprehensive report on educational facilities for the entire Mountain House community. The report, Master Educational Specifications for K-8 Elementary Schools in the Mountain House Master Plan, addresses education program, building program, implementation strategies, and background information. School facility construction plans are phased and will be triggered by development milestones outlined by the report.

One high school will be sited in Mountain House to provide efficient access to all portions of the community and serve the expected distribution of high school students. The high school site will contain up to 46.5 acres and be planned to accommodate 2,300 to 2,400 students. Land and funding for the schools shall be provided as described in the Public Financing Plan, School Facilities Master Plans and School Funding agreements.

All school sites will be located to avoid public health and safety hazards and land use conflicts and enable joint use of parks, libraries, museums, and other public services whenever possible. The Master Plan sets forth school siting criteria consistent with State requirements that are to be

implemented by subsequent Specific Plans. A five-acre school service support center (e.g. transportation, warehouse, and maintenance yard) will be provided in the Old River Industrial Park. Administrative offices will be provided as specified in the School Facilities Master Plan

The second and each subsequent Specific Plan will include an evaluation of actual student generation rates to determine whether revisions need to be made to the School Facilities Master Plans. School districts are to pursue State funding to the maximum extent feasible. Developers in Mountain House will provide full school mitigation that may be decreased by revenues obtained from the State and other sources.

Plan Description

Figure 3.1: SPII Land Use shows the location of the five new K-8 schools proposed for Specific Plan II. Table 5.1: SPII K-8 Student Generation indicates the projected school populations for each neighborhood. Chapter Four includes illustrations of schools as part of Neighborhood Center plans (see Figures 4.21 to 4.25).

Specific Plan II proposes that two neighborhoods (Neighborhoods I and J) be developed as age-restricted communities. This change decreases overall student generation and eliminates the need for two K-8 schools, resulting in 10 (rather than 12) K-8 schools at Mountain House.

Student generation rates were re-evaluated as part of this specific plan, and no changes are proposed as part of this Specific Plan. Actual student generation in Neighborhood F has been lower than projected by the Master Plan. The District's rates, as adopted by the Master Plan, are historic averages that consider declining and increasing trends over time. For long-term planning, there is no evidence on which to revise these assumption.

Health and safety studies, including current California Department of Education (CDE) standards as found in California Code of Regulations, Title 5, Sections 14001-14036), were evaluated as part of this specific plan (see Chapter Six). The CDE's current power line setbacks are consistent with those used for the Master Plan. New DOE standards call for 1,500 feet setback between schools and railroad easements or pipelines. The Neighborhood H plan has been designed to locate the 16-acre K-8 school property at least 1,500 feet from the UP line and gas easement. The joint use portion of the Neighborhood Park will fall within the 1,500-foot setback.

PROPOSED

Section 5.2 – Schools (concerning 'Master Plan Summary' and Plan Description' only)

Master Plan Summary

The school district~~s~~ serving Mountain House ~~are~~ is the Lammersville ~~Elementary~~ Unified School District for grades K-8 and ~~Tracy Joint Union High School District~~ for grades 9-12. The ~~d~~District~~s~~ will provide the schools as needed. Interim facilities at existing schools will be provided before the first on-site schools are completed. The community will be designed for integration of school and other community facilities for compatible joint operation and shared maintenance costs. Links between school facilities and other services and users are to be promoted for a variety of uses as outlined in the Master Plan.

Ten K-8 schools are to be sited to serve the ~~ten~~ nine proposed family neighborhoods and the two mixed active adult and family neighborhoods that will share one K-8 school ~~(excluding the age-restricted Neighborhoods I and J)~~. The K-8 sites will be located in neighborhood centers within ¾ miles walking distance of the substantial majority of homes in the neighborhood to facilitate pedestrian circulation and reinforce neighborhood structure. K-8 school core facilities will be located as far as practical from commercial areas, be buffered from commercial uses with playfields and park, and have access from different streets. Each site will contain up to 16 acres. In addition, each K-8 school will have shared use of an adjacent 2.4 acres of neighborhood park for athletic fields that is separated from the school core facilities by landscaping, trees, or low fencing that allows convenient access. Each K-8 school will accommodate the student generation of its neighborhood, targeted to an optimum of approximately 750 students, with a maximum of 870 students.

As required by the Master Plan, the Lammersville Unified School District has prepared a comprehensive report on educational facilities for the entire Mountain House community. The report, Master Educational Specifications for K-8 Elementary Schools in the Mountain House Master Plan, addresses education program, building program, implementation strategies, and background information. School facility construction plans are phased and will be triggered by development milestones outlined by the report.

One high school will be sited in Mountain House to provide efficient access to all portions of the community and serve the expected distribution of high school students. The high school site will contain up to 46.5 acres and be planned to accommodate 2,300 to 2,400 students. Land and funding for the schools shall be provided as described in the Public Financing Plan, School Facilities Master Plans and School Funding agreements.

All school sites will be located to avoid public health and safety hazards and land use conflicts and enable joint use of parks, libraries, museums, and other public services whenever possible. The Master Plan sets forth school siting criteria consistent with State requirements that are to be implemented by subsequent Specific Plans. A five-acre school service support center (e.g. transportation, warehouse, and maintenance yard) will be provided in the Old River Industrial Park. Administrative offices will be provided as specified in the School Facilities Master Plan.

The second and each subsequent Specific Plan will include an evaluation of actual student generation rates to determine whether revisions need to be made to the School Facilities Master Plans. ~~School districts are~~ Lammersville Unified School District is to pursue State funding to the maximum extent feasible. Developers in Mountain House will provide full school mitigation that may be decreased by revenues obtained from the State and other sources.

Plan Description

Figure 3.1: SPII Land Use shows the location of the five new K-8 schools proposed for Specific Plan II. Table 5.1: SPII K-8 Student Generation indicates the projected school populations for each neighborhood. Chapter Four includes illustrations of schools as part of Neighborhood Center plans (see Figures 4.21 to 4.25).

Specific Plan II proposes that one neighborhood, Neigborhood I, be developed as an active adult community, and that two neighborhoods, ~~(~~Neighborhoods ~~I and~~ J and K,~~)~~ be developed as ~~age-restricted~~ mixed active adult and family neighborhoods and share one K-8 school ~~communities~~. ~~This~~ These changes decrease~~s~~ overall student generation and eliminates the need for two K-8 schools, resulting in 10 (rather than 12) K-8 schools at Mountain House.

Student generation rates were re-evaluated as part of this specific plan, and no changes are proposed as part of this Specific Plan. Actual student generation in Neighborhood F has been lower than projected by the Master Plan. The District's rates, as adopted by the Master Plan, are historic averages that consider declining and increasing trends over time. For long-term planning, there is no evidence on which to revise these ~~assumption~~ student generation rates.

Health and safety studies, including current California Department of Education (CDE) standards as found in California Code of Regulations, Title 5, Sections 14001-14036), were evaluated as part of this specific plan (see Chapter Six). The CDE's current power line setbacks are consistent with those used for the Master Plan. New DOE standards call for 1,500 feet setback between schools and railroad easements or pipelines. The Neighborhood H plan has been designed to locate the 16-acre K-8 school property at least 1,500 feet from the UP line and gas easement. The joint use portion of the Neighborhood Park will fall within the 1,500-foot setback.

EXISTING

Section 7.2.1 – Recreation System (concerning 'Plan Description' only)

Plan Description

Figure 7.1: SPII Recreation and Open Space System illustrates the overall concept for parks within Specific Plan II. Tables 3.1 and 3.2 provide acreages of park uses.

Specific Plan II proposes seven Neighborhood Parks, four Community Parks (including Mountain House Creek north of Byron Road), the Old River Regional Park, one 18-hole semi-public golf course, and a series of publicly maintained lake/open spaces designed as water quality basins. All such facilities will be constructed either pursuant to existing Community approval policy, or as part of construction of adjacent development areas. Specific timing will be determined as part of Tentative Map approvals for areas which contain each facility.

The park provisions for the Specific Plan II Area are intended to meet the standards for acreage, usage, service area, access and total program as described in the Master Plan. Given the Master Plan standard for five acres of park (community and neighborhood combined) per 1,000 people, and a projected population of 22,150 people, the SPII Plan Area would require 111 acres of community and neighborhood parks. This Specific Plan allocates 38 acres to neighborhood parks and 85 acres to community parks, for a total of 123 acres. The Old River Regional Park provides an additional 85 acres of parkland.

PROPOSED

Section 7.2.1 – Recreation System (concerning 'Plan Description' only)

Plan Description

Figure 7.1: SPII Recreation and Open Space System illustrates the overall concept for parks within Specific Plan II. Tables 3.1 and 3.2 provide acreages of park uses.

Specific Plan II proposes seven Neighborhood Parks (one each for Neighborhoods C, D, H, I, J, K, and L); ~~four~~ three Community Parks (~~including~~ Mountain House Creek Community Park ~~north of Byron Road~~, Central Community Park, and North Community Park); one Regional Park (~~the~~ Old River Regional Park); ~~one 18-hole semi-public golf course~~ two linked nature preserves (one in Neighborhood I and one in Neighborhood J), featuring passive recreational activities such as picnicking and hiking; parks, within the Commercial Recreation area, linked to one another via a series of paths or trails; a series of lakes in Neighborhood J, associated with the nature preserve and functioning as water quality basins; and two man-made lakes (one in Neighborhood K and one in Neighborhood L), which are also ~~a series of publicly maintained lake/open spaces~~ designed as water quality basins. All such facilities will be constructed either pursuant to existing Community approval policy, or as part of construction of adjacent development areas. Specific timing will be determined as part of Tentative Map approvals for areas which contain each facility.

The park provisions for the Specific Plan II Area are intended to meet the standards for acreage, usage, service area, access and total program as described in the Master Plan. Given the Master Plan standard ~~for~~ of five acres of park land (~~c~~Community Park and ~~n~~Neighborhood Park land combined) per 1,000 people, and a projected population of ~~22,150~~ 22,200 people in Specific Plan II, the SPII Plan Area would require 111 acres of ~~c~~Community Park and ~~n~~Neighborhood Park land ~~parks~~. This Specific Plan allocates ~~38~~ 35 acres to ~~n~~Neighborhood ~~p~~Parks and ~~85~~ 82 acres to ~~c~~Community ~~p~~Parks, for a total of ~~123~~ 117 acres. The Old River Regional Park provides an additional ~~85~~ 88 acres of park land.

EXISTING

Section 7.2.2 – Neighborhood Parks (concerning 'Master Plan Summary' and 'Plan Description' only):

Master Plan Summary

The Master Plan requires neighborhood parks that will serve all residents, including toddlers, young children, teenagers, adults, parents with infants, and senior citizens. A neighborhood park of approximately five acres in size will function as a central element, with easy access by bicycle, sidewalk, trail system, and the local street system from every part of the neighborhood.

Within the 10 family neighborhoods, neighborhood parks will be located adjacent to K-8 schools on a Collector street generally within a half-mile of residences within the surrounding neighborhood. Bicycle and pedestrian crossing of Major Arterial streets will be minimized. School and park recreational programs will be coordinated, and approximately one-half of neighborhood park acreage will be shared with the adjacent school.

Neighborhood parks will be sited and designed to be as visible as possible from local streets in the neighborhood, and will be designed and maintained to provide for active and passive uses.

Neighborhood Park Preliminary Plans for SPII neighborhoods are included in this Specific Plan.

Plan Description

Specific Plan II proposes Neighborhood Parks for each of the seven neighborhoods. In the age-restricted community in Neighborhoods I and J, these parks will be provided in the acreage required by the Master Plan but configured to provide recreational activities oriented to seniors, including linear elements providing a pedestrian network through the neighborhoods. The I/J linear park network will provide several points for public access at such locations as the railroad buffer and the publicly accessible Golf Clubhouse. Maintenance of these parks will be the responsibility of a financing/maintenance entity acceptable to the MHCSD.

Preliminary Plans for Neighborhoods C, D, H, K and L are included with Neighborhood Center Plans in Chapter Four (see Figures 4.19 to 4.25). Plans for age-restricted Neighborhoods I and J are depicted in Figure 7.2: Age-restricted Neighborhood Parks.The Master Plan requires community parks to serve the overall community with both active and passive recreational opportunities, with facilities provided that meet the needs of the community as it develops.

PROPOSED

Section 7.2.2 – Neighborhood Parks (concerning 'Master Plan Summary' and 'Plan Description' only):

Master Plan Summary

The Master Plan requires neighborhood parks that will serve all residents, including toddlers, young children, teenagers, adults, parents with infants, and senior citizens. A neighborhood park of approximately five acres in size will function as a central element, with easy access by bicycle, sidewalk, trail system, and the local street system from every part of the neighborhood.

Within the ~~10~~ nine family neighborhoods and the Neighborhood K mixed active adult and family neighborhood, neighborhood parks will be located adjacent to K-8 schools on a Collector street generally within a half-mile of residences within the surrounding neighborhood. Bicycle and pedestrian crossing of Major Arterial streets will be minimized. School and park recreational programs will be coordinated, and approximately one-half of neighborhood park acreage will be shared with the adjacent school.

Neighborhood parks will be sited and designed to be as visible as possible from local streets in the neighborhood, and will be designed and maintained to provide for active and passive uses.

Neighborhood Park Preliminary Plans for SPII neighborhoods are included in this Specific Plan.

Plan Description

Specific Plan II proposes Neighborhood Parks for each of the seven neighborhoods. In the ~~age-restricted~~ Neighborhood I active adult community ~~in Neighborhoods I and J~~, ~~these parks~~ a Neighborhood Park will be provided in the acreage required by the Master Plan but configured to provide recreational activities oriented to seniors, including linear elements providing a pedestrian network through the neighborhoods. The ~~I/J~~ Neighborhood I linear park network will provide several points for public access ~~a~~t such ~~locations~~ as the ~~railroad buffer and the~~ publicly accessible ~~Golf~~ ~~C~~clubhouse. Maintenance of ~~these parks~~ this park will be the responsibility of a financing/maintenance entity acceptable to the MHCSD.

Preliminary Plans for Neighborhoods C, D, H, K and L are included with Neighborhood Center Plans in Chapter Four (see Figures 4.19 to 4.25). Plans for ~~age-restricted~~ the Neighborhood~~s~~ I active adult Neighborhood Park ~~and J are~~ is depicted in Figure 7.2~~: Age-restricted Active Adult Neighborhood Parks~~.~~The Master Plan requires community parks to serve the overall community with both active and passive recreational opportunities, with facilities provided that meet the needs of the community as it develops.~~

EXISTING

Section 7.2.3 – Community Parks (concerning 'Master Plan Summary' only):

The Master Plan requires community parks to serve the overall community with both active and passive recreational opportunities, with facilities provided that meet the needs of the community as it develops.

With the exception of a small park along Old River, community parks will contain a minimum of 20 acres. Several adjacent properties, such as described for the Central Community Park complex, may each contain less than this minimum, as long as they are adjacent, and total at least 20 acres in aggregate. Each of the three Villages (i.e., four neighborhoods served by a Village Commercial Center) will also be served by a community park.

Community park planning for SPII areas outside the Mountain House Creek corridor will generally follow the conceptual program summarized below:

- A Central Community Park complex which totals approximately 40 acres, will be developed in three distinct subareas and be located within and/or adjacent to the Town Center, reinforcing the community focus of the downtown. These subareas include a site intended for phased development with a lake, amphitheater, and other facilities; a sports-related siteand a larger site to support a possible stadium and adequate shared parking to serve the various public uses in the area.
- A sports-related community park will be located north of Byron Road, adjacent to Central Parkway.
- A small community park will be located at the northwest end of Neighborhood K adjacent to Old River Regional Park along Old River.

Preliminary Plans for each of the SPII community parks are included in this chapter.

Park programming, joint use, and other community park issues are discussed further in the MHCSD's *Parks, Recreation and Leisure Plan.*

PROPOSED

Section 7.2.3 – Community Parks (concerning 'Master Plan Summary' only):

The Master Plan requires ~~c~~Community ~~p~~Parks to serve the overall ~~c~~Community with both active and passive recreational opportunities, with facilities provided that meet the needs of the ~~c~~Community as it develops.

~~With the exception of a small park along Old River, c~~Community parks will contain a minimum of 20 acres. Several adjacent properties, such as described for the Central Community Park complex, may each contain less than this minimum, as long as they are adjacent, and total at least 20 acres in aggregate. Each of the three Villages (i.e., four neighborhoods served by a Village Commercial Center) will also be served by a ~~c~~Community ~~p~~Park.

Community ~~p~~Park planning for SPII areas outside the Mountain House Creek corridor will generally follow the conceptual program summarized below:

- A Central Community Park complex which totals approximately 40 acres, will be developed in three distinct subareas and be located within and/or adjacent to the Town Center, reinforcing the community focus of the downtown. These subareas include a site intended for phased development with a lake, amphitheater, and other facilities; a sports-related site~~;~~ and a larger site to support a possible stadium and adequate shared parking to serve the various public uses in the area.
- A sports-related ~~c~~Community ~~p~~Park will be located north of Byron Road, adjacent to Central Parkway.
- ~~A small community park will be located at the northwest end of Neighborhood K adjacent to Old River Regional Park along Old River.~~

Preliminary Plans for each of the SPII ~~c~~Community ~~p~~Parks are included in this ~~c~~Chapter.

Park programming, joint use, and other ~~c~~Community ~~p~~Park issues are discussed further in the MHCSD's *Parks, Recreation and Leisure Plan.*

EXISTING

Section 7.2.3 – Community Parks (concerning 'Plan Description' only):

SPII allocates approximately 85 acres to Community Park, as follows:

- Central Community Park: The SPII portion of Central Community Park occupies approximately 27 acres, divided into two sections. Together with the adjacent 14.5-acre Specific Plan I Community Park, the Central Community Park will comprise approximately 42 acres and provide active recreational facilities in close proximity to the Town Center's civic, retail, higher density housing, and transit uses, as well as trail connections to the adjacent Mountain House Creek Community Park. The Preliminary Design for the park (see Figure 7.3: Central Community Park Concept) shows a parking lot in the south portion of the park, adjacent to the Community Commercial shopping center. A pedestrian spine leads from the "Town Green" bulge on the south portion of the park, splitting the play fields, and connects to the Mountain House Creek Community Park trails to the north. Additional parking lots along the northwest boundary serve both the Mountain House Creek and Central Community Parks.
- North Community Park: The 22-acre North Community Park is located in Neighborhood L adjacent to Central Parkway, the Bryon Road/rail corridor, and Mountain House Creek Park (see Figure 7.4: North Community Park). The park provides active recreation for neighborhoods north of Byron Road. Swim facility and basketball and tennis courts are located in the northern portion of the park. Playfields are located to the south, with parking for vehicles and bicycles along the west boundary and a berm along the south edge to provide a buffer from the Byron Road corridor. Trails around and through the site connect all park uses and extend north to the intersection of Mountain House and Central Parkways. In addition, a 12-foot wide multi-use path provides pedestrian and service vehicular access along the east boundary adjacent to Mountain House Creek. A pedestrian bridge connects over the creek from the multi-use path to higher density housing to the east.
- River Center Community Park: As depicted by Figure 4.6, this 2.5-acre park provides an open space terminus to Central Parkway and an open space focus for Old River Center, a mixed use commercial and residential area within Neighborhood K. The park's geometric design of simple grass lawn, trees, paths, and entry features is intended as a counterpoint to the more natural, large-scale, and informal character of the nearby Old River Regional Park.
- Mountain House Creek Community Park: See Figure 7.6 and Section 7.2.5, below.

PROPOSED

Section 7.2.3 – Community Parks (concerning 'Plan Description' only):

SPII allocates approximately ~~85~~ 82 acres to Community Parks, as follows:

- Central Community Park: The SPII portion of Central Community Park occupies approximately 27 acres, divided into two sections. Together with the adjacent 14.5-acre Specific Plan I Community Park, the Central Community Park will comprise approximately 42 acres and provide active recreational facilities in close proximity to the Town Center's civic, retail, higher density housing, and transit uses, as well as trail connections to the adjacent Mountain House Creek Community Park. The Preliminary Design for the park (see Figure 7.3: Central Community Park Concept) shows a parking lot in the south portion of the park, adjacent to the Community Commercial shopping center. A pedestrian spine leads from the "Town Green" bulge on the south portion of the park, splitting the play fields, and connects to the Mountain House Creek Community Park trails to the north. Additional parking lots along the northwest boundary serve both the Mountain House Creek and Central Community Parks.
- North Community Park: The 22-acre North Community Park is located in Neighborhood L adjacent to Central Parkway, the Bryon Road/rail corridor, and Mountain House Creek Park (see Figure 7.4: North Community Park). The park provides active recreation for neighborhoods north of Byron Road. Swim facility and basketball and tennis courts are located in the northern portion of the park. Playfields are located to the south, with parking for vehicles and bicycles along the west boundary and a berm along the south edge to provide a buffer from the Byron Road corridor. Trails around and through the site connect all park uses and extend north to the intersection of Mountain House Parkway and Central Parkway~~s~~. In addition, a 12-foot wide multi-use path provides pedestrian and service vehicular access along the east boundary adjacent to Mountain House Creek. A pedestrian bridge connects over the creek from the multi-use path to higher density housing to the east.
- ~~River Center Community Park: As depicted by Figure 4.6, this 2.5-acre park provides an open space terminus to Central Parkway and an open space focus for Old River Center, a mixed use commercial and residential area within Neighborhood K. The park's geometric design of simple grass lawn, trees, paths, and entry features is intended as a counterpoint to the more natural, large-scale, and informal character of the nearby Old River Regional Park~~.
- Mountain House Creek Community Park: See Figure 7.6 and Section 7.2.5, below.

EXISTING

Section 7.2.3 – Community Parks (concerning 'SPII Implementation Measures' only):

SPII Implementation Measures

1. MHCSD Design Requirements. All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Design Manual, as amended (Chapter Eleven: Parks).

2. MHCSD Programming Requirements. All implementing projects shall comply with the applicable provisions of the MHCSD Parks, Recreation and Leisure Plan, as amended (see Chapter 2: Park and Recreational Facilities).

3. Community Pool Requirements. The North and Central Community Parks may each have one centralized community pool.

4. Central Community Park Timing. The Master Plan defined the Central Community Park as having three general phases. The first phase was constructed as part of Specific Plan I; the second and third phases will be part of SPII (see Figure 7.3: Central Community Park Concept). The second phase, which is to include one of the remaining two parcels, must be constructed no later than the time 80% of dwelling unit permits south of Byron Road within Specific Plan II have had their final inspection. The third parcel must be constructed no later than the time 95% of dwelling unit permits south of Byron Road within Specific Plan II have had their final inspection.

5. North Community Park Timing. The North Community Park must be constructed no later than the time 80% of dwelling unit permits within Neighborhoods K and L have had their final inspections.

6. River Center Community Park Timing. The River Center Community Park must be constructed no later than with the final inspection of 80% of the total square footage of the mixed use areas.

7. Pedestrian Crossings. Pedestrian crossings, consisting of crosswalks and pedestrian activated signals or warning light systems shall be provided across De Anza Boulevard to facilitate pedestrian movement along the creek corridor and between the community parks located on each side of the roadway.

PROPOSED

Section 7.2.3 – Community Parks (concerning 'SPII Implementation Measures' only):

SPII Implementation Measures

1. MHCSD Design Requirements. All implementing public improvement projects shall comply with the applicable provisions of the MHCSD Design Manual, as amended (Chapter Eleven: Parks).

2. MHCSD Programming Requirements. All implementing projects shall comply with the applicable provisions of the MHCSD Parks, Recreation and Leisure Plan, as amended (see Chapter 2: Park and Recreational Facilities).

3. Community Pool Requirements. The North Community Park and the Central Community Park~~s~~ may each have one centralized community pool.

4. Central Community Park Timing. The Master Plan defined the Central Community Park as having three general phases. The first phase was constructed as part of Specific Plan I; the second and third phases will be part of SPII (see Figure 7.3: Central Community Park Concept). The second phase, which is to include one of the remaining two parcels, must be constructed no later than the time 80% of dwelling unit permits south of Byron Road within Specific Plan II have had their final inspection. The third parcel must be constructed no later than the time 95% of dwelling unit permits south of Byron Road within Specific Plan II have had their final inspection.

5. North Community Park Timing. The North Community Park must be constructed no later than the time 80% of dwelling unit permits within Neighborhoods K and L have had their final inspections.

~~6~~. ~~River Center Community Park Timing. The River Center Community Park must be constructed no later than with the final inspection of 80% of the total square footage of the mixed use areas.~~

~~7~~ 6. Pedestrian Crossings. Pedestrian crossings, consisting of crosswalks and pedestrian activated signals or warning light systems shall be provided across De Anza Boulevard to facilitate pedestrian movement along the creek corridor and between the community parks located on each side of the roadway.

EXISTING

Section 7.2.5 – Old River Regional Park (concerning 'Plan Description' only):

Plan Description

As depicted by Figure 7.7: Old River Regional Park (Plan) and Figure 7.8: Old River Regional Park (Section), the Old River Regional Park will be a linear, river-oriented open space extending from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L. As envisioned by the Master Plan, the Regional Park will serve as a passive, river-oriented recreational open space that forms the northern boundary of the Mountain House community. The 82-acre park will be located entirely within SPII and will offer the following:

- Continuous 12-foot wide, multi-use hard surface path, with a pedestrian bridge crossing at Mountain House Creek.
- Smaller trails connecting the multi-use path to Mountain House Creek Park trails and adjacent roadways.
- Primary staging area at Old River Center, including small boat launch and parking, trailhead with picnic area, observation platform and interpretive area at the terminus of Central Parkway, and fishing dock. The boat launch will be operated by MHCSD to accommodate local recreational and wildlife-oriented boating.
- Secondary staging area at the terminus of Mountain House Creek, including interpretive signage, parking, and picnic area.
- Planting of riparian species to augment the existing vegetation adjacent to Old River, and mixed oak woodland planting within the park.
- Preservation of the 1.4-acre wetland in Neighborhood L (see Figure 7.7: Old River Regional Park).

Development of the park includes terraced fill to raise the elevation of areas adjacent to Old River and thereby improve flood control protection, water quality treatment and recreational value, including creation of increased areas of relatively flat and usable open space with the Regional Park (see Chapter 15, Section 15.7: Flood Protection). This approach will meet current flood control requirements and remove developed areas from the 100-year flood plain designation. The multi-purpose path will provide maintenance access. The existing levee will remain with its high habitat values undisturbed.

PROPOSED

Section 7.2.5 – Old River Regional Park (concerning 'Plan Description' only):

Plan Description

As depicted by Figure 7.7: Old River Regional Park (Plan) and Figure 7.8: Old River Regional Park (Section), the Old River Regional Park will be a linear, river-oriented open space extending from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L. As envisioned by the Master Plan, the Regional Park will serve as a passive, river-oriented recreational open space that forms the northern boundary of the Mountain House community. The ~~82-acre~~ 88-acre park will be located entirely within SPII and will offer the following:

- Continuous 12-foot wide, multi-use hard surface path, with a pedestrian bridge crossing at Mountain House Creek.
- Smaller trails connecting the multi-use path to Mountain House Creek Park trails and adjacent roadways.
- Primary staging area at Old River Center, including small boat launch and parking, trailhead with picnic area, observation platform and interpretive area at the terminus of Central Parkway, and fishing dock. The boat launch will be operated by MHCSD to accommodate local recreational and wildlife-oriented boating.
- Secondary staging area at the terminus of Mountain House Creek, including interpretive signage, parking, and picnic area.
- Planting of riparian species to augment the existing vegetation adjacent to Old River, and mixed oak woodland planting within the park.
- Preservation of the 1.4-acre wetland in Neighborhood L (see Figure 7.7: Old River Regional Park).

Development of the park includes terraced fill to raise the elevation of areas adjacent to Old River and thereby improve flood control protection, water quality treatment and recreational value, including creation of increased areas of relatively flat and usable open space with the Regional Park (see Chapter 15, Section 15.7: Flood Protection). This approach will meet current flood control requirements and remove developed areas from the 100-year flood plain designation. The multi-purpose path will provide maintenance access. The existing levee will remain with its high habitat values undisturbed.

EXISTING

Section 7.2.6 – Trails (concerning 'Plan Description'' only):

Plan Description
SP II provides a trail system as depicted in Figure 9.2: SPII Bicycle and Pedestrian System. In addition to sidewalks, the system includes:

- Class I multi-purpose paths along Arterials. These will be eight feet wide, except for 10-foot wide paths on Great Valley Parkway (path on east side only) and 10-foot wide paths on Mountain House Parkway south of Bryon Road (path on west side only).
- Class I multi-purpose path through Mountain Creek Park (eight-foot wide path on both west side and east side), Central Community Park, and Old River Park (12-foot wide paths).
- Six-foot wide trails within the age-restricted Neighborhoods I and J, including a trail along the UPRR right of way, and along the lakes/open space features of Neighborhoods K and L.

PROPOSED

Section 7.2.6 – Trails (concerning 'Plan Description'' only):

Plan Description
SP II provides a trail system as depicted in Figure 9.2: SPII Bicycle and Pedestrian System. In addition to sidewalks, the system includes:

- Class I multi-purpose paths along Arterials. These will be eight feet wide, except for 10-foot wide paths on Great Valley Parkway (path on east side only) and 10-foot wide paths on Mountain House Parkway south of Bryon Road (path on west side only)~~.~~;
- Ten-foot wide multi-use trails on the northwest side, and eight-foot wide multi-use trails on the southeast side, of the Mountain House Creek Community Park;
- Class I multi-purpose paths through ~~Mountain Creek Park (eight-foot wide path on both west side and east side),~~ the Central Community Park and the Town Center ~~and Old River Park (12-foot wide paths).~~;
- Class I, 12-foot wide multi-purpose path through Old River Regional Park;
- ~~Six-foot~~ Eight-foot wide trails within ~~the age-restricted Neighborhoods I and J, including a trail~~ Neighborhood J, along the UPRR right of way, and within Neighborhoods K and L, along the lakes/open space features ~~of Neighborhoods K and L.~~; and
- Eight-foot wide and 12-foot wide trails within the nature preserves of Neighborhoods I & J.

EXISTING

Section 7.2.7 – Private Recreation (concerning ‘ Plan Description’ only):

Plan Description

Golf Course

Specific Plan II proposes one championship golf course, which will be routed through the proposed age-restricted community in Neighborhood I and J. It will be a privately owned and operated facility with clubhouse, offering daily-fee play to the public. The golf course will be designed to be a walkable, par 72 championship course that will present a challenging and enjoyable experience for golfers at all levels of ability. This course will contain a practice facility including a driving range and additional maintenance facility. The course will be strategically designed and landscaped to provide added vegetative buffers to add to the strategy of the course, as well as dampen the wind and protect adjacent land uses from errant golf balls. The corridors will be 350 feet wide, expanding to 380 feet where needed. The golf course will serve as the conduit for drainage from surrounding land uses to the lakes/open space areas in Neighborhood K, and will contain water quality basins (BMP's) for storm water for adjacent development parcels.

1. Each golf hole will contain a tee ground, green putting surface and should contain a continuous hard surface cart path / maintenance road (minimum width 8 feet) from tee ground through green putting surface. Each golf hole will contain multiple tee locations to accommodate players of varying abilities.
2. The golf course will include a practice facility. This practice facility should be comprised of as follows:
    - Golf ball-driving range with a minimum length of 250 yards and contains a minimum of 4 target greens. A teeing ground with a minimum of 20 stalls, a minimum of two stalls will be reserved for teaching instruction.
3. The golf course will contain a clubhouse complex which should contain the following:
    - Clubhouse structure measuring a minimum of 8,000 square feet.
    - Parking lot designed in accordance with County Parking requirements.
    - Enclosed golf cart storage facility with a capacity for a minimum of 40 golf carts, which may be placed under the clubhouse structure.

4. The golf course will contain a one-acre maintenance facility that should include a minimum 8,000 square feet building and a minimum of two storage bins for greens sand and bunker sand.

Other Facilities

In addition to the golf course and clubhouse, a Recreation Center is proposed for the age-restricted Neighborhoods I and J. This facility is described in Chapter Four, Section 4.7.

Boating access will be provided by a small public boat launch within the Regional Park near the end of Central Parkway. As shown by Figure 4.20: Old River Center, the boat launch will be located adjacent to the trailhead and picnic facilities and near the interpretive center of the Old River Regional Park staging area. Facilities will include a minimum two-lane concrete ramp, boarding floats, restrooms, car/boat trailer parking for a minimum of 20 trailers and towing vehicles, access roads, landscaping and site utilities, lighting, fencing and signage, and, as needed, a small management office or store for fee collection and permits. The boat launch will be operated by MHCSD to accommodate local recreational and wildlife-oriented boating.

Within Neighborhoods K and L, a network of lakes and open space will provide stormwater management, water quality treatment and recreation amenities for the community. Passive recreational amenities may include trails, picnic areas, overlooks for viewing and bird watching, non-motorized boating or similar features.

PROPOSED

Section 7.2.7 – Private Recreation (concerning 'Plan Description' only):

Plan Description

~~Golf Course~~ Nature Preserves

Specific Plan II proposes two linked nature preserves, one in Neighborhood I and one in Neighborhood J, within the areas zoned as Commercial Recreation (C-R).~~. one championship golf course, which will be routed through the proposed age-restricted community in Neighborhood I and J~~. ~~It~~ They will be ~~a privately~~ owned and maintained by a homeowners' association or by the MHCSD, provided a funding mechanism for maintenance is established to the satisfaction of the MHCSD. The nature preserves will offer passive recreational opportunities such as hiking and picnicking. They will be supplemented by adjacent and proximate active recreational uses, such as Neighborhood Parks and Community Parks, and by supportive and compatible uses within the C-R zone, such as eating establishments and small-scale outdoor entertainment. In addition, there are other parks, separate and distinct from the nature preserves, that are allowed within the C-R zone, provided they are linked to each other and to the nature preserves via trails or pathways, and meet specific requirements of the MHCSD's *Parks, Recreation, and Leisure Plan*. ~~and operated facility with clubhouse, offering daily-fee play to the public. The golf course will be designed to be a walkable, par 72 nine championship course that will present a challenging and enjoyable experience for golfers at all levels of ability. This course will contain a practice facility including a driving range and additional maintenance facility. The course will be strategically designed and landscaped to provide added vegetative buffers to add to the strategy of the course, as well as dampen the wind and protect adjacent land uses from errant golf balls. The corridors will be 350 feet wide, expanding to 380 feet where needed. The golf course will serve as the conduit for drainage from surrounding land uses to the lakes/open space areas in Neighborhood K, and will contain water quality basins (BMP's) for storm water for adjacent development parcels.~~

~~1. Each golf hole will contain a tee ground, green putting surface and should contain a continuous hard surface cart path / maintenance road (minimum width 8 feet) from tee ground through green putting surface. Each golf hole will contain multiple tee locations to accommodate players of varying abilities.~~

~~2. The golf course will include a practice facility. This practice facility should be comprised of as follows:~~

- ~~Golf ball-driving range with a minimum length of 250 yards and contains a minimum of 4 target greens. A teeing ground with a minimum of 20 stalls, a minimum of two stalls will be reserved for teaching instruction.~~

~~3. The golf course will contain a clubhouse complex which should contain the following:~~

- Clubhouse structure measuring a minimum of 8,000 square feet.
- Parking lot designed in accordance with County Parking requirements.
- Enclosed golf cart storage facility with a capacity for a minimum of 40 golf carts, which may be placed under the clubhouse structure.

~~4. The golf course will contain a one-acre maintenance facility that should include a minimum 8,000 square feet building and a minimum of two storage bins for greens sand and bunker sand.~~

Other Facilities

In addition to the ~~golf course and clubhouse~~ nature preserves, a clubhouse and Recreation Center ~~is~~ are proposed for the ~~age-restricted Neighborhoods I and J~~ Neighborhood I active adult neighborhood. ~~This facility is~~ These facilities will not only serve the neighborhood but also the active adult residents of the mixed active adult and family neighborhoods of Neighborhoods J and K. They are described in Chapter Four, Section 4.7.

Boating access will be provided by a small public boat launch within the Regional Park near the end of Central Parkway. As shown by Figure 4.20: Old River Center, the boat launch will be located adjacent to the trailhead and picnic facilities and near the interpretive center of the Old River Regional Park staging area. Facilities will include a minimum two-lane concrete ramp, boarding floats, restrooms, car/boat trailer parking for a minimum of 20 trailers and towing vehicles, access roads, landscaping and site utilities, lighting, fencing and signage, and, as needed, a small management office or store for fee collection and permits. The boat launch will be operated by MHCSD to accommodate local recreational and wildlife-oriented boating.

Within Neighborhoods K and L, a network of lakes and open space will provide stormwater management, water quality treatment and recreation amenities for the community. Passive recreational amenities may include trails, picnic areas, overlooks for viewing and bird watching, non-motorized boating or similar features.

EXISTING

Section 9.5 – Arterial Intersections (concerning first paragraph 'Master Plan Summary' only):

Master Plan Summary

The Master Plan requires that safe intersections be provided through properly designed signalization and lane channelization at appropriate locations. Intersections on existing County Arterials must be spaced at least 1/8 mile apart. New driveways and minor access points are prohibited on existing County Arterials. Existing driveways and access points may remain, but should be relocated if possible to meet the minimum spacing requirement. No new building or increased traffic uses are allowed on existing access points.

PROPOSED

Section 9.5 – Arterial Intersections (concerning first paragraph 'Master Plan Summary' only):

Master Plan Summary

The Master Plan requires that safe intersections be provided through properly designed signalization and lane channelization at appropriate locations. Intersections, driveways, land minor access points on existing County Arterials must be spaced at least 1/8 mile (660 feet) apart. ~~New driveways and minor access points are prohibited on existing County Arterials~~. Existing driveways and access points may remain, but should be relocated if possible to meet the minimum spacing requirement. Proposed intersections, driveways, and minor access points that cannot achieve 1/8 mile (660 feet) spacing may be permitted as determined by a traffic study or other applicable study. No new building or increased traffic uses are allowed on existing access points.

EXISTING

Section 9.6 – On-Site Roadway Circulation and Design (concerning 'Master Plan Summary' only):

Master Plan Summary

The Master Plan facilitates the movement of vehicular traffic within the community by providing for a safe, efficient, and easily understood on-site circulation system. It addresses internal street circulation and design for all community roads including soundwalls and landscaping for County Arterials that pass through or are immediately adjacent to the community. Bridge structures over existing waterways and a new grade-separated structure on Central Parkway over Byron Road and UPRR and an unloaded collector street (i.e., a road without a driveway access) over Great Valley Parkway, are also included in the on-site circulation system design.

Neighborhoods I and J will be private, age-restricted communities with gated access to the collector and local street network. The primary gate will be at Great Valley Parkway north of the unloaded collector street overcrossing. A secondary gate will be located at the intersection of Mountain House Parkway and Central Parkway.

The Master Plan requires that pavement widths be minimized, consistent with safety considerations. Design standards for local streets will be based upon the needs of the neighborhood and will ensure pedestrian safety, streets widths based on the number of expected cars, safe accommodation of expected traffic, and an emphasis on short, quiet streets that discourage through traffic. Street corner radii will be as small as possible to minimize pedestrian crossing distances.

Access standards will define appropriate level of access to and from each type of street in the functional classification system. Un-signalized "right turn in, right turn out" intersections (excluding those described for traffic signals, above) may be permitted on major Arterials, if consistent with safety criteria such as sight distance and minimum spacing. Landscaped medians will be constructed along high volume major Arterials, and driveway access and on-street parking will be prohibited (see the MHCSD Design Manual for landscape treatments).

In commercial areas, a pedestrian-oriented street design including on-street parking will be developed to foster an active street life and meet standard urban design guidelines for pedestrian crossings.

Road signs will be developed in accordance with County policy and broadly adopted guidelines on uniform traffic signage.

PROPOSED

Section 9.6 – On-Site Roadway Circulation and Design (concerning 'Master Plan Summary' only):

Master Plan Summary

The Master Plan facilitates the movement of vehicular traffic within the community by providing for a safe, efficient, and easily understood on-site circulation system. It addresses internal street circulation and design for all community roads including soundwalls and landscaping for County Arterials that pass through or are immediately adjacent to the community. Bridge structures over existing waterways and a new grade-separated structure on Central Parkway over Byron Road and UPRR and an unloaded collector street (i.e., a road without a driveway access) over Great Valley Parkway, are also included in the on-site circulation system design.

Neighborhood~~s~~ I ~~and J~~ will be an ~~private, age-restricted communities~~ active adult community with gated access to the collector and local street network. The primary gate will be at Great Valley Parkway north of the unloaded collector street overcrossing. ~~A secondary gate will be located at the intersection of Mountain House Parkway and Central Parkway~~.

The Master Plan requires that pavement widths be minimized, consistent with safety considerations. Design standards for local streets will be based upon the needs of the neighborhood and will ensure pedestrian safety, streets widths based on the number of expected cars, safe accommodation of expected traffic, and an emphasis on short, quiet streets that discourage through traffic. Street corner radii will be as small as possible to minimize pedestrian crossing distances.

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In commercial areas, a pedestrian-oriented street design including on-street parking will be developed to foster an active street life and meet standard urban design guidelines for pedestrian crossings.

Road signs will be developed in accordance with County policy and broadly adopted guidelines on uniform traffic signage.

EXHIBIT 3

SPECIFIC PLAN II AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXISTING

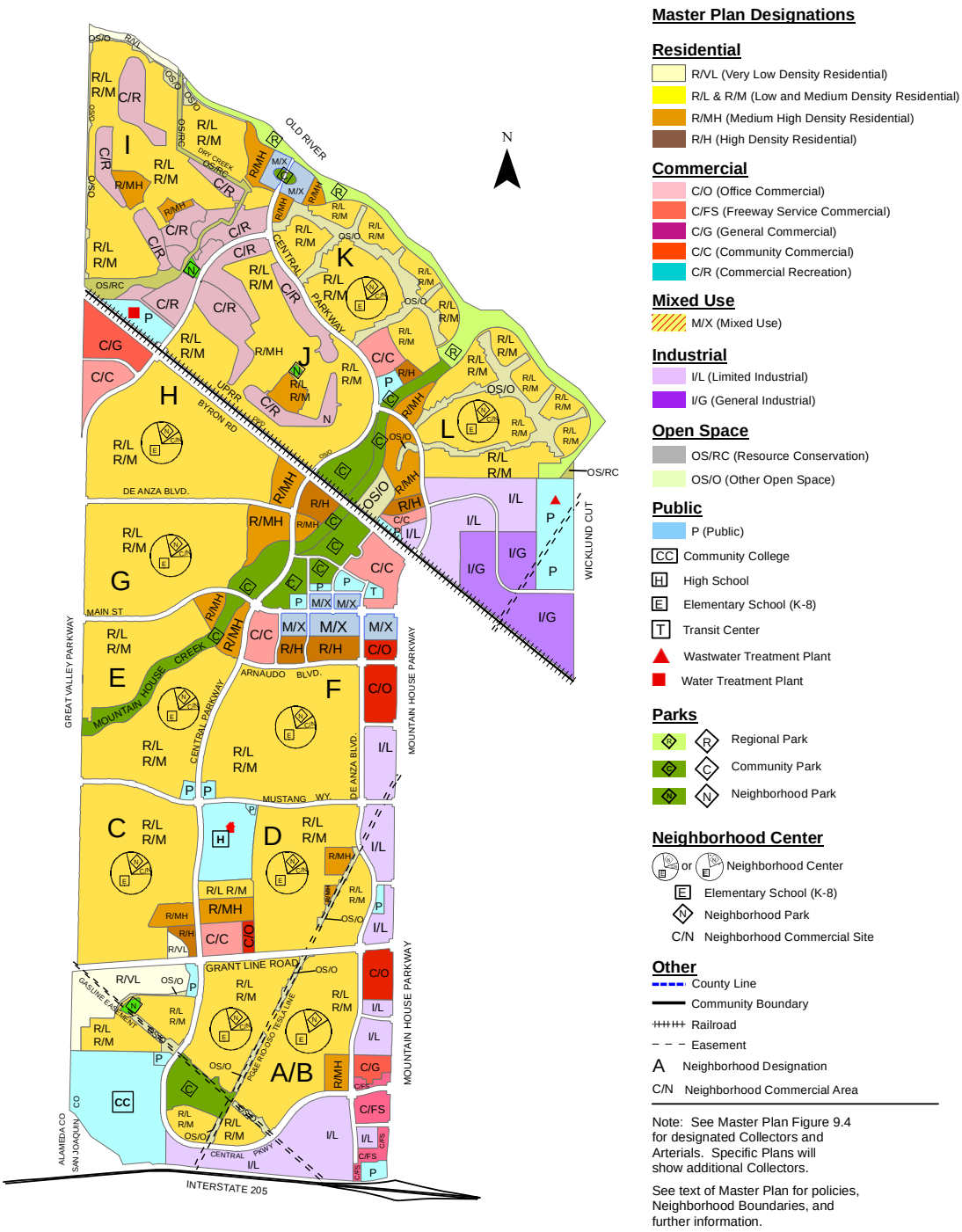


FIGURE 1.1 – MOUNTAIN HOUSE MASTER PLAN

PROPOSED

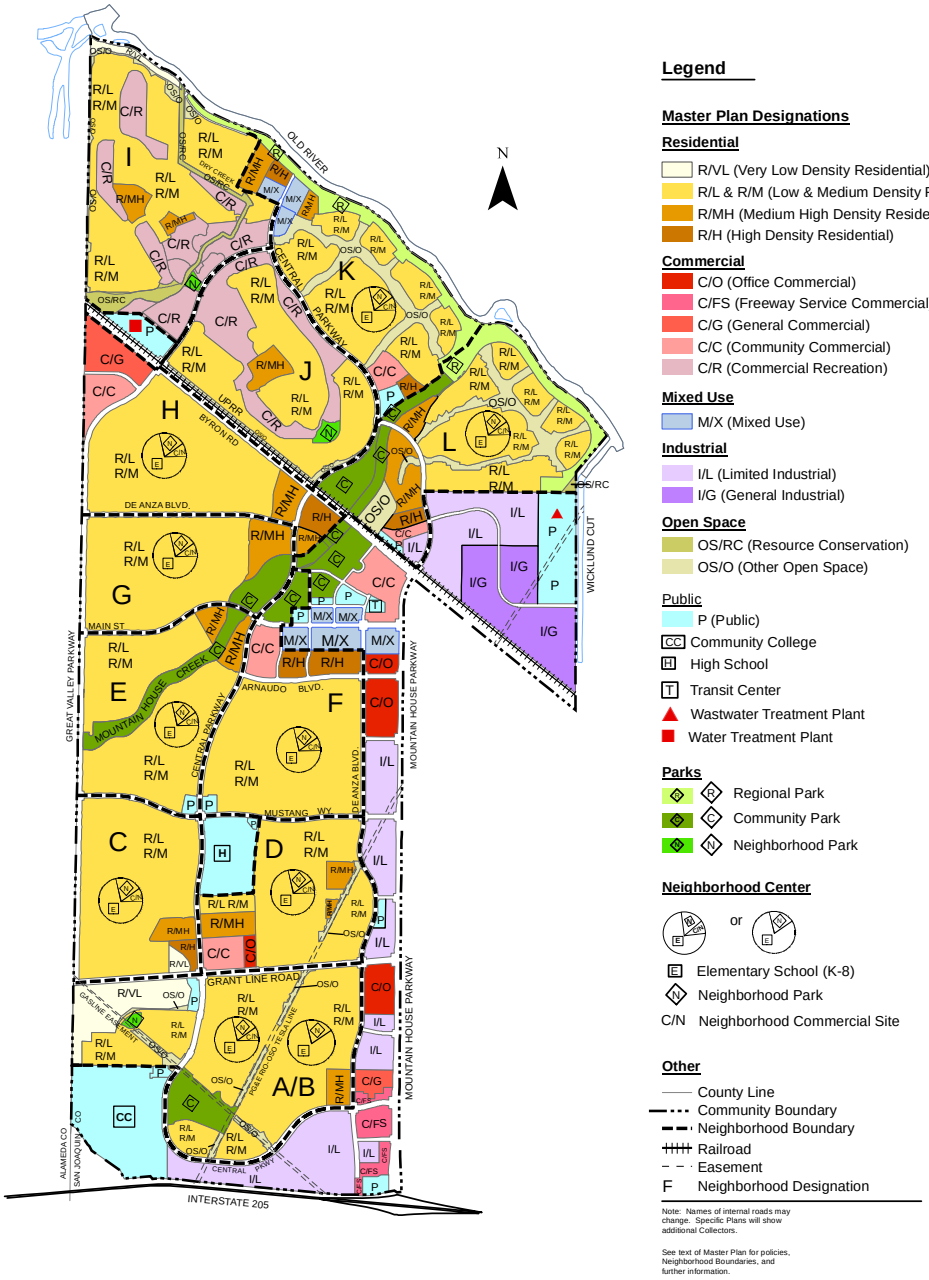


FIGURE 1.1 – MOUNTAIN HOUSE MASTER PLAN

EXISTING

FIGURE 1.2 – SPECIFIC PLAN AREAS

PROPOSED

FIGURE 1.2 – SPECIFIC PLAN AREAS

EXISTING

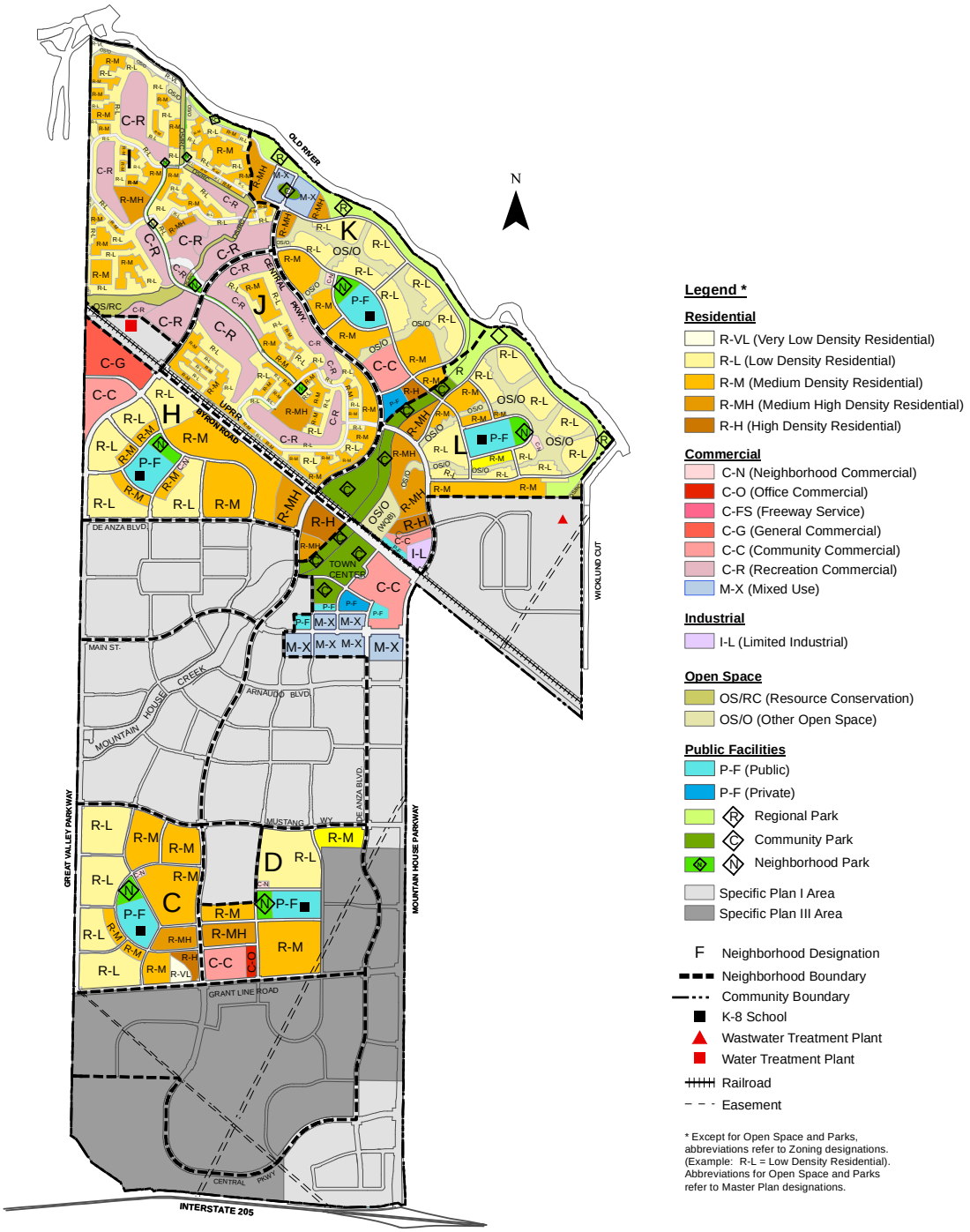


FIGURE 3.1 – SPII LAND USE

PROPOSED

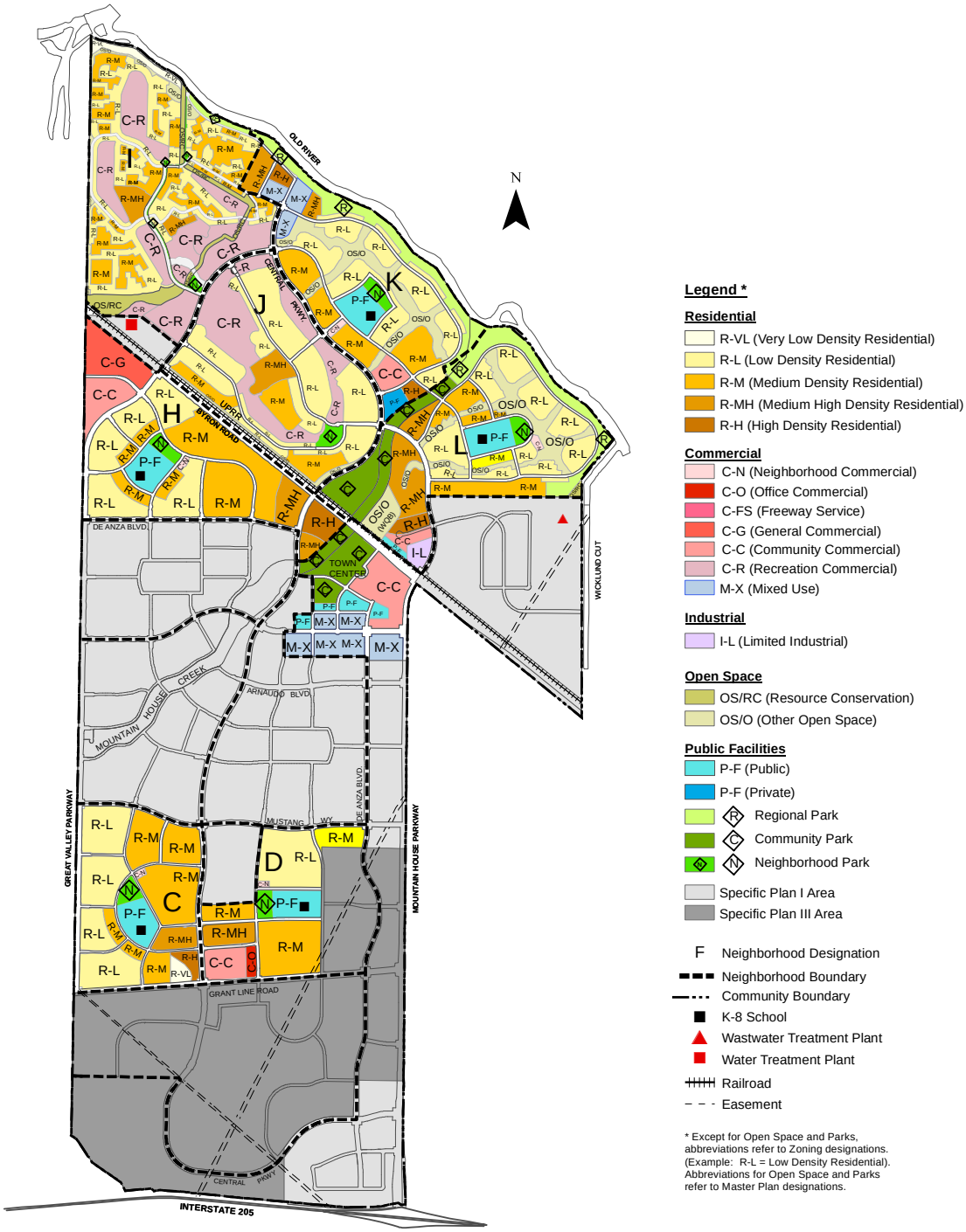


FIGURE 3.1 – SPII LAND USE

EXISTING

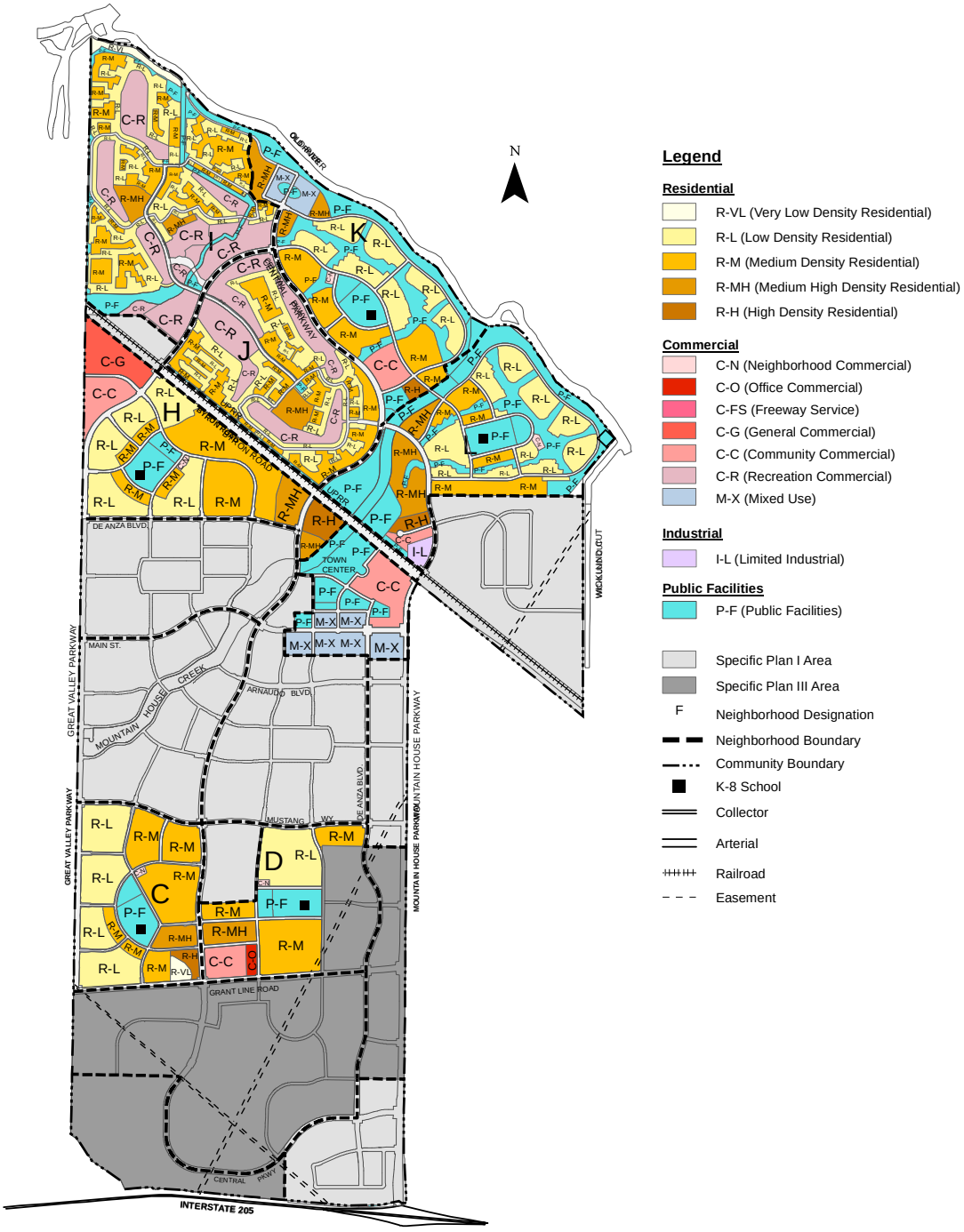


FIGURE 3.2 – SPII ZONING

PROPOSED

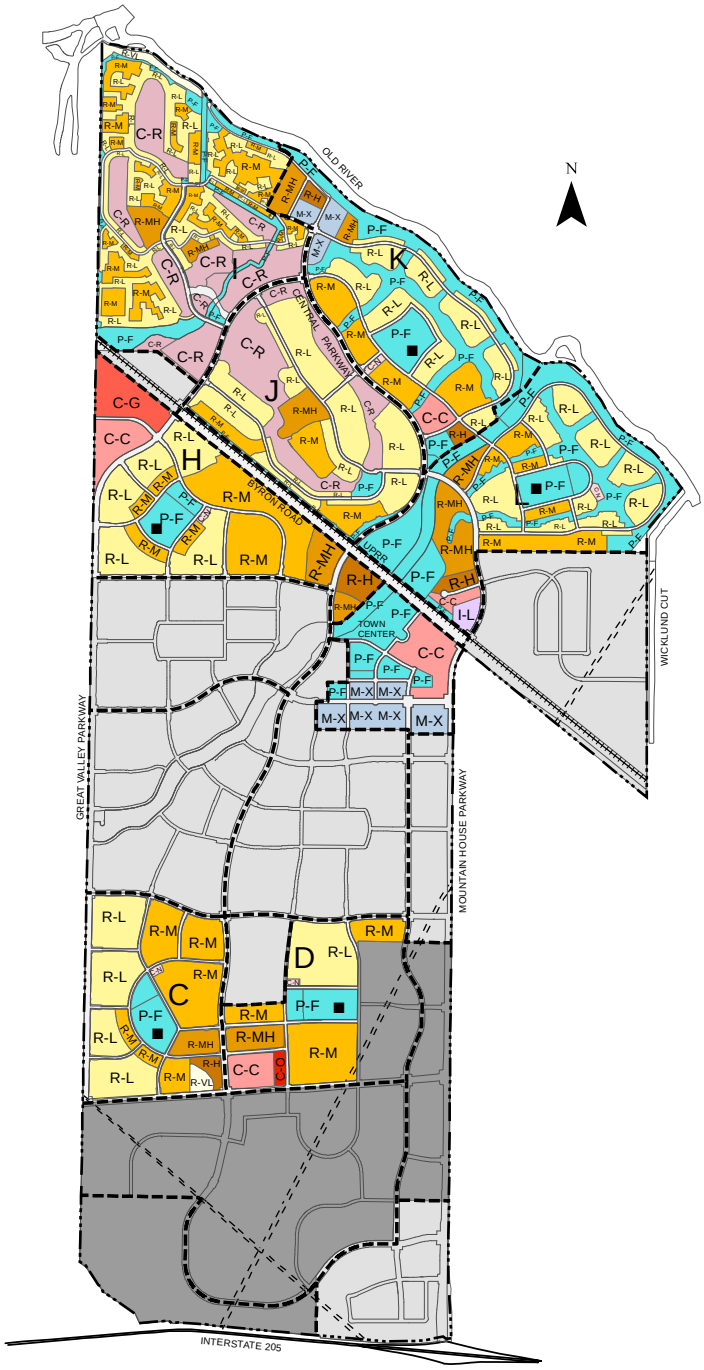


FIGURE 3.2 – SPII ZONING

EXISTING

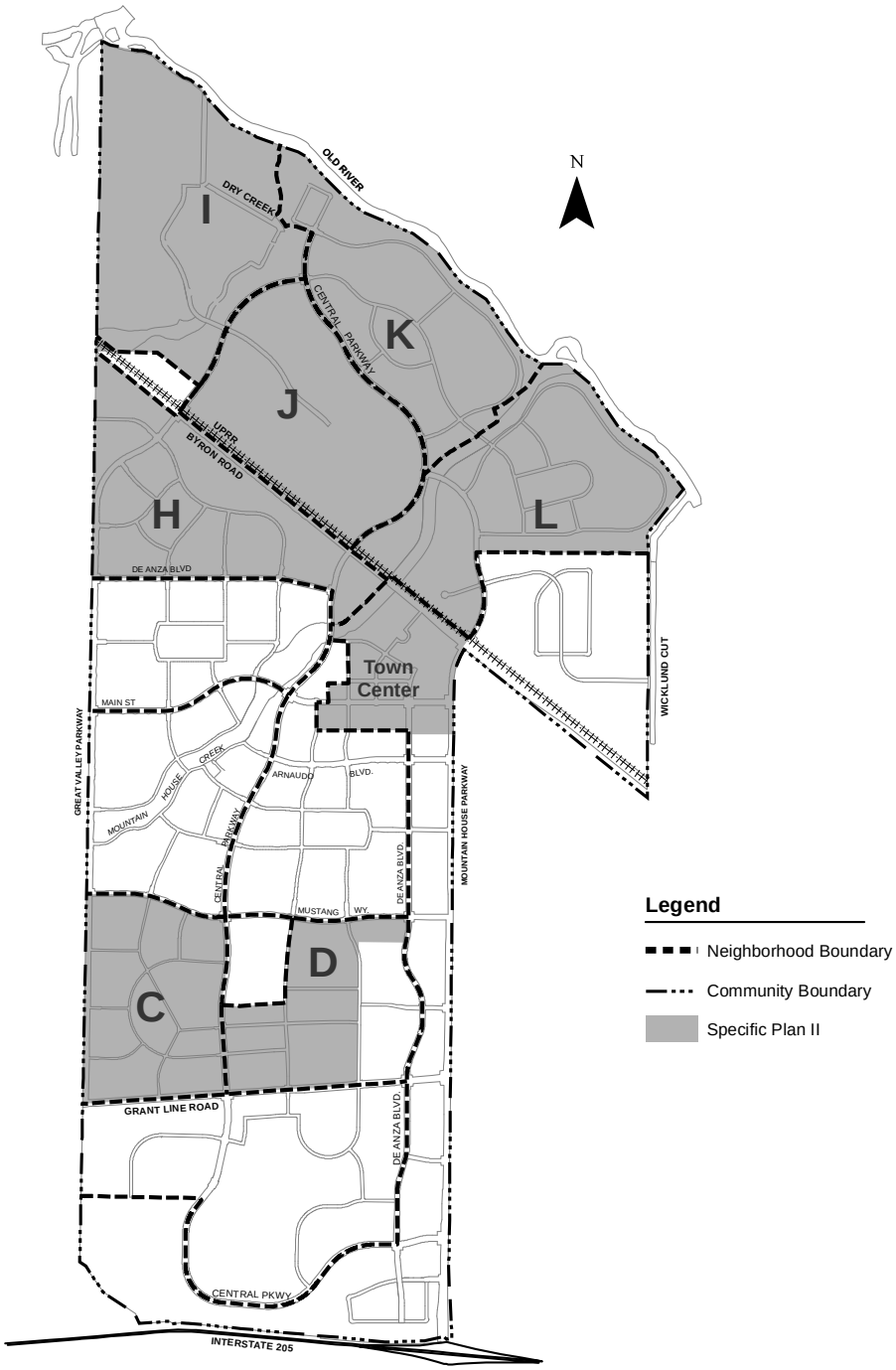


FIGURE 3.3 – NEIGHBORHOOD BOUNDARIES

PROPOSED

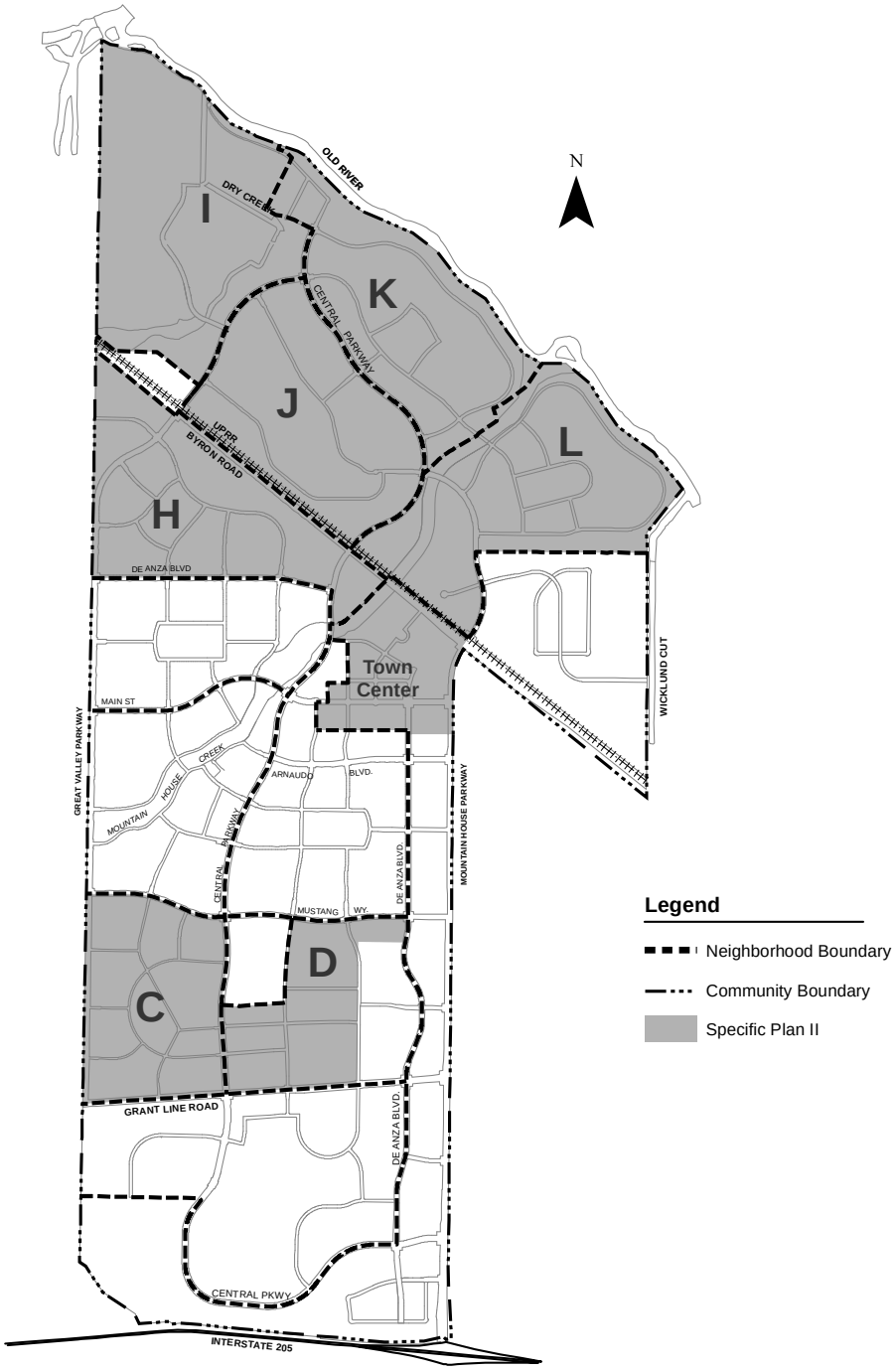


FIGURE 3.3 – NEIGHBORHOOD BOUNDARIES

EXISTING

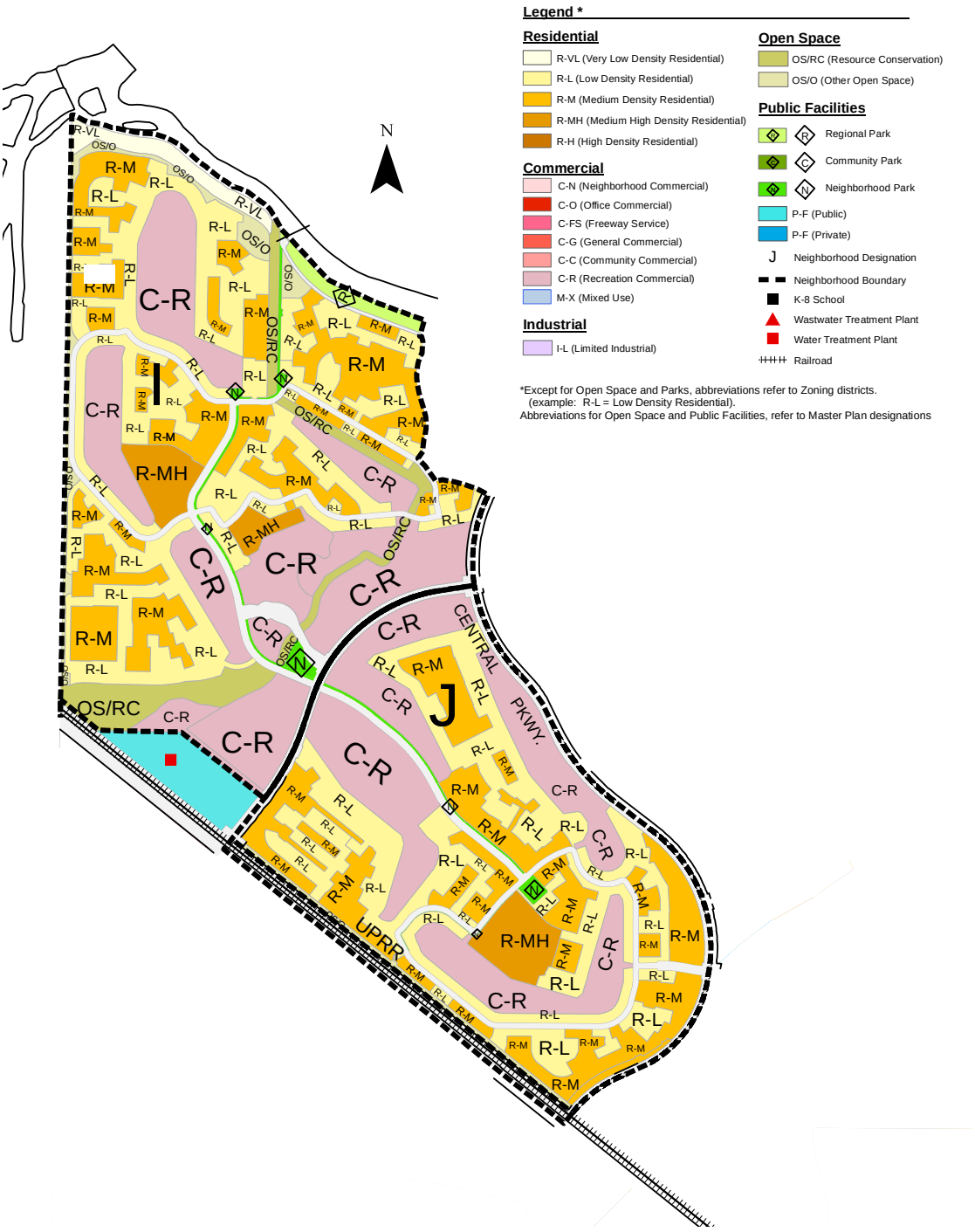


FIGURE 3.6 – NEIGHBORHOODS 'I' AND 'J' LAND USE

PROPOSED

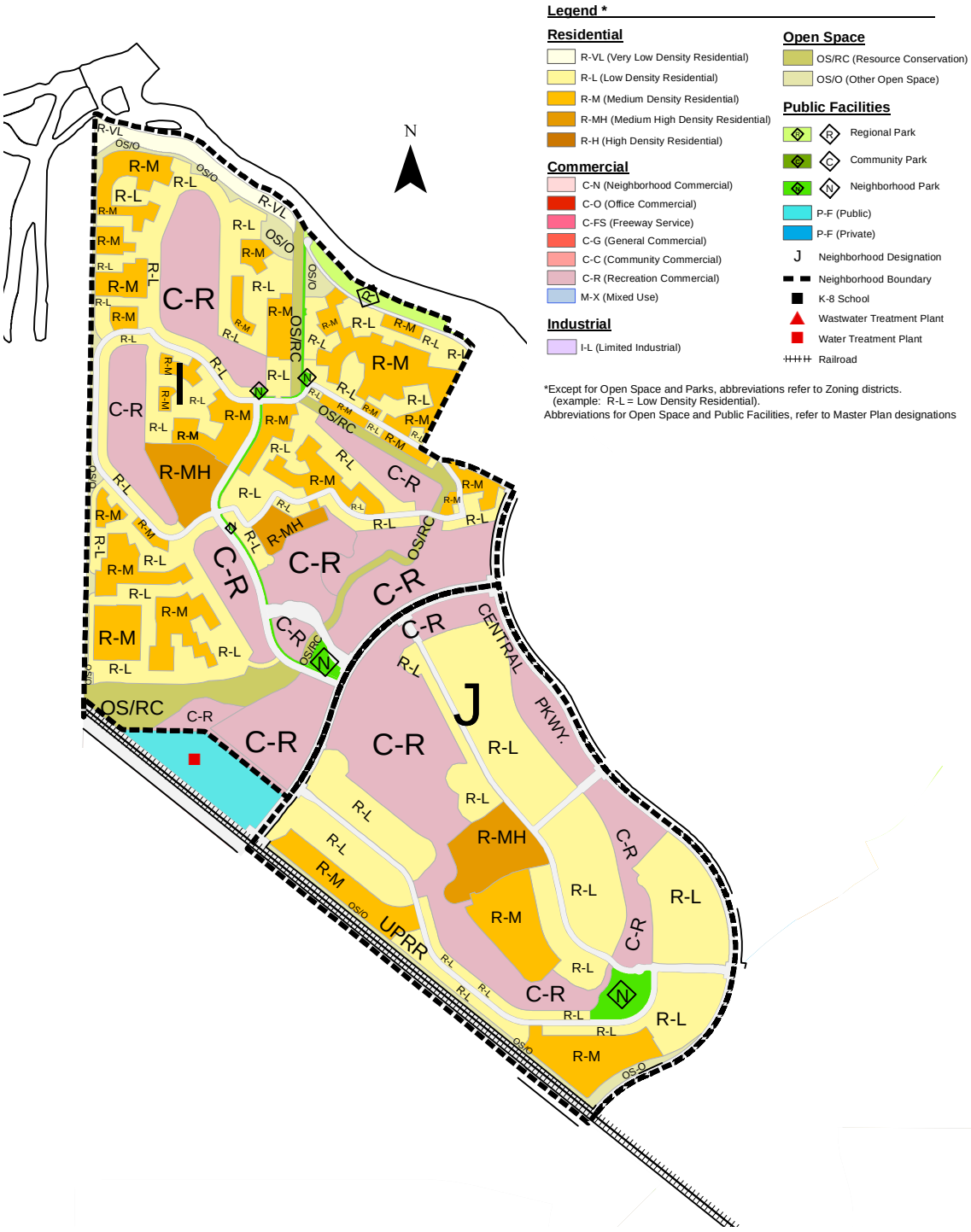


FIGURE 3.6 – NEIGHBORHOODS 'I' AND 'J' LAND USE

EXISTING

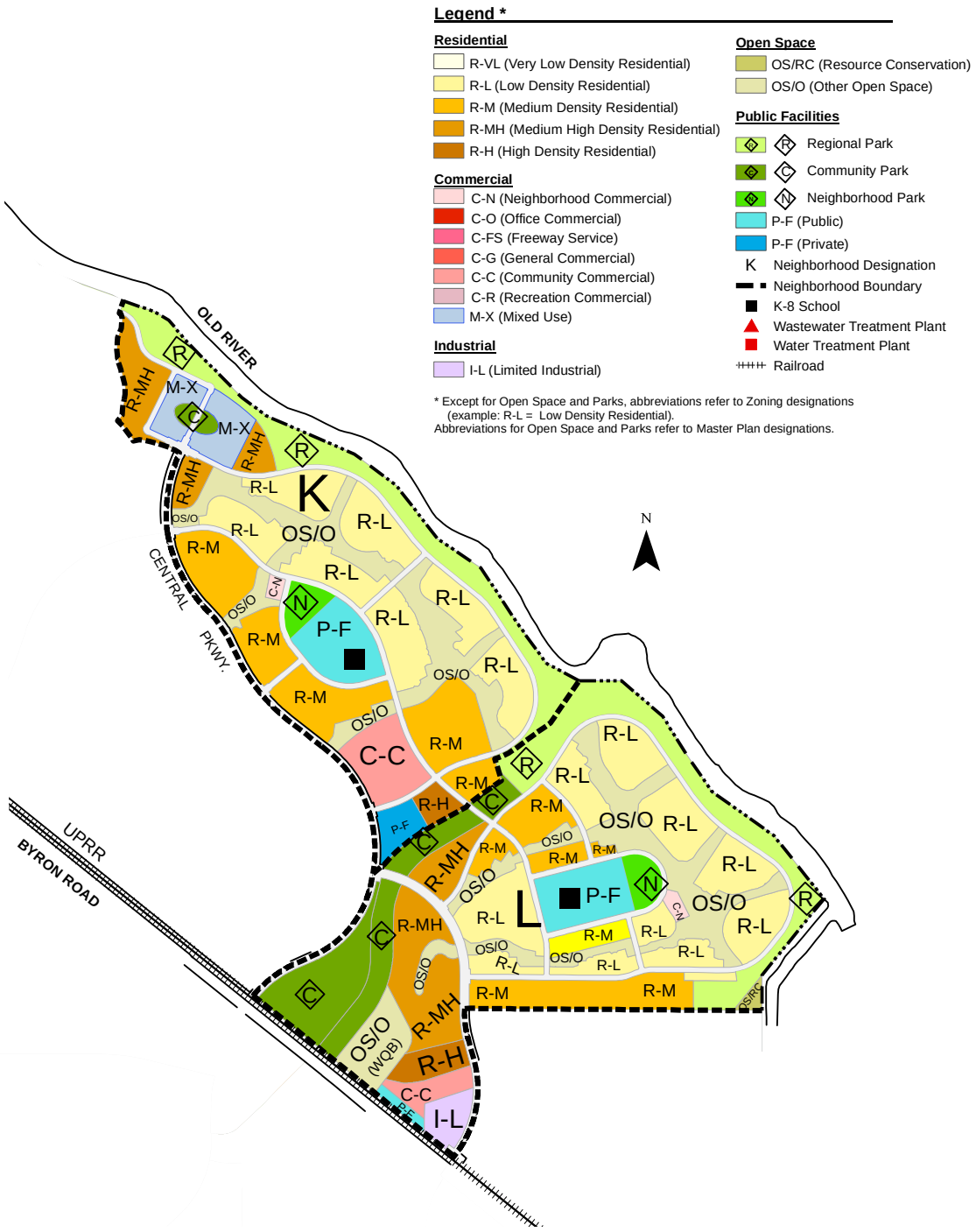


FIGURE 3.7 – NEIGHBORHOODS 'K' & 'L' LAND USE

PROPOSED

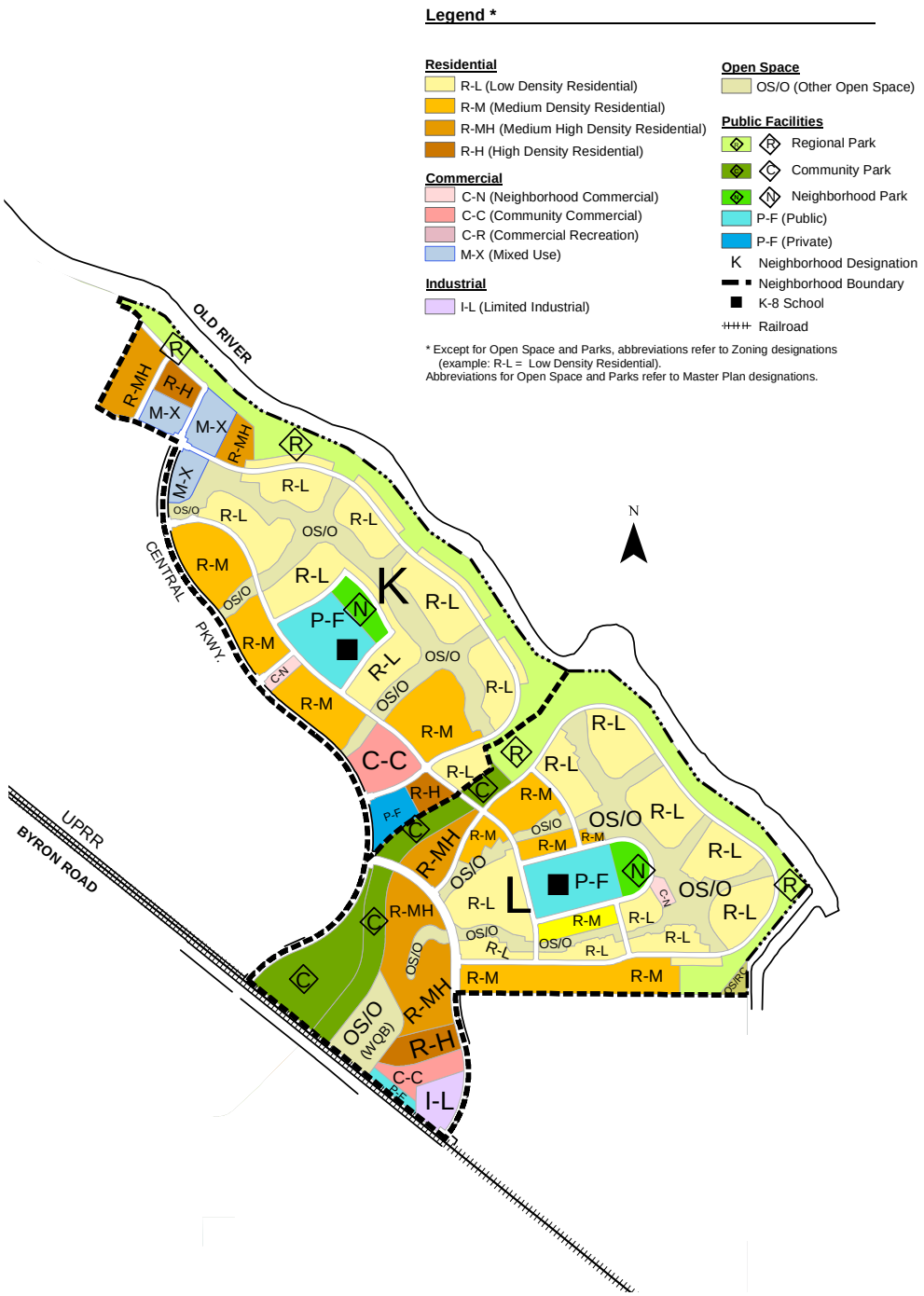


FIGURE 3.7 – NEIGHBORHOODS 'K' & 'L' LAND USE

EXISTING

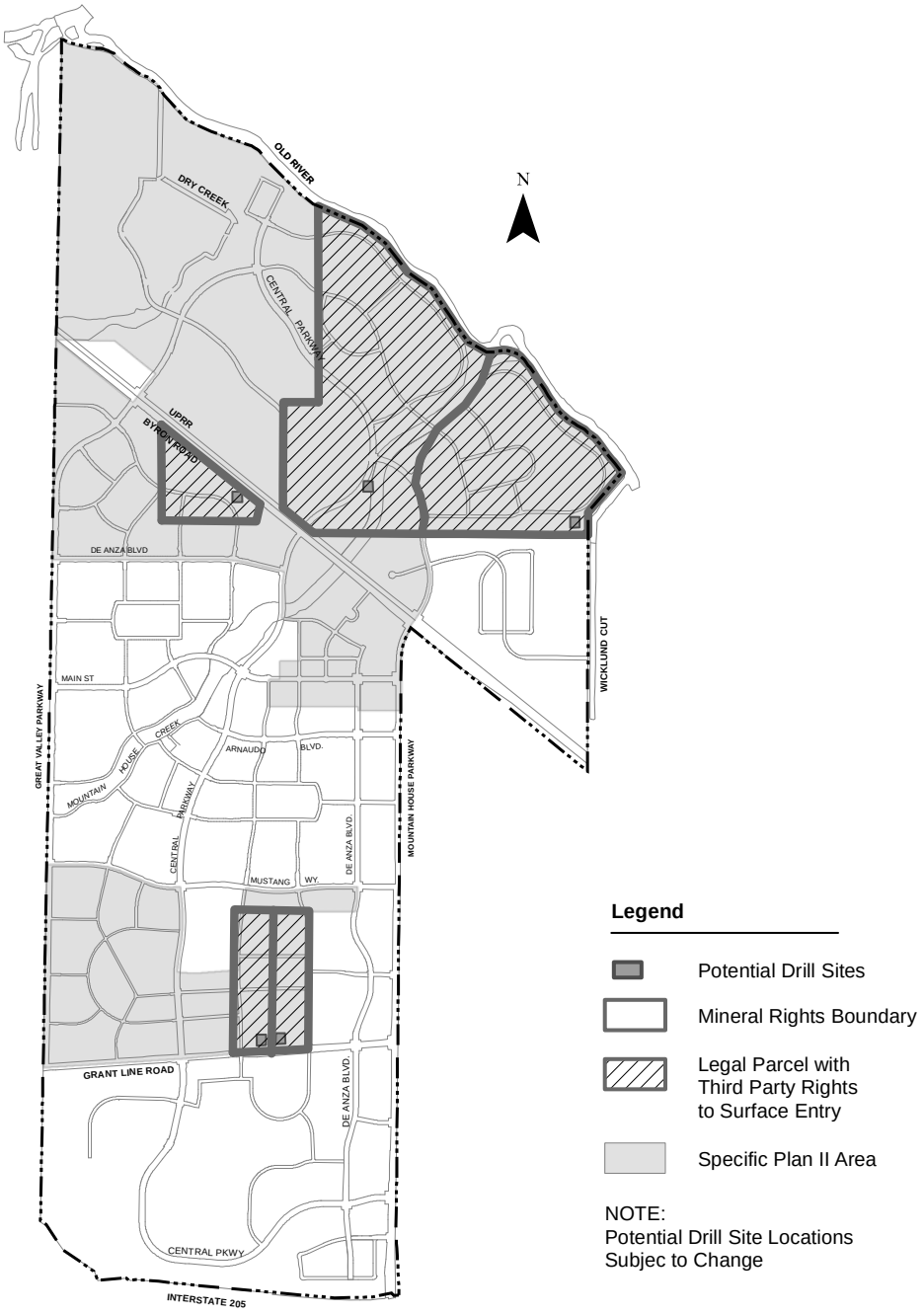


FIGURE 3.8 – MINERAL RIGHTS MAP

PROPOSED

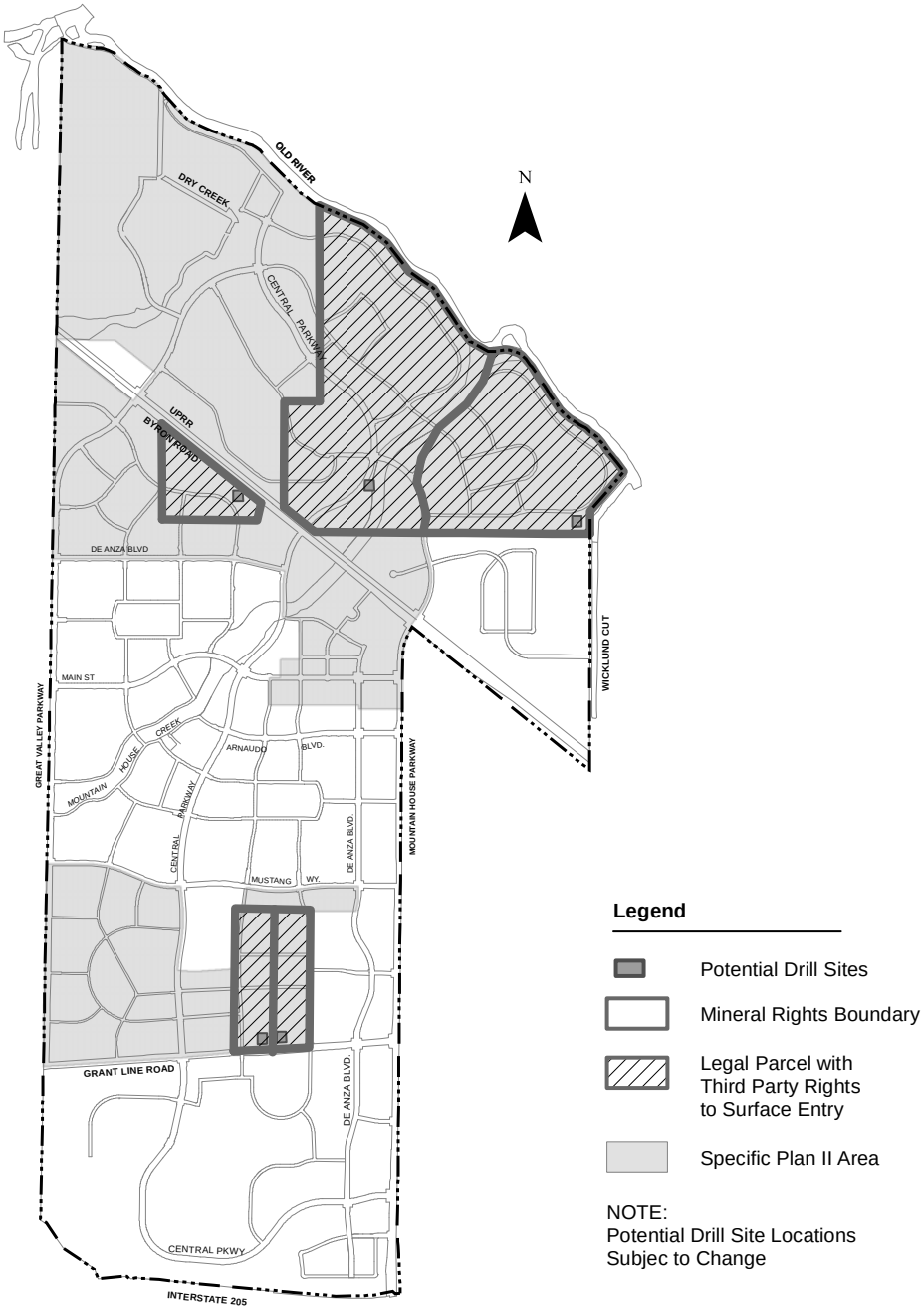


FIGURE 3.8 – MINERAL RIGHTS MAP

EXISTING

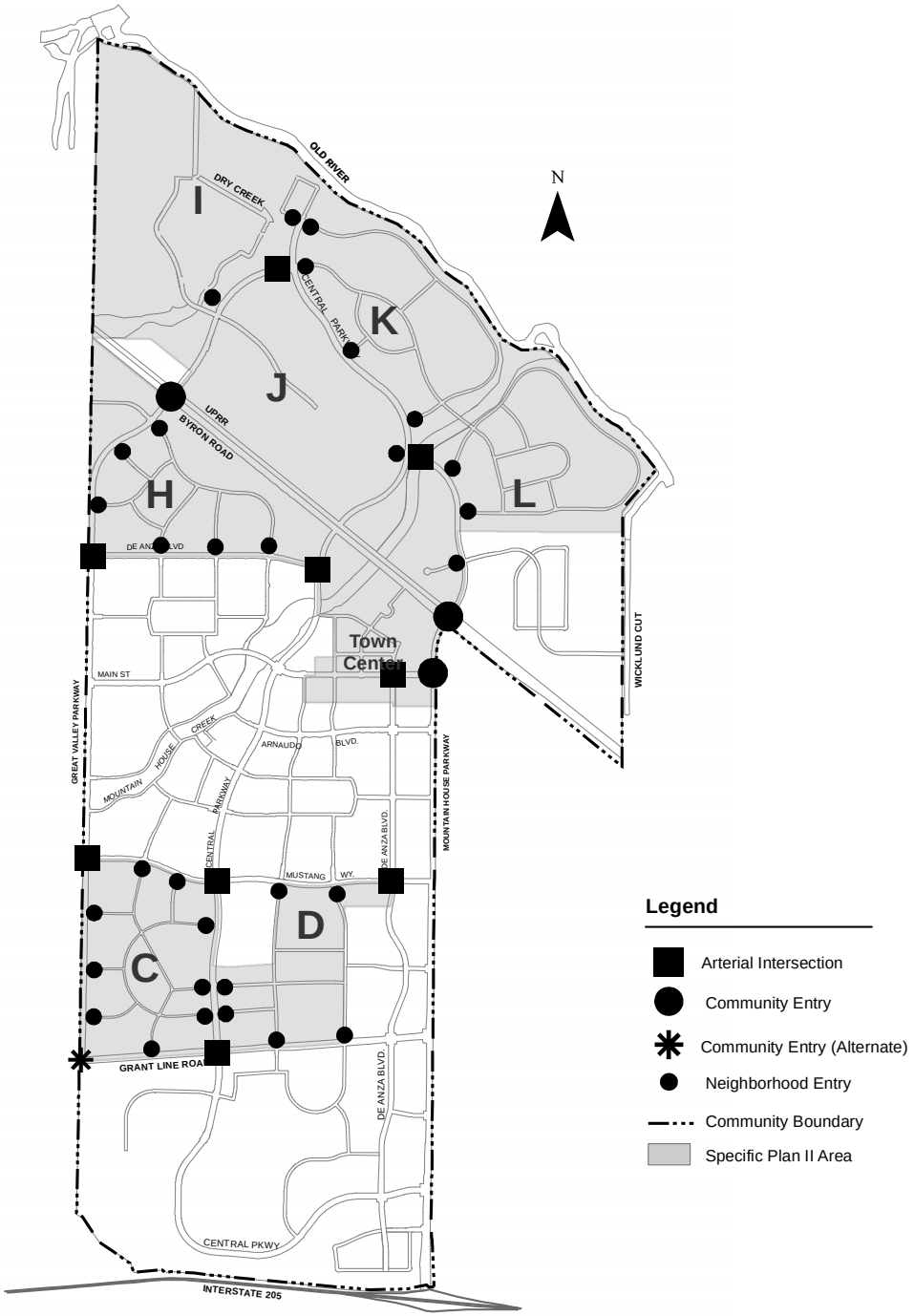


FIGURE 4.2 – SPII ENTRIES AND INTERSECTIONS

PROPOSED

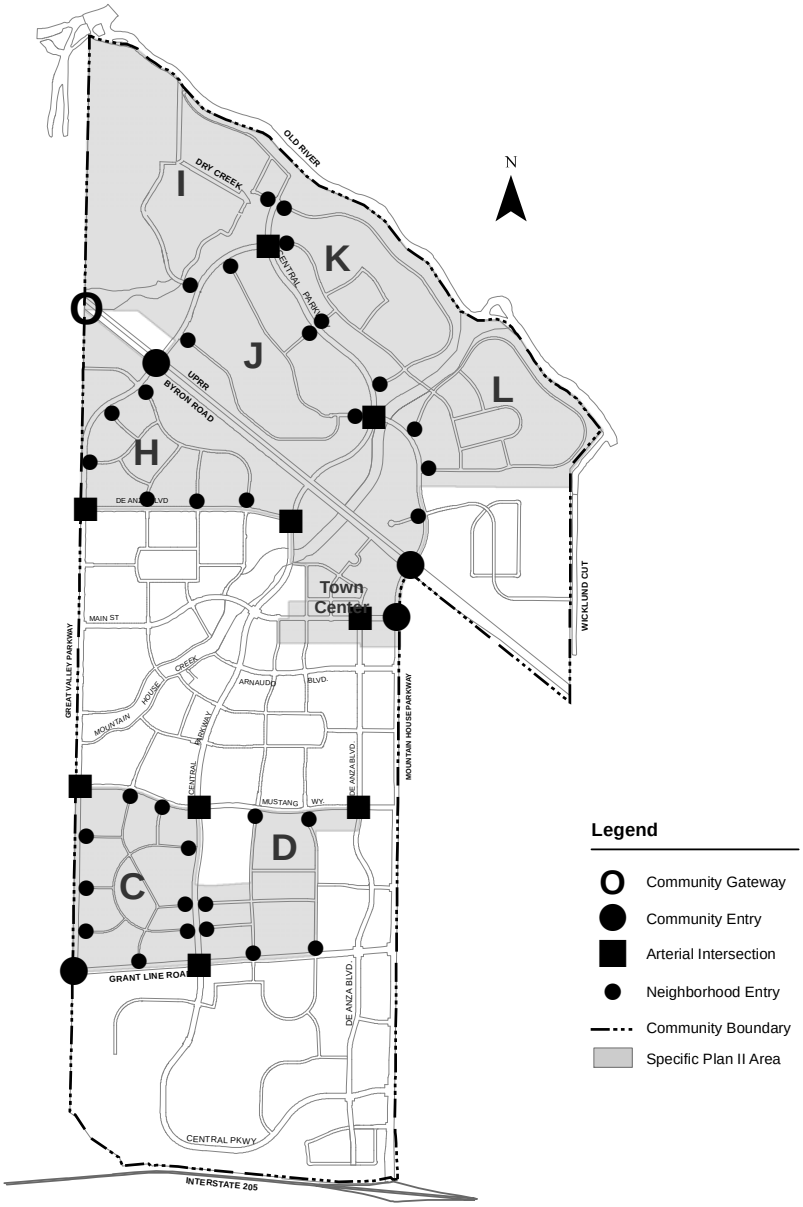


FIGURE 4.2 – SPII ENTRIES AND INTERSECTIONS

EXISTING

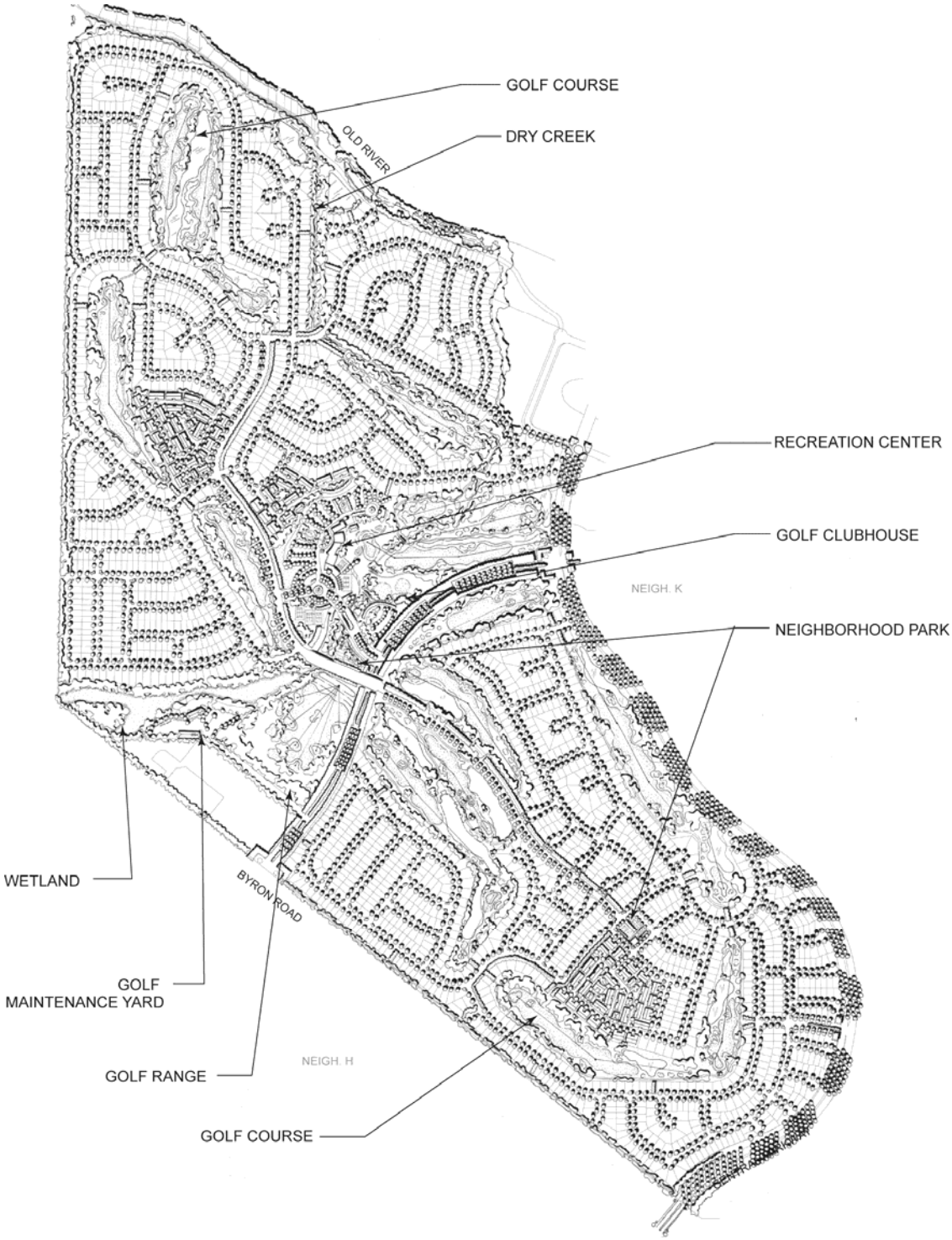


FIGURE 4.5 – SPII ILLUSTRATIVE CONCEPT (NEIGH. 'I' & 'J')

PROPOSED

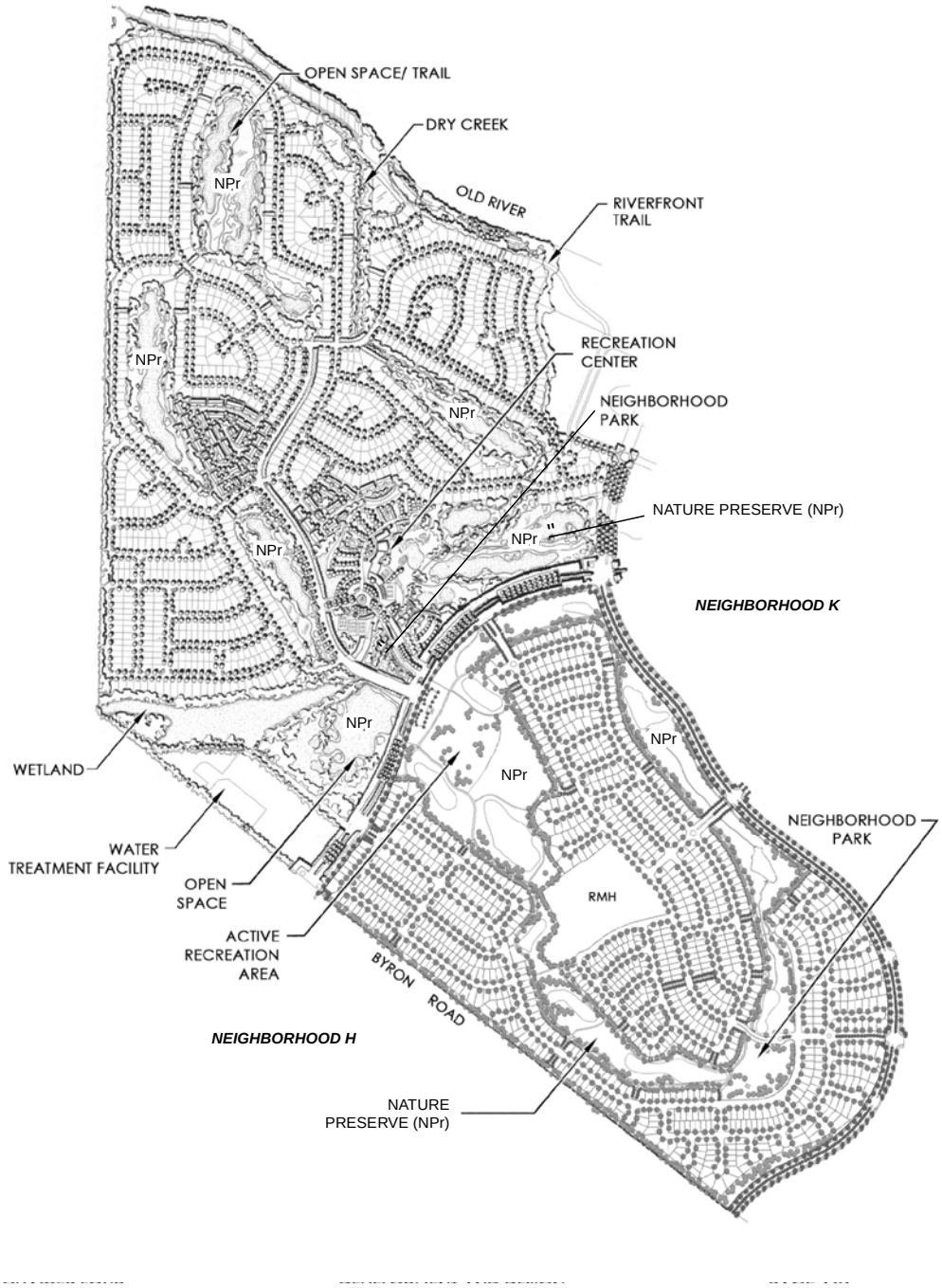


FIGURE 4.5 – SPII ILLUSTRATIVE CONCEPT (NEIGH. 'I' & 'J')

EXISTING

FIGURE 4.6 – SPII ILLUSTRATIVE CONCEPT (NEIGH. 'K' & 'L')

PROPOSED

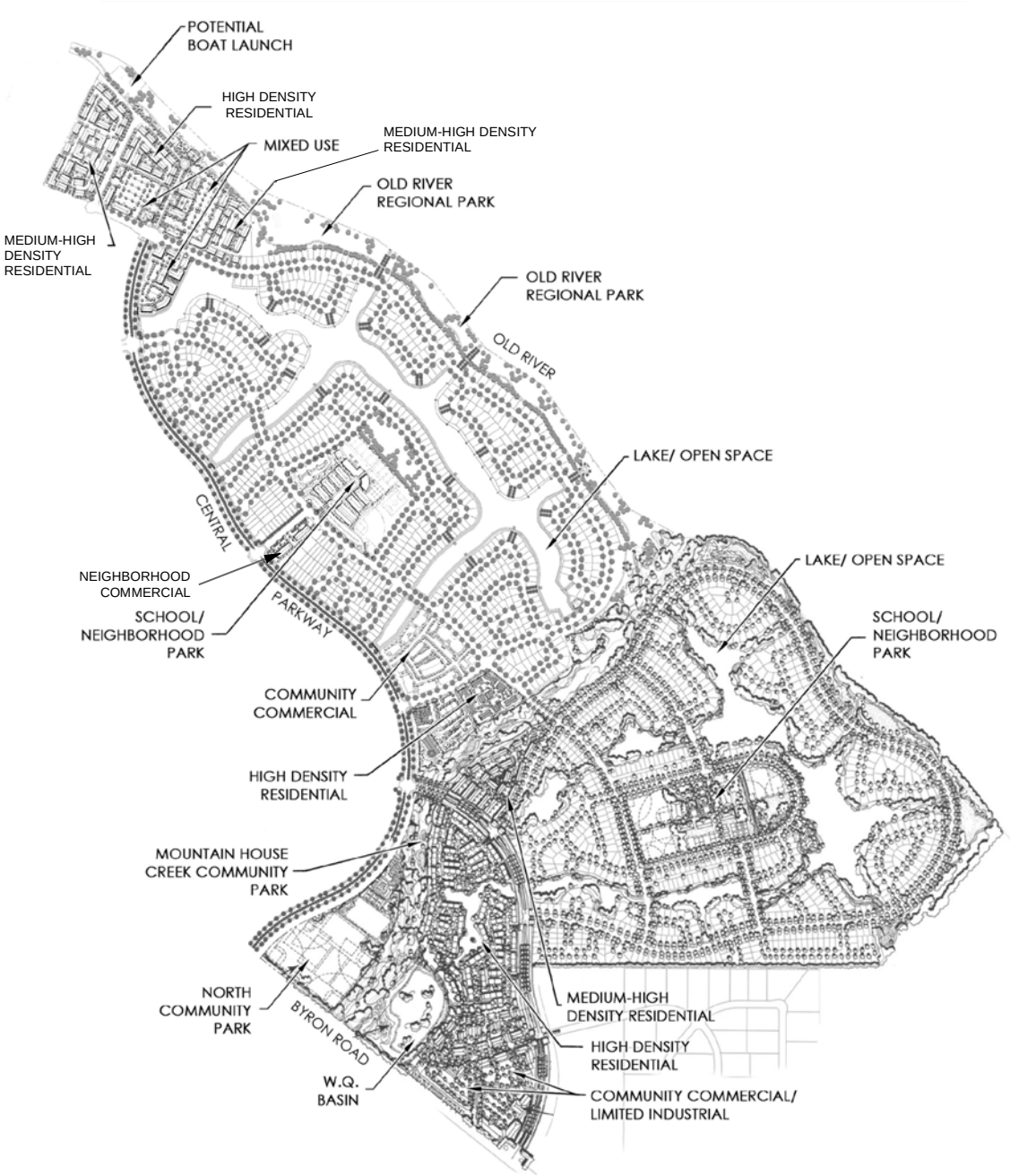
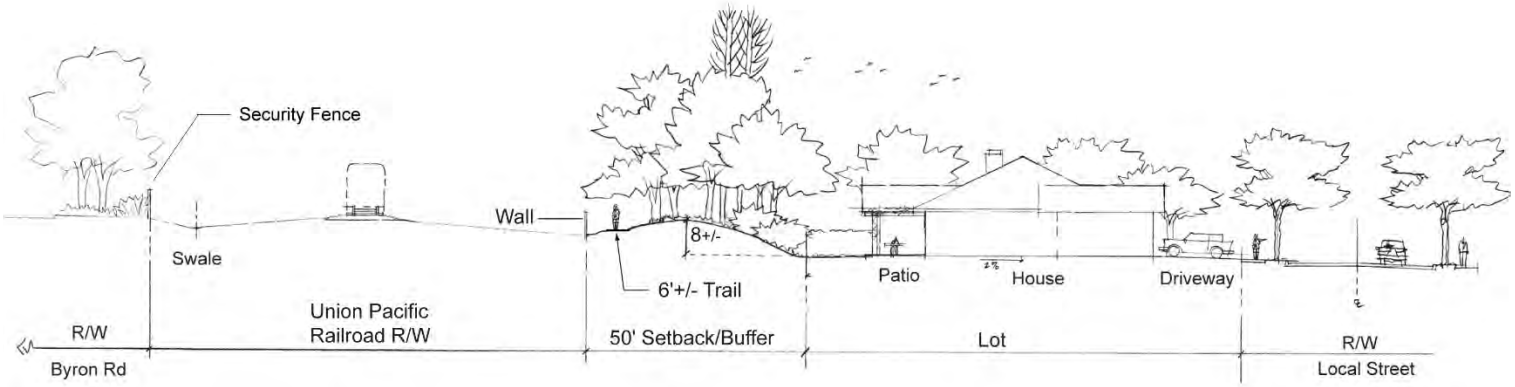
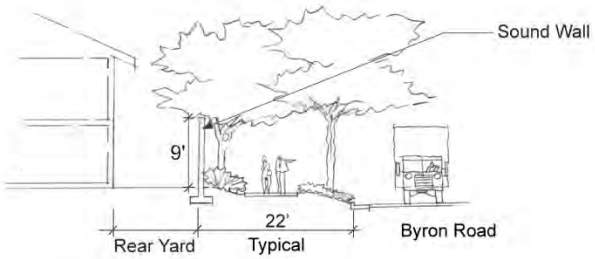


FIGURE 4.6 – SPII ILLUSTRATIVE CONCEPT (NEIGH. 'K' & 'L')

EXISTING



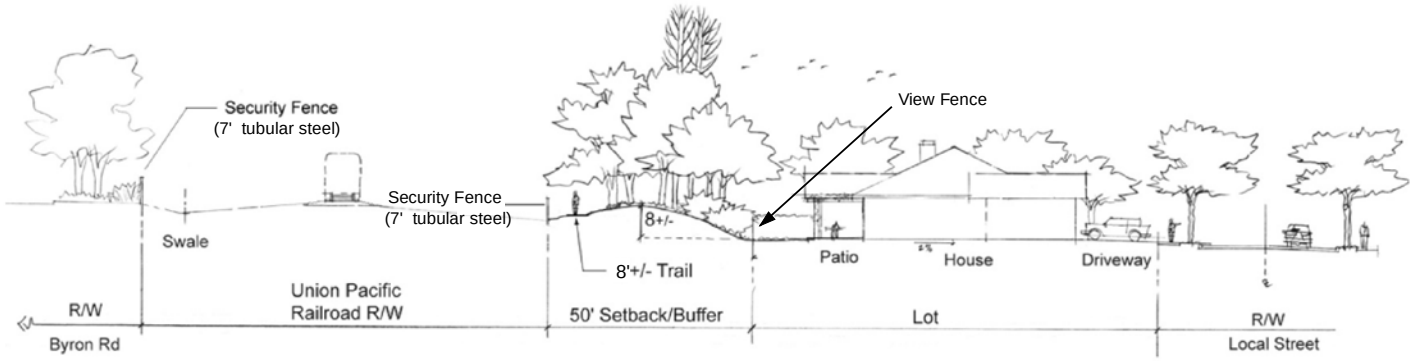
NORTH SIDE



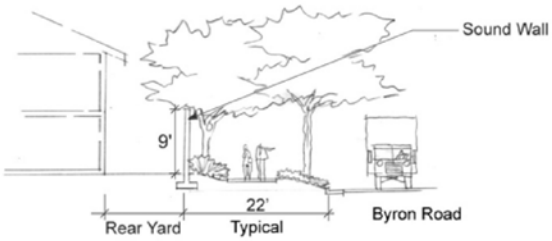
SOUTH SIDE

FIGURE 4.7 – RAILROAD/BYRON ROAD SECTIONS

PROPOSED



NORTH SIDE



SOUTH SIDE

FIGURE 4.7 – RAILROAD/BYRON ROAD SECTIONS

EXISTING

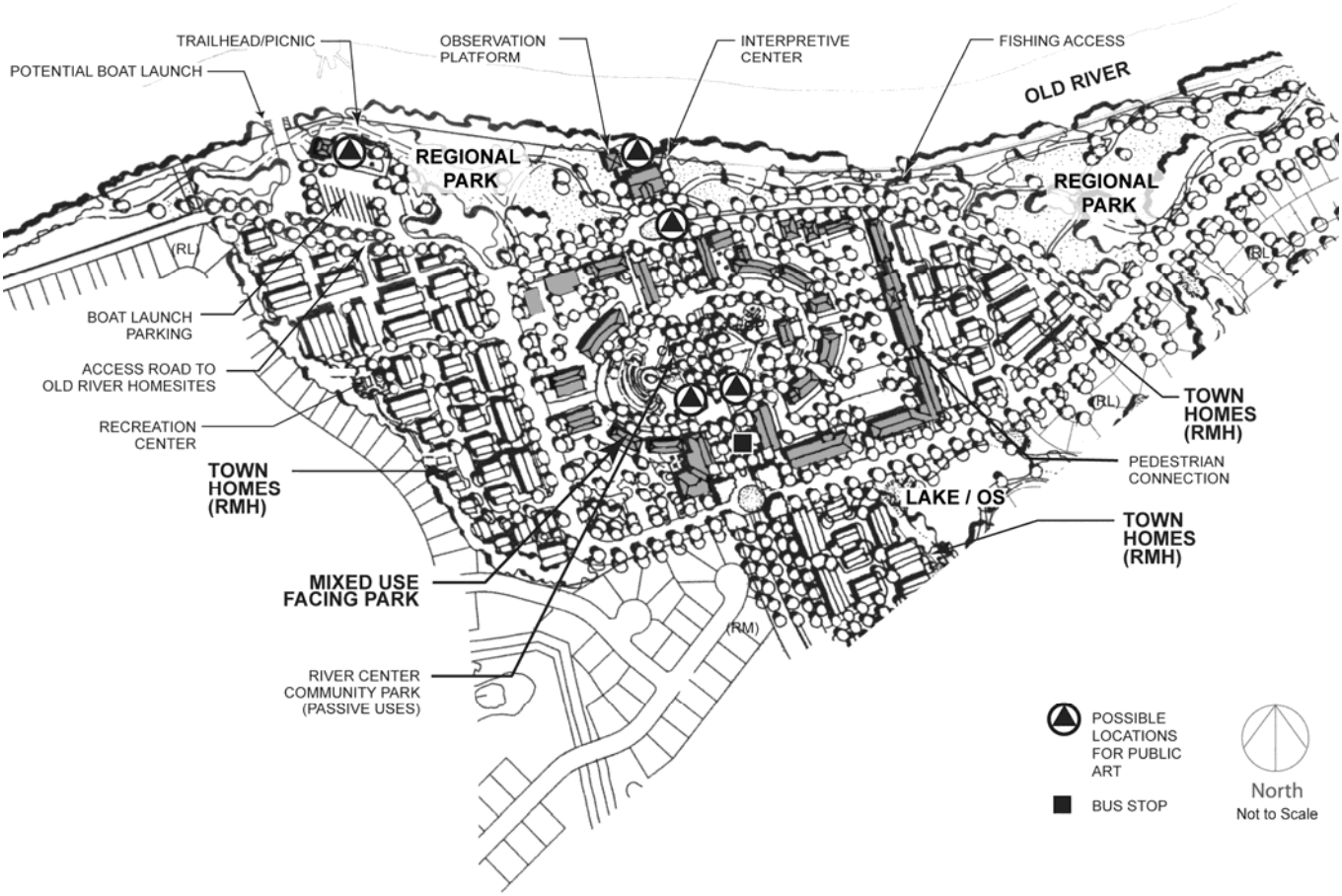
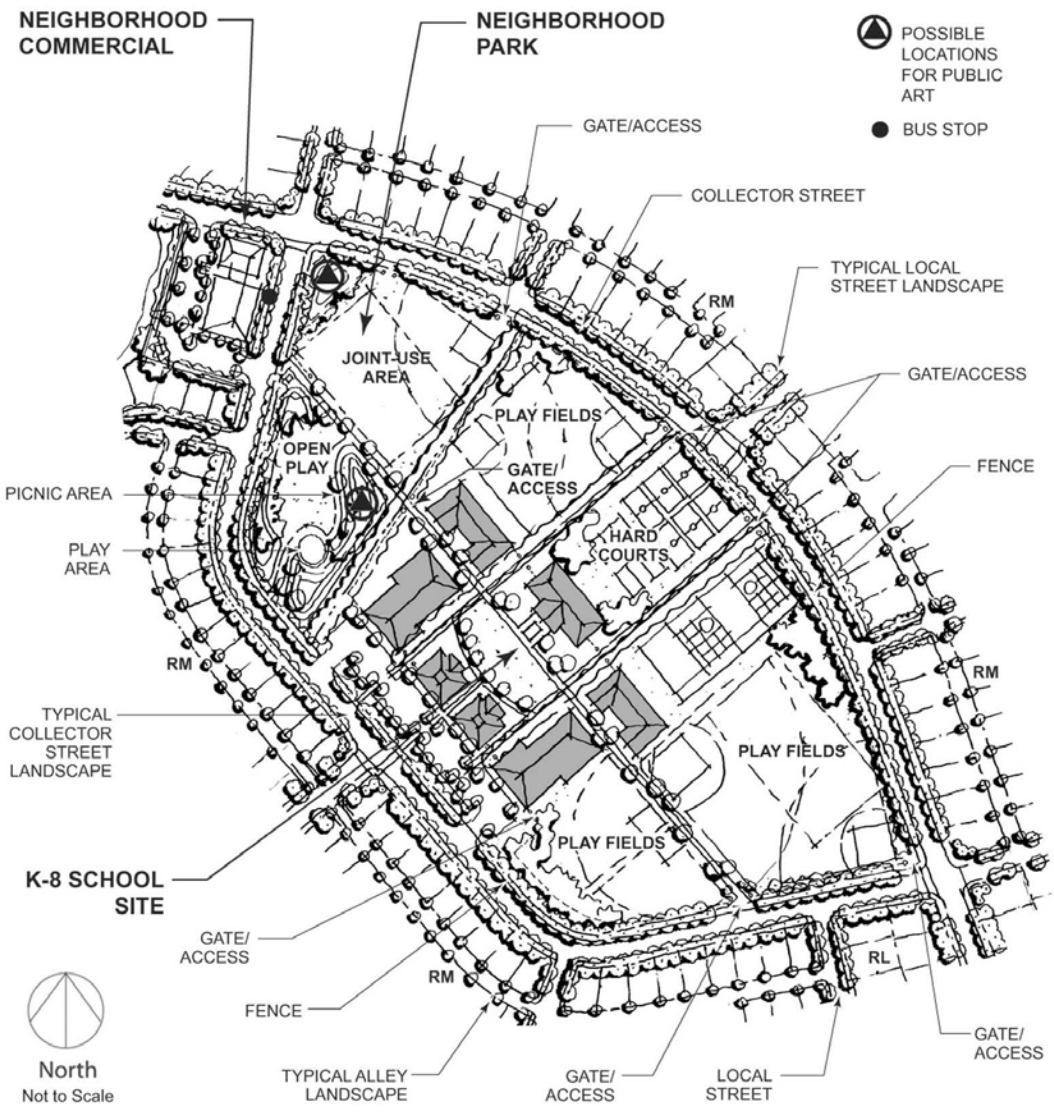


FIGURE 4.20 – OLD RIVER CENTER

PROPOSED

FIGURE 4.20 – OLD RIVER CENTER

EXISTING



NOTE:
THIS ILLUSTRATION IS PRELIMINARY AND SUBJECT TO CHANGE FOLLOWING PREPARATION OF DETAILED IMPROVEMENT PLANS.

FIGURE 4.24 – NEIGHBORHOOD 'K' CENTER

PROPOSED

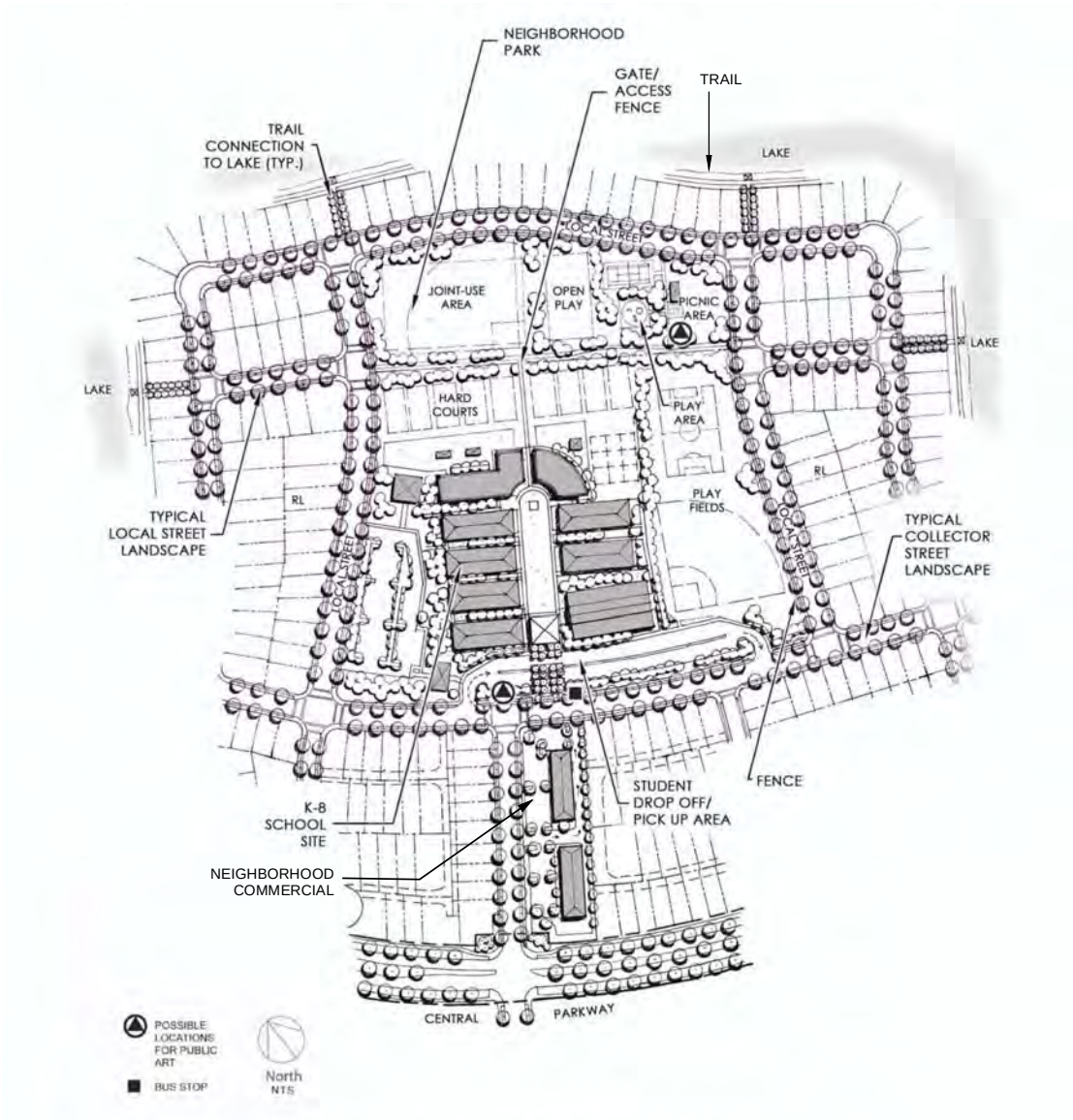


FIGURE 4.24 – NEIGHBORHOOD 'K' CENTER

EXISTING

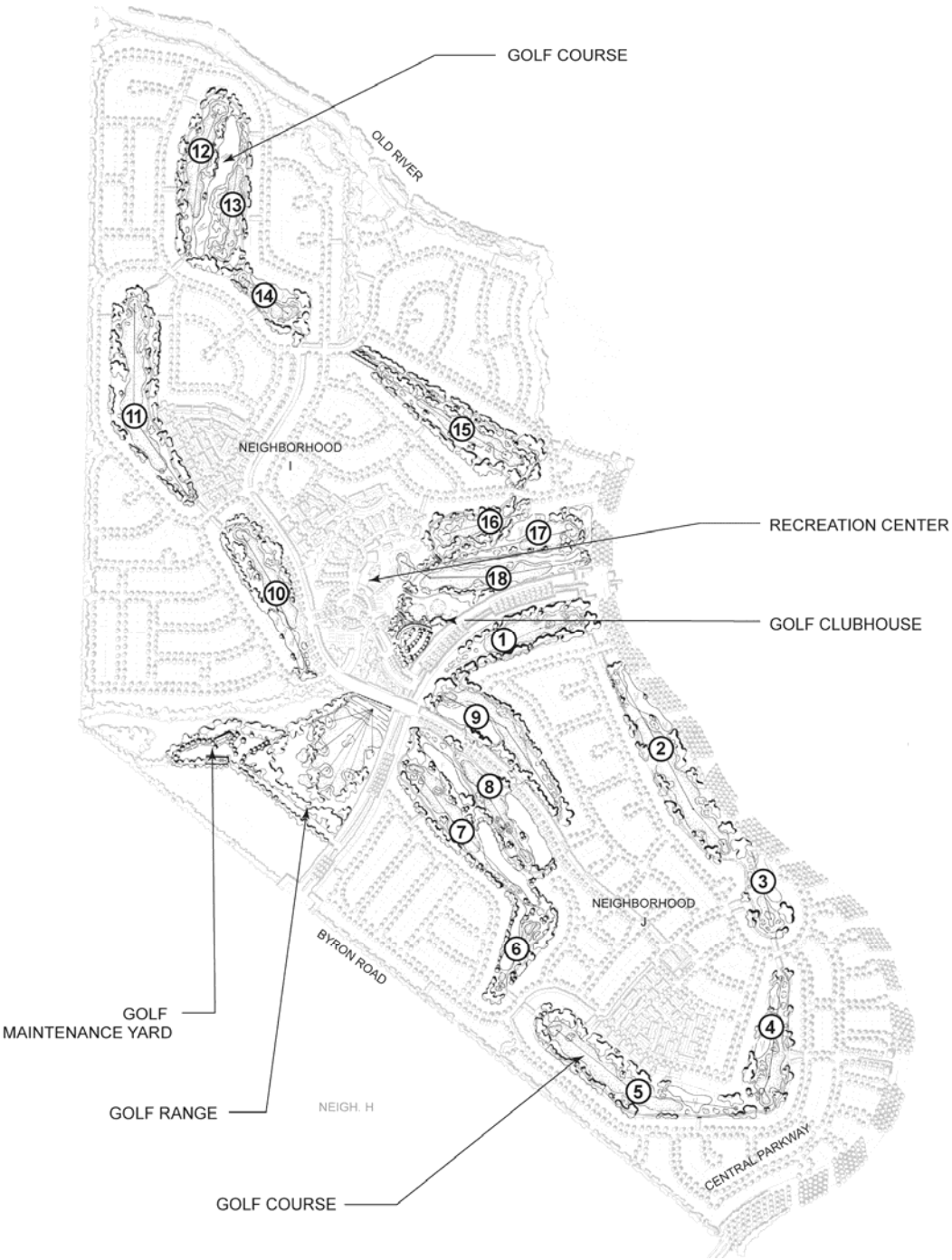


FIGURE 4.26 – NEIGHBORHOODS 'I' AND 'J' GOLF COURSE

PROPOSED

DELETED

FIGURE 4.26 – NEIGHBORHOODS 'I' AND 'J' GOLF COURSE

EXISTING

FIGURE 4.27 – NEIGHBORHOODS 'I' AND 'J' GOLF/RECREATION CENTER

PROPOSED

FIGURE 4.27 – NEIGHBORHOOD 'I' CLUBHOUSE/RECREATION CENTER

EXISTING

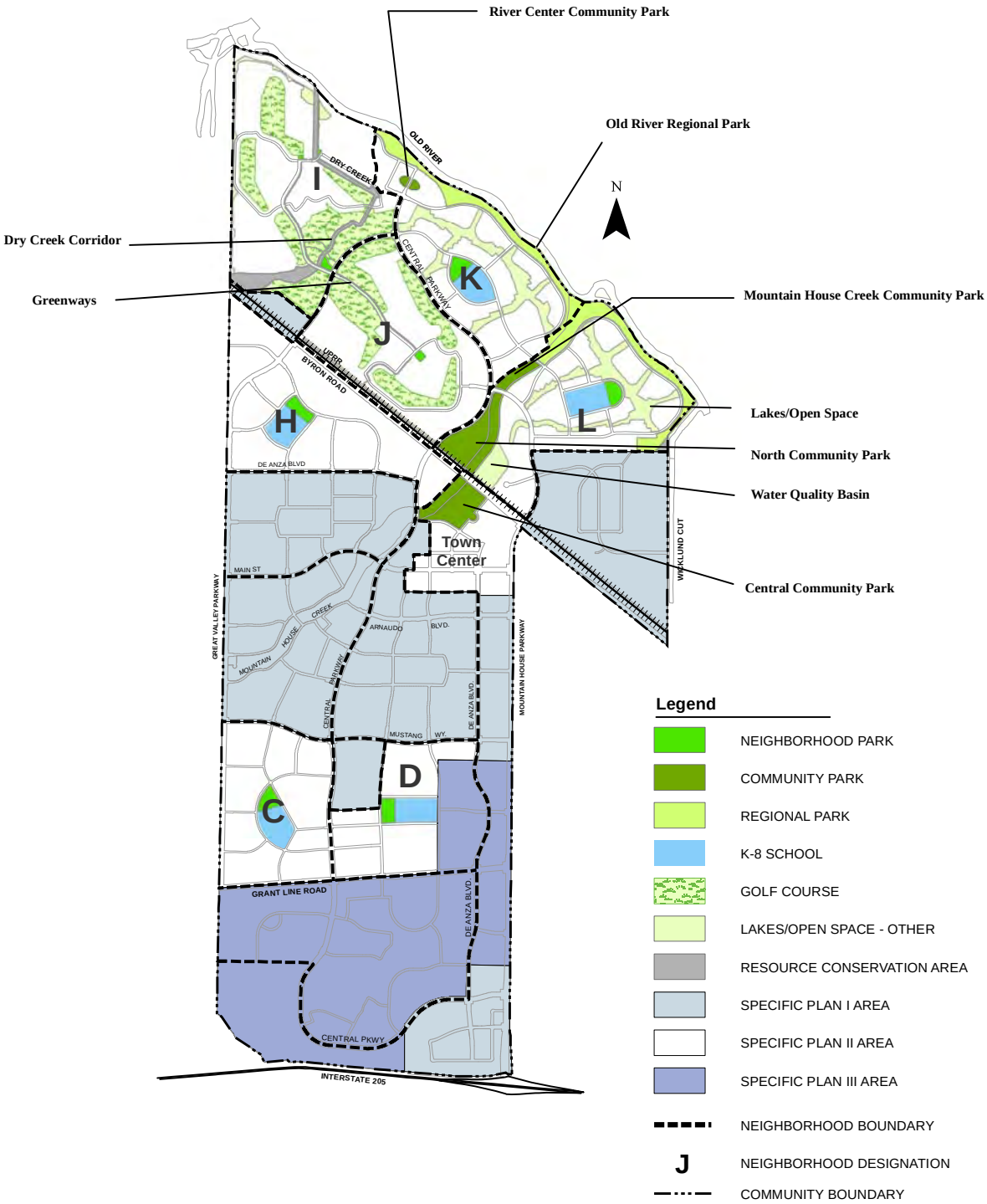


FIGURE 7.1 – SPII RECREATION AND OPEN SPACE SYSTEM

PROPOSED

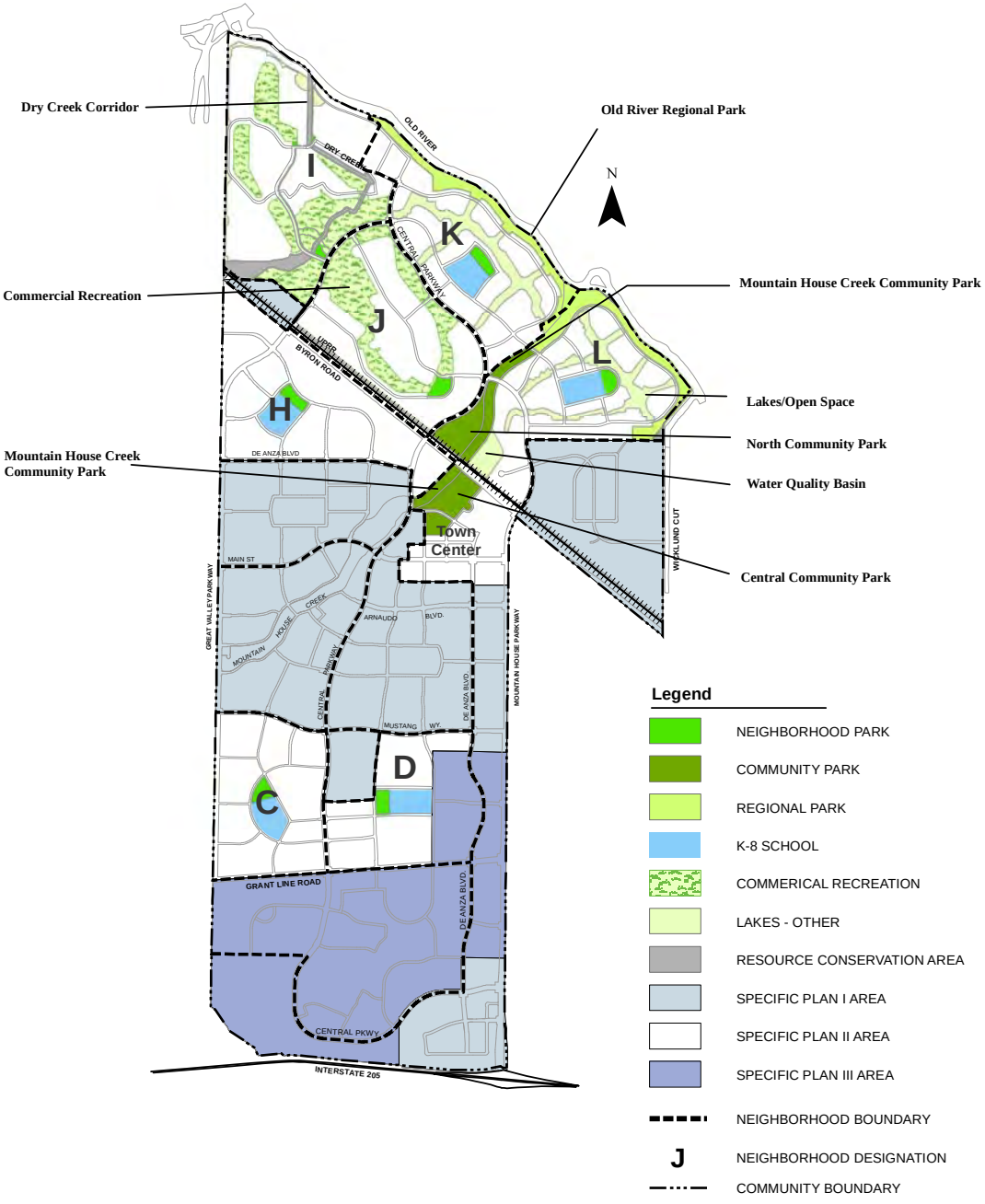
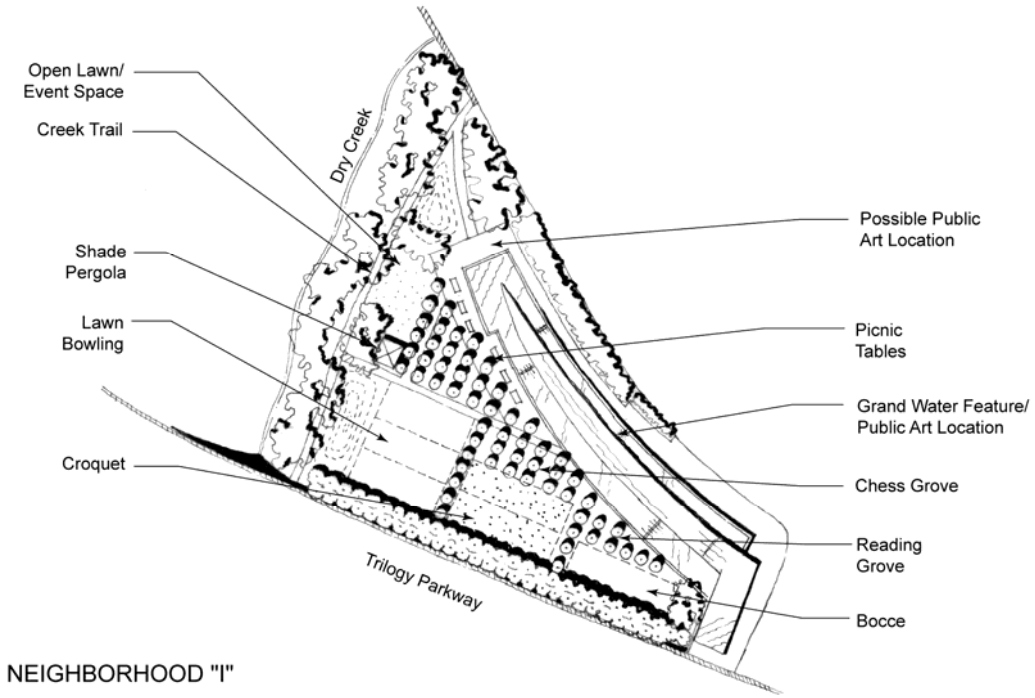
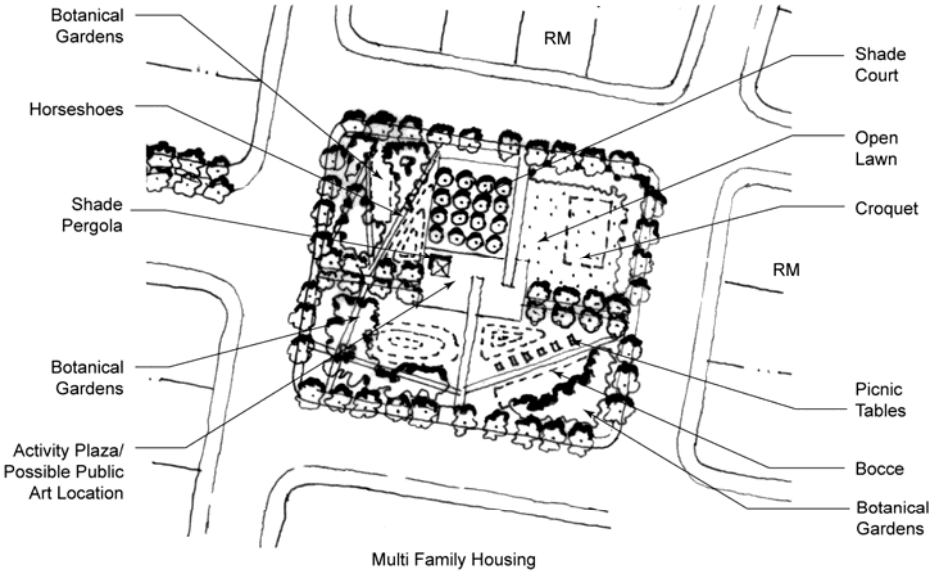


FIGURE 7.1 – SPII RECREATION AND OPEN SPACE SYSTEM

EXISTING



NEIGHBORHOOD "I"



NEIGHBORHOOD "J"

FIGURE 7.2 – AGE RESTRICTED NEIGHBORHOOD PARKS

PROPOSED

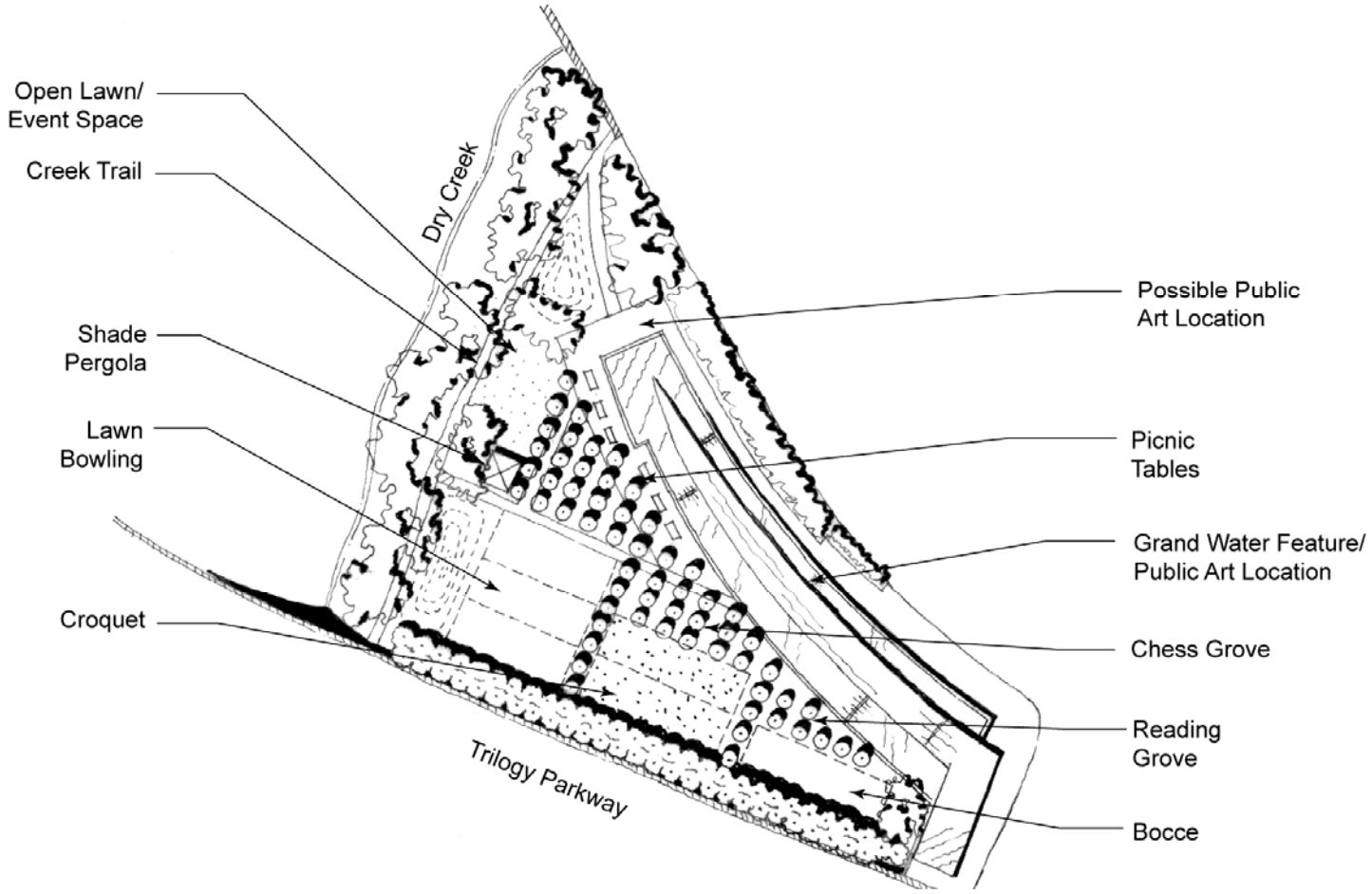


FIGURE 7.2 –NEIGHBORHOOD I ACTIVE ADULT NEIGHBORHOOD PARK

EXISTING

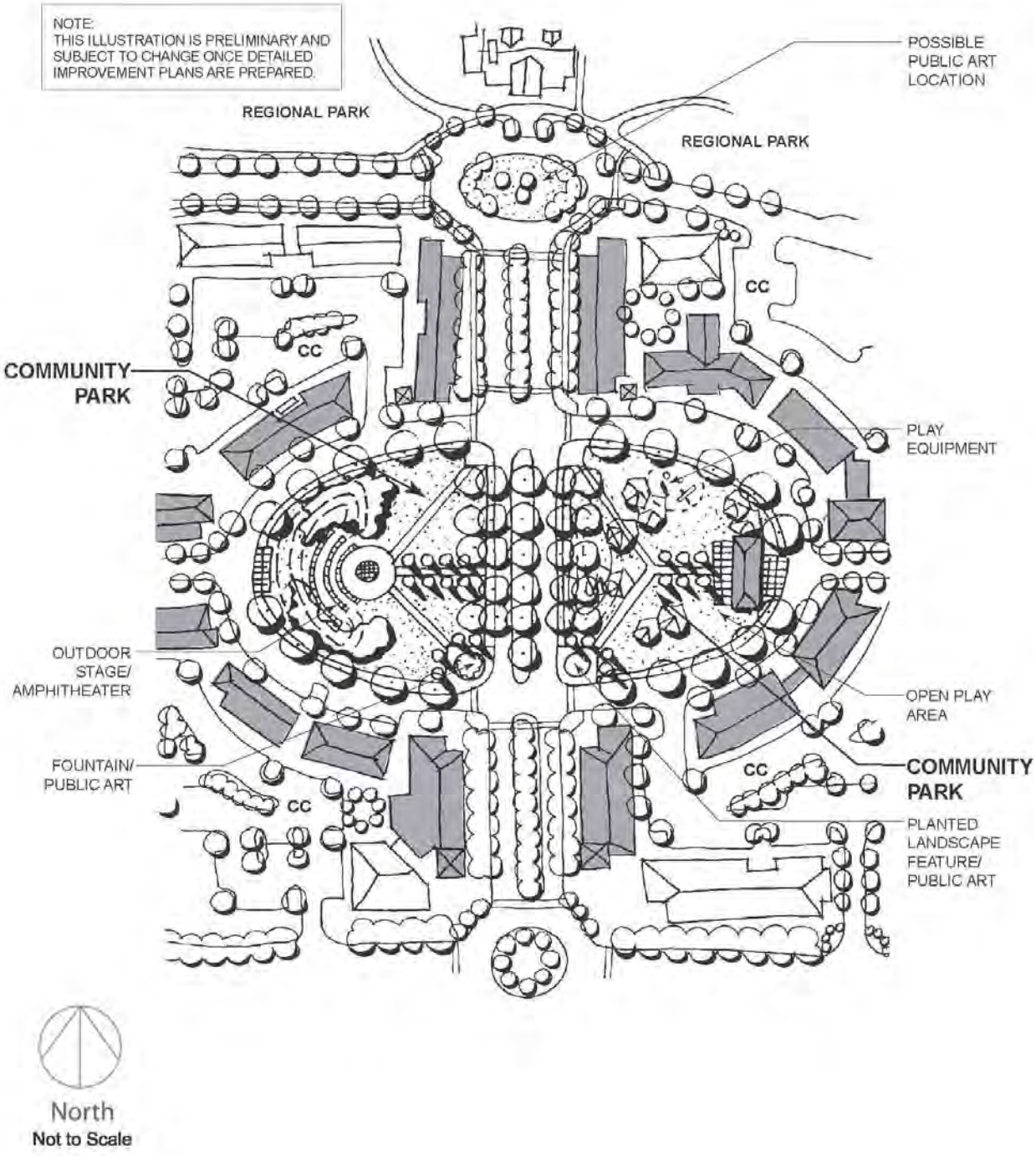


FIGURE 7.5 – RIVER CENTER COMMUNITY PARK

DELETED

FIGURE 7.5 – RIVER CENTER COMMUNITY PARK

EXISTING

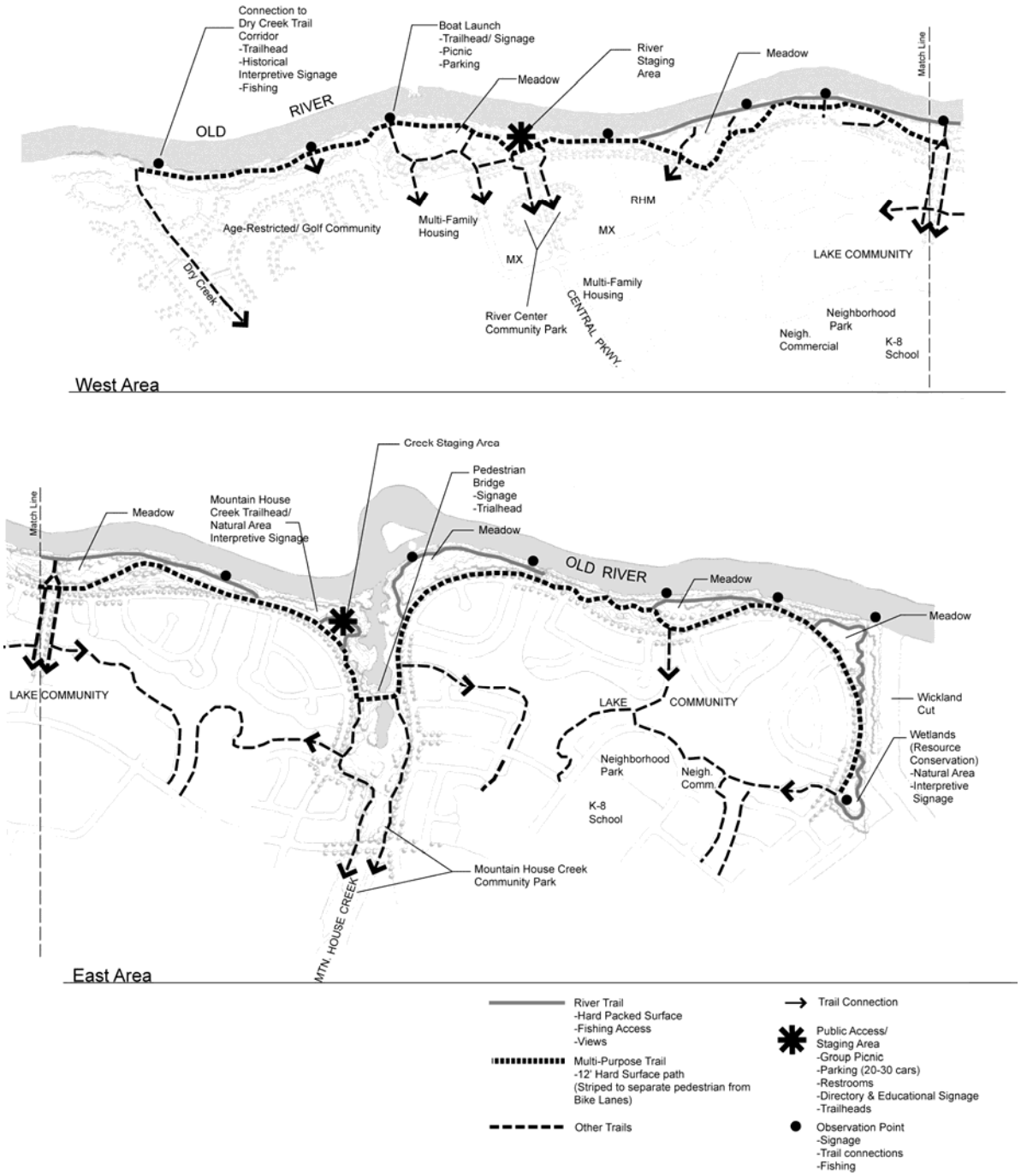


FIGURE 7.7 – OLD RIVER REGIONAL PARK (PLAN)

PROPOSED

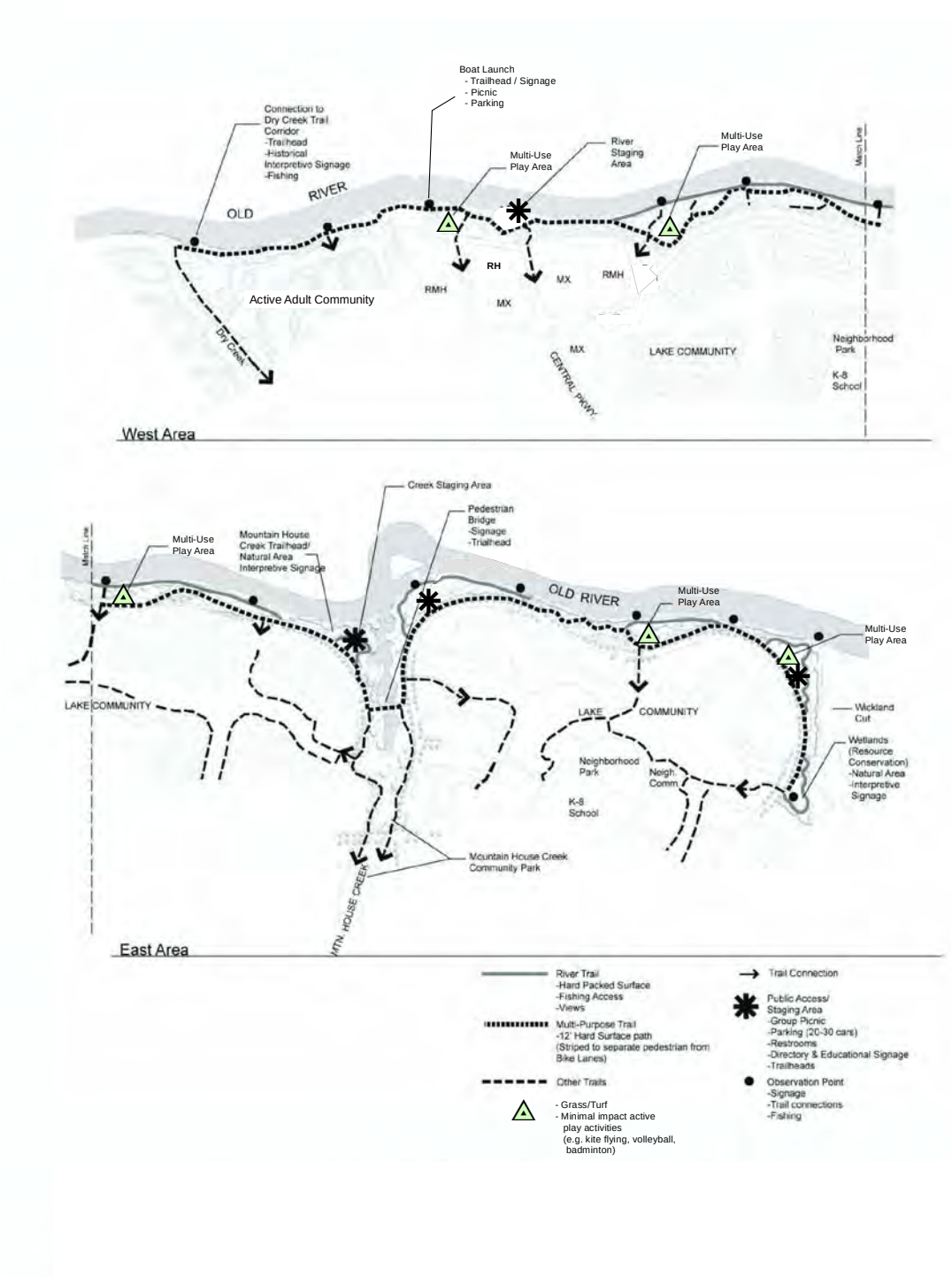


FIGURE 7.7 – OLD RIVER REGIONAL PARK (PLAN)

EXISTING

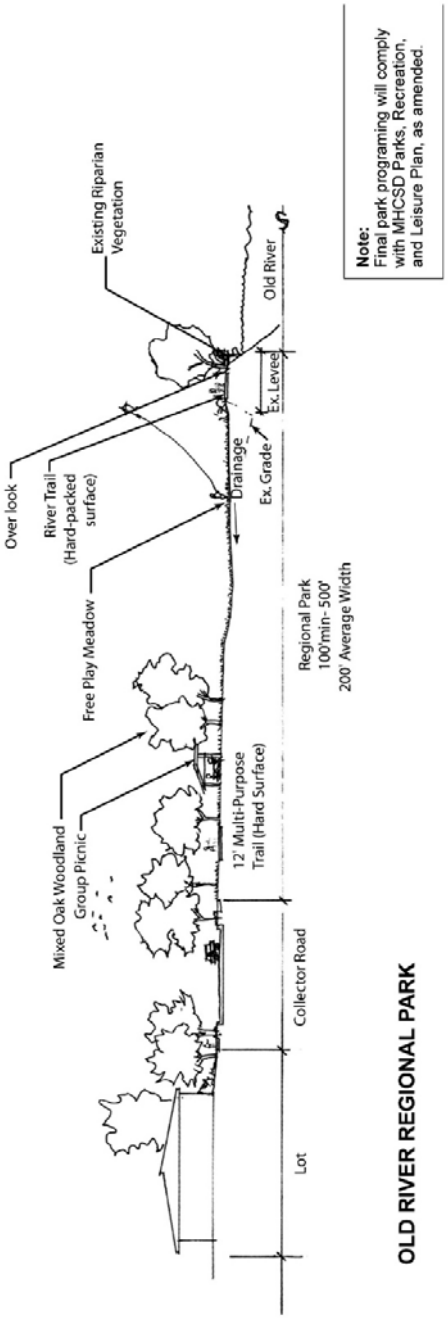
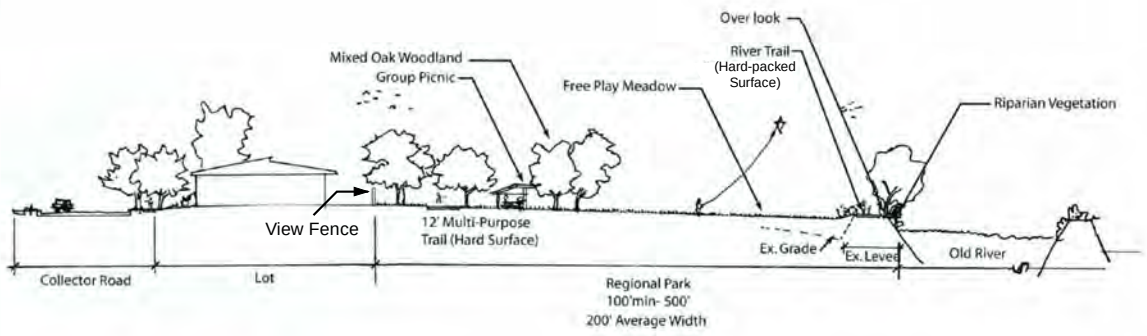


FIGURE 7.8 – OLD RIVER REGIONAL PARK (SECTION)



OLD RIVER REGIONAL PARK

Note:
Final park programing will comply with MHCSD Parks, Recreation, and Leisure Plan, as amended.

FIGURE 7.8 – OLD RIVER REGIONAL PARK (SECTION)

EXISTING

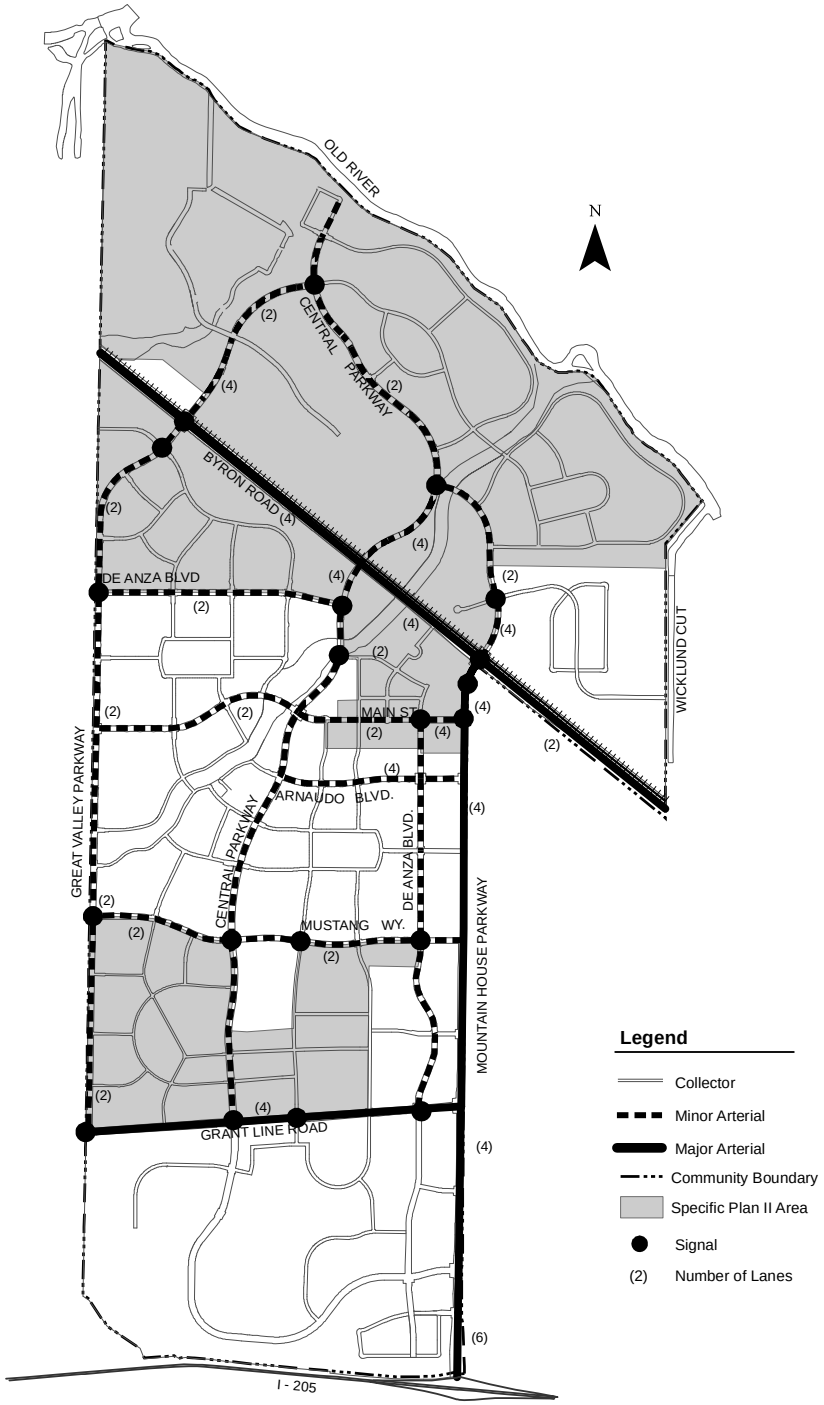


FIGURE 9.1 – SPII ROADWAY SYSTEM

PROPOSED

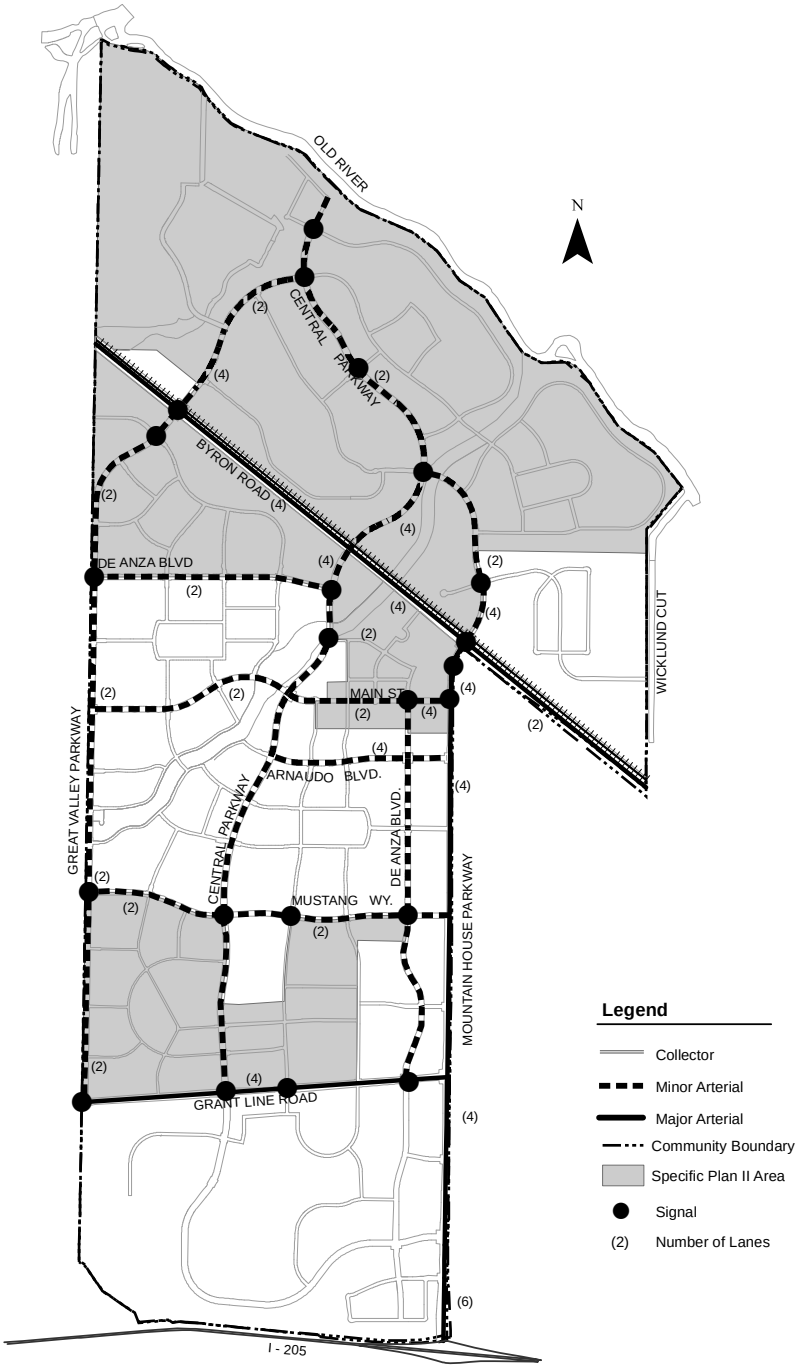


FIGURE 9.1 – SPII ROADWAY SYSTEM

EXISTING

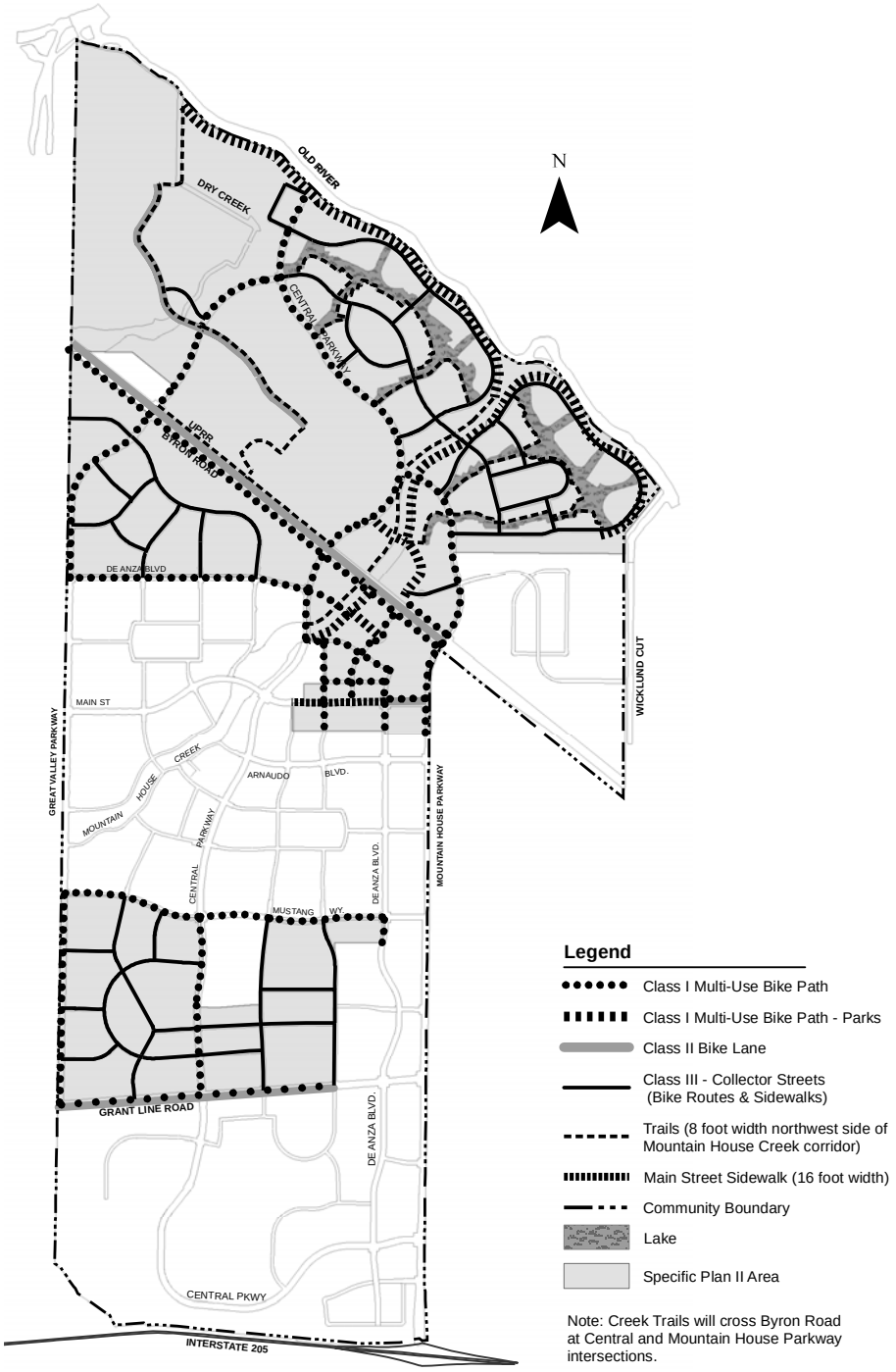


FIGURE 9.2 – SPII BICYCLE AND PEDESTRIAN SYSTEM

PROPOSED

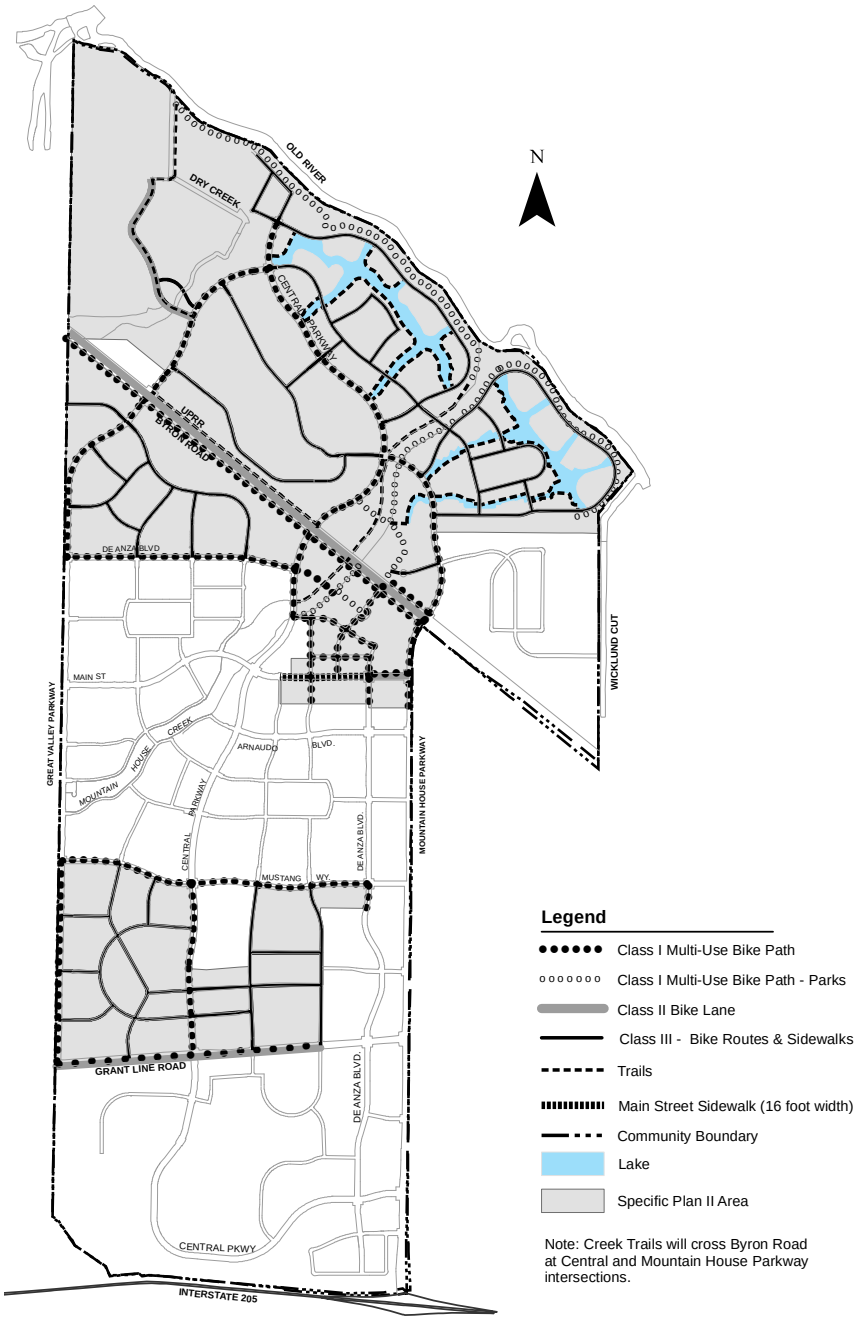


FIGURE 9.2 – SPII BICYCLE AND PEDESTRIAN SYSTEM

EXISTING

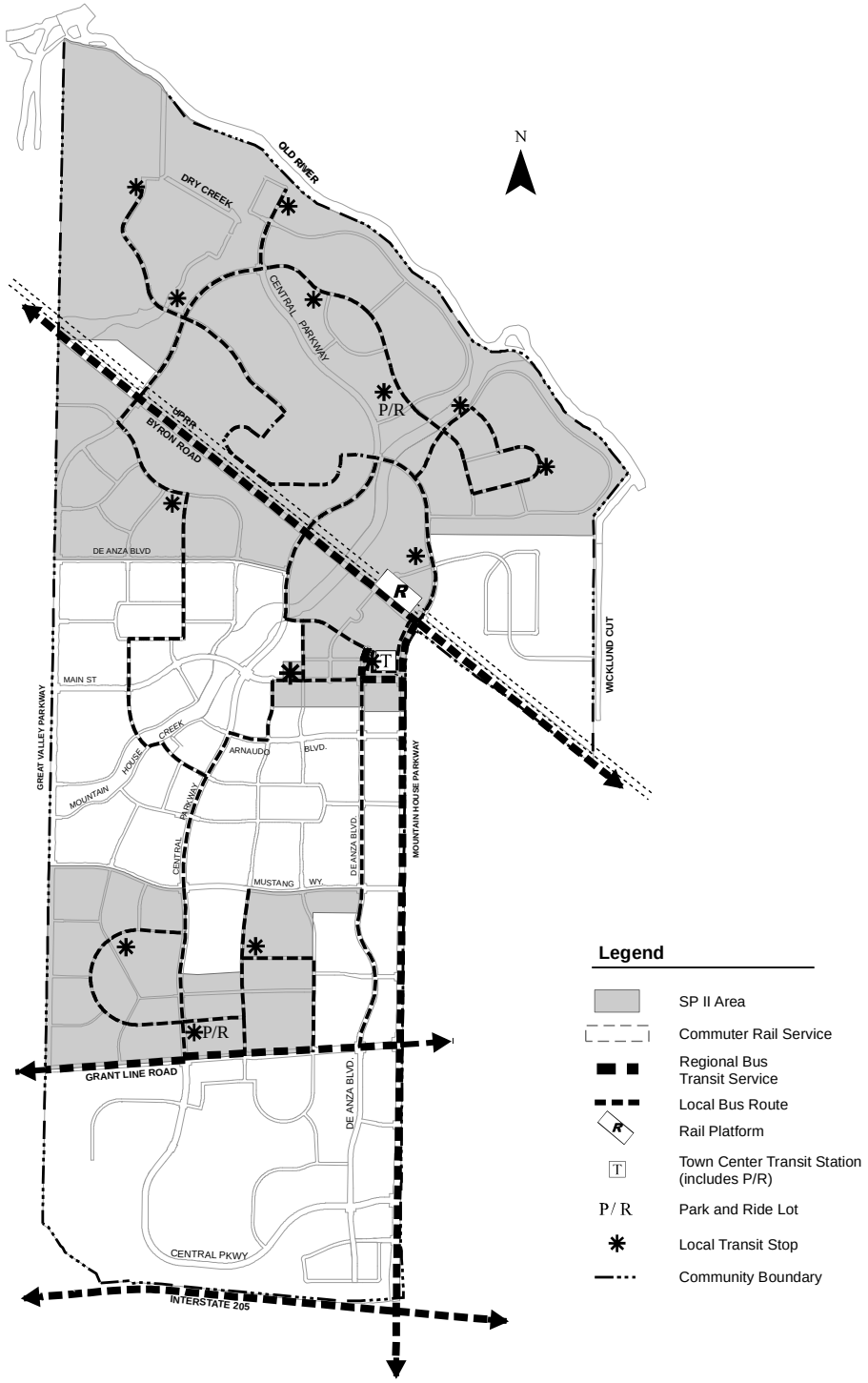


FIGURE 9.3 – SPII TRANSIT SYSTEM

PROPOSED

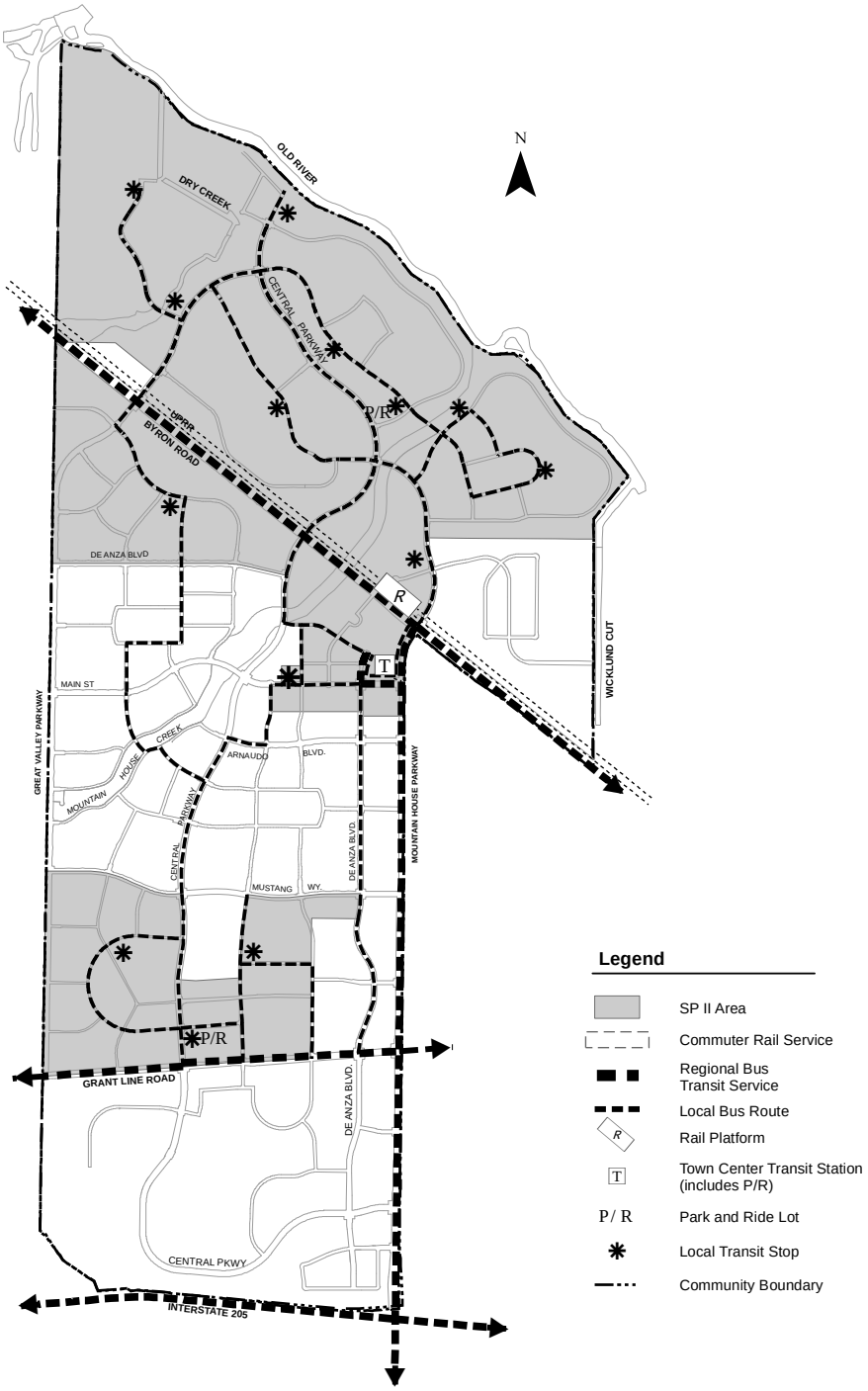


FIGURE 9.3 – SPII TRANSIT SYSTEM

EXHIBIT 3

SPECIFIC PLAN II AMENDMENTS

C. TABLE AMENDMENTS

EXISTING

Table 3.1: SPII Land Use Summary							
LAND USE		Gross Area AC	Density DU/AC	Units DU	Population	Area SF	Jobs
RESIDENTIAL (du/ac)							
RVL	Residential/Very Low	9.1	2.0	18	57		
RL	Residential/Low	451.0	4.5	2,030	6,332		
RL	Residential/Low /Age Restricted	257.3	4.5	1,158	2,084		
RM	Residential/Medium	376.7	6.0	2,260	6,103		
RM	Residential/Medium/Age Restricted	177.6	6.0	1,066	1,918		
RMH	Residential/Medium High	91.6	14.0	1,282	2,565		
RMH	Residential/Medium High/Age Restricted	27.9	14.0	391	781		
RMH	Senior Housing	5.0	14.0	70	140		
RH	Residential/High	16.2	20.0	324	648		
RH	Senior Housing	11.5	20.0	230	460		
MX	Mixed Use (Tow n Center)			200	400		
	SUBTOTAL	**1,423.9**		**9,029**	**21,488**		
ADDITIONAL & BONUS UNITS							
	Additional Units (Tow n Center)			240	480		
	Bonus Units (For HD Housing)			90	180		
	SUBTOTAL			**330**	**660**		
COMMERCIAL							
CN	Neighborhood	5.8				63,162	139
CC	Community	84.7				922,710	2,034
CG	General	31.5				343,035	756
CO	Office	3.8				58,392	169
CR	Recreation (Golf, Club, Rec Ctr)	218.3				60,000	100
MX	Mixed Use (Tow n Center)	39.8				1,733,688	2,030
MX	Mixed Use (Old River)	14.0				304,920	714
	SUBTOTAL	**398.0**				**3,485,907**	**5,941**
INDUSTRIAL							
IL	Limited Industrial (N. of Byron)	5.9				102,802	153
	SUBTOTAL	**5.9**				**102,802**	**153**
OPEN SPACE							
NP	Neighborhood Park	37.6					8
CP	MH Creek Community Park	32.8					7
CP	Central Community Park	27.2					5
CP	Other Community Parks	24.8					5
RP	Regional Park	85.2					17
OS/O	Lakes	94.6					19
OS/O	Water Quality Basin & /Detention Basins	17.0					0
OS/O	Buffer Areas	8.3					
OS/RC	Wetland / Resource Conservation	17.2					0
OS/RC	Dry Creek	13.0					0
	SUBTOTAL	**357.7**					**60**
SCHOOLS							
	K-8	80.0					200
	SUBTOTAL	**80.0**					**200**
PUBLIC							
P	Transit	5.0					25
P	Public Facilities (public)	5.8					29
P	Public Facilities (private)	10.2					51
	SUBTOTAL	**21.0**					**105**
TOTALS		**2,286.6**		**9,359**	**22,148**	**3,588,708**	**6,460**

Notes:

1) All acreages exclude Arterial roadways. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station.

PROPOSED

Table 3.1: SPII Land Use Summary										
LAND USE		Gross Area Acres	Density DU/Acre	Expected Units	Population Per DU	Population	Floor Area Ratio	Bldg Area (square feet)	Jobs Per Acre	Jobs
RESIDENTIAL (du/ac)										
R-VL	Residential/Very Low	9.1	2.0	18	3.12	57				
R-L	Residential/Low	489.8	4.5	2,204	3.12	6,877				
R-L	Residential/Low /Active Adult	277.2	4.5	1,247	1.80	2,245				
R-M	Residential/Medium	388.6	6.0	2,332	2.70	6,103				
R-M	Residential/Medium/Active Adult	104.7	6.0	628	1.80	1,131				
R-MH	Residential/Medium High	87.2	14.0	1,221	2.00	2,442				
R-MH	Residential/Medium High/Active Adult	29.4	14.0	412	2.00	823				
R-MH	Senior Housing	5.0	14.0	70	2.00	140				
R-H	Residential/High	21.2	20.0	424	2.00	848				
R-H	Senior Housing	11.5	20.0	230	2.00	460				
M-X	Mixed Use (Town Center)			200	2.00	400				
	SUBTOTAL	**1,423.7**		**8,986**		**21,525**				
ADDITIONAL & BONUS UNITS										
	Additional Units (Town Center)			240	2.00	480				
	Bonus Units (For HD Housing)			90	2.00	180				
	SUBTOTAL			**330**		**660**				
COMMERCIAL										
C-N	Neighborhood Commercial	6.3					0.25	68,607	24.0	151
C-C	Community Commercial	79.6					0.25	866,844	24.0	1,910
C-G	General Commercial	31.5					0.25	343,035	24.0	756
C-O	Office Commercial	3.8					0.35	58,392	44.0	169
C-R	Commercial Recreation	215.5					0.10	60,000	0.5	108
M-X	Mixed Use (Town Center)	39.8					1.00	1,733,688	51.0	2,030
M-X	Mixed Use (Old River Neighborhood K)	18.4					0.50	400,752	51.0	938
	SUBTOTAL	**394.9**						**3,531,318**		**6,062**
INDUSTRIAL										
I-L	Limited Industrial (N. of Byron)	5.9					0.40	102,802	26.0	153
	SUBTOTAL	**5.9**						**102,802**		**153**
OPEN SPACE										
NP	Neighborhood Park	35.2							0.2	7
CP	MH Creek Community Park	32.8							0.2	7
CP	Central Community Park	27.2							0.2	5
CP	Other Community Parks	22.3							0.2	4
RP	Regional Park	88.2							0.2	18
OS/O	Lakes	95.6								19
OS/O	Water Quality/Detention Basins	17.0								0
OS/O	Buffer Areas	15.7								
OS/RC	Wetland / Resource Conservation	17.2								0
OS/RC	Dry Creek	13.0								0
	SUBTOTAL	**364.2**								**60**
SCHOOLS										
P-F	K-8	80.0							2.5	200
	SUBTOTAL	**80.0**								**200**
PUBLIC										
P-F	Transit	5.0							5.0	25
P-F	Public Facilities (public)	5.8					0.30	75,925	5.0	29
P-F	Public Facilities (private)	10.2					0.30	133,555	5.0	51
	SUBTOTAL	**21.0**								**105**
TOTALS		**2,289.9**		**9,316**		**22,185**		**3,634,120**		**6,581**

Notes:

1) All acreages exclude Arterial roadways. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and areas under power line easement.

2) Neighborhood 'D' total excludes the High School and Fire Station.

3) No more than 40% of the M-X acreage for the Old River area (in Neighborhood K) shall be used for stand-alone Residential High Density dwelling units.

EXISTING

Table 3.2:

SPII Land Use by Neighborhood

LAND USE		Neighborhood C Gross Area AC	Neighborhood C Expected Units DU	Neighborhood D Gross Area AC	Neighborhood D Expected Units DU	Neighborhood H Gross Area AC	Neighborhood H Expected Units DU	Neighborhood I Gross Area AC	Neighborhood I Expected Units DU	Neighborhood J Gross Area AC	Neighborhood J Expected Units DU	Neighborhood K Gross Area AC	Neighborhood K Expected Units DU	Neighborhood L Gross Area AC	Neighborhood L Expected Units DU	Town Center Gross Area AC	Town Center Expected Units DU	Totals Gross Area AC	Totals Expected Units DU
RESIDENTIAL (du/ac)																			
RVL	Residential/Very Low	4.2	8					4.9	10									9.1	18
RL	Residential/Low	118.0	531	44.0	198	96.0	432	145.4	654	111.9	504	89.0	401	104.0	467			708.3	3,188
RM	Residential/Medium	79.0	474	72.0	432	107.5	645	91.2	547	86.4	518	69.1	415	49.1	295			554.3	3,325
RMH	Residential/Medium High	10.5	147	13.6	190	14.5	203	15.4	216	12.5	175	20.0	280	33.0	462			119.5	1,673
RMH	Senior Housing					5.0	70											5.0	70
RH	Residential/High	6.0	120									4.0	80	6.2	124			16.2	324
RH	Senior Housing					11.5	230											11.5	230
MX	Mixed Use																200		200
	SUBTOTAL	**217.7**	**1,280**	**129.6**	**820**	**234.5**	**1,580**	**256.9**	**1,427**	**210.8**	**1,197**	**182.1**	**1,176**	**192.3**	**1,348**		**200**	**1,423.9**	**9,029**
ADDITIONAL & BONUS UNITS																			
	Additional Units (Town Center)																240		240
	Bonus Units (For HD Housing)						58								32				90
	SUBTOTAL						**58**								**32**		**240**		**330**
COMMERCIAL																			
CN	Neighborhood	1.0		1.0		1.1						1.2		1.5				5.8	
CC	Community			15.5		19.3						15.0		6.0		29.0		84.7	
CG	General					31.5												31.5	
CO	Office			3.8														3.8	
CR	Recreation (Golf, Club, Rec Ctr)							124.0		94.3								218.3	
MX	Mixed Use											14.0				39.8		53.8	
	SUBTOTAL	**1.0**		**20.3**		**51.9**		**124.0**		**94.3**		**30.2**		**7.5**		**68.8**		**398.0**	
INDUSTRIAL																			
IL	Limited Industrial (N. of Byron)													5.9				5.9	
	SUBTOTAL													**5.9**				**5.9**	
OPEN SPACE																			
NP	Neighborhood Park	5.0		5.0		5.0		4.9		7.7		5.0		5.0				37.6	
CP	MH Creek Community Park													23.6		9.2		32.8	
CP	Central Community Park															27.2		27.2	
CP	Other Community Parks											2.5		22.3				24.8	
RP	Regional Park							4.9				40.1		40.2				85.2	
OS/O	Lakes											47.3		47.3				94.6	
OS/O	Water Quality Basin & Detention Basins							4.4						12.7				17.0	
OS/O	Buffer Areas							8.3										8.3	
OS/RC	Wetland / Resource Conservation							15.8						1.4				17.2	
OS/RC	Dry Creek							13.0										13.0	
	SUBTOTAL	**5.0**		**5.0**		**5.0**		**51.3**		**7.7**		**95.0**		**152.4**		**36.4**		**357.7**	
SCHOOLS																			
	K-8	16.0		16.0		16.0						16.0		16.0				80.0	
	SUBTOTAL	**16.0**		**16.0**		**16.0**						**16.0**		**16.0**				**80.0**	
PUBLIC																			
P	Transit													2.0		3.0		5.0	
P	Public Facilities (public)											1.0				4.8		5.8	
P	Public Facilities (private)											5.0				5.2		10.2	
	SUBTOTAL											**6.0**		**2.0**		**13.0**		**21.0**	
TOTALS		**239.7**	**1,280**	**170.9**	**820**	**307.4**	**1,638**	**432.2**	**1,427**	**312.8**	**1,197**	**329.3**	**1,176**	**376.1**	**1,380**	**118.2**	**440**	**2,286.6**	**9,359**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses) and

2) Neighborhood 'D' total excludes the High School and Fire Station.

3) Neighborhood 'D' in Specific Plan II covers only the western part of Neighborhood D, which is also known as Neighborhood D (west).

Table 3.2:

SPII Land Use by Neighborhood

	LAND USE	Neighborhood C Gross Area AC	Neighborhood C Expected Units DU	Neighborhood D Gross Area AC	Neighborhood D Expected Units DU	Neighborhood H Gross Area AC	Neighborhood H Expected Units DU	Neighborhood I Gross Area AC	Neighborhood I Expected Units DU	Neighborhood J Gross Area AC	Neighborhood J Expected Units DU	Neighborhood K Gross Area AC	Neighborhood K Expected Units DU	Neighborhood L Gross Area AC	Neighborhood L Expected Units DU	Town Center Gross Area AC	Town Center Expected Units DU	Totals Gross Area AC	Totals Expected Units DU
RESIDENTIAL																			
R-VL	Residential/Very Low	4.2	8					4.9	10									9.1	18
R-L	Residential/Low	118.0	531	44.0	198	96.0	432			82.0	369	45.8	206	104.0	467			489.8	2203
R-L	Residential/Low - Active Adult							145.4	654	78.7	354	53.1	239					277.2	1247
R-M	Residential/Medium	79.0	474	72.0	432	107.5	645			22.8	137	58.2	349	49.1	295			388.6	2332
R-M	Residential/Medium - Active Adult							91.2	547	13.5	81							104.7	628
R-MH	Residential/Medium High	10.5	147	13.6	190	14.5	203					15.6	219	33.0	462			87.2	1221
R-MH	Residential/Medium High - Active Adult							15.4	216	14.0	196							29.4	412
R-MH	Senior Housing					5.0	70											5.0	70
R-H	Residential/High	6.0	120									9.0	180	6.2	124			21.2	424
R-H	Senior Housing					11.5	230											11.5	230
M-X	Mixed Use																200		200
	SUBTOTAL	**217.7**	**1,280**	**129.6**	**820**	**234.5**	**1,580**	**256.9**	**1,427**	**211.0**	**1,137**	**181.7**	**1,193**	**192.3**	**1,348**		**200**	**1,423.7**	**8,985**
ADDITIONAL & BONUS UNITS																			
	Additional Units (Town Center)																240		240
	Bonus Units (For HD Housing)						58								32				90
	SUBTOTAL						**58**								**32**		**240**		**330**
COMMERCIAL																			
C-N	Neighborhood Commercial	1.0		1.0		1.1						1.7		1.5				6.3	
C-C	Community Commercial			15.5		19.3						9.9		6.0		29.0		79.6	
C-G	General Commercial					31.5												31.5	
C-O	Office Commercial			3.8														3.8	
C-R	Commercial Recreation							124.0		91.5								215.5	
M-X	Mixed Use											18.4				39.8		58.2	
	SUBTOTAL	**1.0**		**20.3**		**51.9**		**124.0**		**91.5**		**30.0**		**7.5**		**68.8**		**395.0**	
INDUSTRIAL																			
I-L	Limited Industrial (N. of Byron)													5.9				5.9	
	SUBTOTAL													**5.9**				**5.9**	
OPEN SPACE																			
NP	Neighborhood Park	5.0		5.0		5.0		4.9		5.3		5.0		5.0				35.2	
CP	MH Creek Community Park													23.6		9.2		32.8	
CP	Central Community Park															27.2		27.2	
CP	Other Community Parks													22.3				22.3	
RP	Regional Park							4.9				43.1		40.2				88.2	
OS/O	Lakes											48.3		47.3				95.6	
OS/O	Water Quality /Detention Basins							4.4						12.7				17.0	
OS/O	Buffer Areas							8.3		7.4								15.7	
OS/RC	Wetland / Resource Conservation							15.8						1.4				17.2	
OS/RC	Dry Creek							13.0										13.0	
	SUBTOTAL	**5.0**		**5.0**		**5.0**		**51.3**		**12.7**		**96.4**		**152.4**		**36.4**		**364.1**	
SCHOOLS																			
P-F	K-8	16.0		16.0		16.0						16.0		16.0				80.0	
	SUBTOTAL	**16.0**		**16.0**		**16.0**						**16.0**		**16.0**				**80.0**	
PUBLIC																			
P-F	Transit													2.0		3.0		5.0	
P-F	Public Facilities (public)											1.0				4.8		5.8	
P-F	Public Facilities (private)											5.0				5.2		10.2	
	SUBTOTAL											**6.0**		**2.0**		**13.0**		**21.0**	
TOTALS		**239.7**	**1,280**	**170.9**	**820**	**307.4**	**1,638**	**432.2**	**1,427**	**315.2**	**1,137**	**330.1**	**1,193**	**376.1**	**1,380**	**118.2**	**440**	**2,289.8**	**9,315**

Notes:

1) All acreages exclude Arterial roads. In Town Center, acreages also exclude Collector roads. RVL, RL and RM areas include Collector and Local roadways (including some roads serving non-residential uses)

2) Neighborhood 'D' total excludes the High School and Fire Station.

3) Neighborhood 'D' in Specific Plan II covers only the western part of Neighborhood D, which is also known as Neighborhood D (west).

4) No more than 40% of the M-X acreage in Neighborhood K shall be used for stand-alone Residential High Density dwelling units.

EXISTING

Table 3.3: SPII Land Use Assumptions								
LAND USE	Minimum Density (DU/AC)	Maximum Density (DU/AC)	Expected Density (DU/AC)	Person / DU	K-8 Students / DU	High School Students / DU	FAR	Jobs / AC
RESIDENTIAL								
Very Low Density (RVL) detached	1.00	2.00	2.00	3.12	0.676	0.179		
Low Density (RL) detached	3.75	4.75	4.50	3.12	0.676	0.179		
Low Density (RL) detached (Age Restricted)	3.75	4.75	4.50	1.80	0.000	0.000		
Medium Density (RM) detached	5.70	7.00	6.00	2.70	0.676	0.179		
Medium Density (RM) detached (Age Restricted)	5.70	7.00	6.00	1.80	0	0		
Medium-High Density (RMH) attached	12.00	14.00	14.00	2.00	0.338	0.0432		
Senior Housing (RMH) attached	12.00	14.00	14.00	2.00	0	0		
High Density (RH) attached	18.00	20.00	20.00	2.00	0.338	0.0432		
Senior Housing (RH) attached	18.00	20.00	20.00	2.00	0	0		
Town Center Residential (MX) attached				2.00	0.338	0.0432		
COMMERCIAL INDUSTRIAL								
Neighborhood Commercial (CN)							0.25	24.0
Community Commercial (CC)							0.25	24.0
General Commercial (CG)							0.25	24.0
Office Commercial (CO)							0.35	44.0
Commercial Recreation (CR)							0.10	0.5
Town Center Mixed Use (MX)							1.00	51.0
Old River Mixed Use (MX)							0.50	51.0
Limited Industrial-North of Byron (IL)							0.40	26.0
SCHOOLS								
Elem. / Middle School (12 @ 16 acres ea)								2.5
High School								2.5
OPEN SPACE AND RECREATION								
Neighborhood Parks (NP)								0.2
Community Parks (CP)								0.2
Regional Parks (RP)								0.2
Golf Course (OS/O)								30/GC
PUBLIC								
Wastewater / Service Yards (P)								5.0
Water Treatment Plant (P)								5.0
Transit Center and Public (P)								5.0
Public Facilities (P, PF)							0.3	5.0
Town Center includes 200 attached dwelling units								
Per SPII, Mountain House will have only one golf course and no marina								

PROPOSED

Table 3.3: SPII Land Use Assumptions								
LAND USE	Minimum Density (DU/AC)	Maximum Density (DU/AC)	Expected Density (DU/AC)	Person / DU	K-8 Students / DU	High School Students / DU	FAR	Jobs / AC
RESIDENTIAL								
Very Low Density (R-VL) detached	1.00	2.00	2.00	3.12	0.676	0.179		
Low Density (R-L) detached	3.75	4.75	4.50	3.12	0.676	0.179		
Low Density (R-L) detached (Active Adult)	3.75	4.75	4.50	1.80	0.000	0.000		
Medium Density (R-M) detached	5.70	7.00	6.00	2.70	0.676	0.179		
Medium Density (R-M) detached (Active Adult)	5.70	7.00	6.00	1.80	0	0		
Medium-High Density (R-MH)	12.00	14.00	14.00	2.00	0.338	0.0432		
Medium-High Density (R-MH) (Active Adult)	12.00	14.00	14.00	2.00	0.000	0.0000		
Senior Housing (R-MH)	12.00	14.00	14.00	2.00	0	0		
High Density (R-H) attached	18.00	20.00	20.00	2.00	0.338	0.0432		
Senior Housing (R-H) attached	18.00	20.00	20.00	2.00	0	0		
Town Center Residential (M-X) attached				2.00	0.338	0.0432		
COMMERCIAL INDUSTRIAL								
Neighborhood Commercial (C-N)							0.25	24.0
Community Commercial (C-C)							0.25	24.0
General Commercial (C-G)							0.25	24.0
Office Commercial (C-O)							0.35	44.0
Recreation Commercial(C-R) (Nature Preserve)							0.10	0.5
Mixed Use (Town Center) (M-X)							1.00	51.0
Mixed Use (Old River Neighborhood K) (M-X)							0.50	51.0
Limited Industrial (North of Byron) (I-L)							0.40	26.0
SCHOOLS								
K-8 (Elementary / Middle School) (P-F)								2.5
								2.5
PARKS AND RECREATION								
Neighborhood Parks (NP)								0.2
Community Parks (CP)								0.2
Regional Park (RP)								0.2
PUBLIC								
Wastewater / Service Yards (P-F)								5.0
Water Treatment Plant (P-F)								5.0
Transit Center (P-F)								5.0
Public Facilities (Private, Public) (P-F)							0.3	5.0

EXISTING - *Table 3.4: Master Plan Land Use Designations*

Very Low Density Residential (R/VL)	R/VL uses consist of existing single family homes on relatively large lots that occur in four separate locations within the Mountain House community.
Low Density Residential (R/L)	Low Density Residential uses include a variety of single family dwelling unit types, likely to include traditional front street-served and rear alley-served homes.
Medium Density Residential (R/M)	Medium Density Residential provides for a wide variety of detached and attached unit types and may include small-lot detached, duplexes, triplexes, or town homes.
Medium-High Density Residential (R/MH)	Medium-High Density Residential areas may include town homes, garden apartments, and other attached residential uses.
High Density Residential (R/H)	High Density Residential uses are located near the Town Center and other locations in close proximity to shopping, employment and recreation uses. Housing types may include condominiums, town homes, garden apartments, and other attached homes.
Mixed Use (M/X)	The Mixed Use areas are included within the Town Center and the Old River Center, and will provide an integration of office, retail, recreation, public, and high-density residential uses. The M/X designation allows for more urban densities, innovative design, and efficient land and infrastructure utilization.
Neighborhood Commercial (C/N)	Neighborhood Commercial areas provide small retail and service businesses within easy pedestrian and bicycle access of the immediate neighborhood. The Master Plan designates a one-acre site in each family neighborhood (not including age-restricted Neighborhoods I and J), adjacent to the Neighborhood Park.
Community Commercial (C/C)	Community Commercial areas provide a full range of retail and service establishments to serve the daily shopping needs of the community. The larger site northeast of Town Center is intended to provide an additional major shopping area for the entire community.
General Commercial (C/G)	General Commercial areas will provide for retail and service uses that generally require special purpose trips, are typically oriented to automobile use, and may include discount stores, automobile repair establishments, and retail or wholesale nurseries.
Office Commercial (C/O)	Office Commercial areas support administrative and professional office development.
Recreational Commercial (C/R)	Recreational Commercial areas will provide areas for major recreational-oriented commercial activities and associated facilities. This land use is utilized for the golf course, clubhouse, and recreation center in age-restricted Neighborhoods I and J.
Limited Industrial (I/L)	Limited Industrial areas are intended to accommodate modern business park developments that provide little or no nuisance activities.
Public (P) - Schools	The Master Plan designates a 16-acre K-8 school within each family neighborhood (not including age-restricted neighborhoods I and J) and one high school. School corporation yard will be located near the wastewater treatment site.
Public (P) - Transit Center	The transit center is proposed in the Town Center.
Public (P) - Public Facility	Other public facilities may include administrative offices and facilities, public assembly rooms, and religious institutions.
Public (P) - Neighborhood Parks	The Master Plan requires a centrally located neighborhood park of approximately five acres adjacent to each K-8 school, to be developed and operated in coordination with the schools.
Public (P) - Community Park	Community parks are intended to provide active recreation facilities such as athletic fields and complexes, tennis/racquet courts, and for passive uses such as picnicking, jogging/walking/bicycle paths, and nature areas including the Mountain House Creek Park.
Public (P) - Regional Park	The regional park consists of a riverfront park along the Old River edge from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L. This location makes use of the river's open space, wildlife and scenic values to provide a regional open space and recreational resource.
Open Space-Other (OS/O)	The Master Plan designates a water quality basin and lakes north of Byron Road.
Open Space-Resource Conservation (OS/RC)	The Master Plan designates Resource Conservation areas to preserve existing wetlands.

Source: Mountain House Master Plan, Section 3.2.6

PROPOSED - *Table 3.4: Master Plan Land Use Designations*

Very Low Density Residential (R/VL)	~~R/VL~~ Very Low Density Residential uses consist of existing single family homes on relatively large lots that occur in four separate locations within the Mountain House community.
Low Density Residential (R/L)	Low Density Residential uses include a variety of single family dwelling unit types, likely to include traditional front street-served and rear alley-served homes.
Medium Density Residential (R/M)	Medium Density Residential provides for a wide variety of detached and attached unit types and may include small-lot detached, duplexes, triplexes, or town homes.
Medium-High Density Residential (R/MH)	Medium-High Density Residential areas may include town homes, garden apartments, and other attached residential uses. Detached single family housing may also be developed (per Master Plan, Implementation 3.9.3 (d)).
High Density Residential (R/H)	High Density Residential uses are located near the Town Center and other locations in close proximity to shopping, employment and recreation uses. Housing types may include condominiums, town homes, garden apartments, and other attached homes.
Mixed Use (M/X)	The Mixed Use areas are included within the Town Center and the Old River Center, and will provide an integration of office, retail, recreation, public, and high-density residential uses. The M/X designation allows for more urban densities, innovative design, and efficient land and infrastructure utilization. Residential uses may be accommodated within vertically integrated, M/X buildings or as stand-alone structures. Residential density will be the same as that for the R/H designation.
Neighborhood Commercial (C/N)	Neighborhood Commercial areas provide small retail and service businesses within easy pedestrian and bicycle access of the immediate neighborhood. The Master Plan designates a one-acre site in each family neighborhood ~~(not including age-restricted Neighborhoods I and J),~~ and in the Neighborhood K mixed active adult and family neighborhood ~~adjacent to the Neighborhood Park~~ for Neighborhood Commercial uses.
Community Commercial (C/C)	Community Commercial areas provide a full range of retail and service establishments to serve the daily shopping needs of the community. The larger site northeast of Town Center is intended to provide an additional major shopping area for the entire community.
General Commercial (C/G)	General Commercial areas will provide for retail and service uses that generally require special purpose trips, are typically oriented to automobile use, and may include discount stores, automobile repair establishments, and retail or wholesale nurseries.
Office Commercial (C/O)	Office Commercial areas support administrative and professional office development.
~~Recreational~~ Commercial Recreation (C/R)	~~Recreational~~ Commercial Recreation areas will provide areas for major commercial/public recreationally-oriented ~~commercial~~ activities and supportive, associated ~~facilities~~ uses. This Master Plan land use designation is utilized for the nature preserves, ~~golf course~~, clubhouse, restaurant, ~~and~~ ~~r~~Recreation ~~c~~Center, parks, and other supportive, associated uses in ~~age-restricted~~ Neighborhoods I and J.
Limited Industrial (I/L)	Limited Industrial areas are intended to accommodate modern business park developments that provide little or no nuisance activities.
Public (P) - Schools	~~The~~ This Master Plan ~~designates~~ designation is used for the ~~a 16-acre~~ K-8 school within each family neighborhood ~~(not including age-restricted neighborhoods I and J)~~ and the Neighborhood K mixed active adult and family neighborhood, ~~and one~~ the high school, and the~~.~~ ~~S~~school corporation yard ~~will be~~ located near the wastewater treatment site.
Public (P) - Transit Center	This Master Plan designation is used for ~~T~~the ~~t~~Transit ~~c~~Center ~~is~~ proposed in the Town Center.
Public (P) - Public Facility	This Master Plan designation is used for ~~O~~other public facilities, which may include administrative offices and facilities, public assembly rooms, and religious institutions.
Public (P) - Neighborhood Parks	~~The Master Plan requires a~~ A centrally located neighborhood park of approximately five acres will be developed adjacent to each K-8 school~~, to be developed~~ and operated in coordination with the school~~s~~.
Public (P) - Community Park	Community parks are intended to provide active recreation facilities such as athletic fields and complexes, tennis/racquet courts, and for passive uses such as picnicking, jogging/walking/bicycle paths, and nature areas including the Mountain House Creek Park.
Public (P) - Regional Park	The regional park consists of a riverfront park along the Old River edge from the northwest corner of Neighborhood K to the southeast corner of Neighborhood L. This location makes use of the river's open space, wildlife and scenic values to provide a regional open space and recreational resource.
Open Space-Other (OS/O)	~~The~~ This Master Plan ~~designates~~ designation is used for the ~~a~~ water quality basins and lakes north of Byron Road.
Open Space-Resource Conservation (OS/RC)	~~The~~ This Master Plan ~~designates~~ designation is used to preserve Dry Creek and the ~~Resource Conservation areas to preserve~~ existing wetlands north of Byron Road.

Source: Mountain House Master Plan, Section 3.2.6

EXISTING

TABLE 3.5 Minimum & Maximum Residential Units by Neighborhood								
Neighborhood	Residential Zoning District	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
C	R-VL	4.2	1.00	4	2.00	8	2.00	8
	R-L	118.0	3.75	443	4.75	561	4.50	531
	R-M	79.0	5.70	450	7.00	553	6.00	474
	R-MH	10.5	12.00	126	14.00	147	14.00	147
	R-H	6.0	18.00	108	20.00	120	20.00	120
	TOTAL	**217.7**		**1,131**		**1,389**		**1,280**
D	R-VL		1.00	-	2.00	-	2.00	-
	R-L	44.0	3.75	165	4.75	209	4.50	198
	R-M	72.0	5.70	410	7.00	504	6.00	432
	R-MH	13.6	12.00	163	14.00	190	14.00	190
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**129.6**		**739**		**903**		**820**
H	R-VL		1.00	-	2.00	-	2.00	-
	R-L	96.0	3.75	360	4.75	456	4.50	432
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.5	12.00	234	14.00	273	14.00	273
	R-H	11.5	18.00	207	20.00	230	20.00	230
	R-H Bonus Units					58		58
	TOTAL	**234.5**		**1,414**		**1,770**		**1,638**
I	R-VL	4.9	1.00	5	2.00	10	2.00	10
	R-L	145.4	3.75	545	4.75	691	4.50	654
	R-M	91.2	5.70	520	7.00	638	6.00	547
	R-MH	15.4	12.00	185	14.00	216	14.00	216
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**256.9**		**1,255**		**1,554**		**1,427**
J	R-VL		1.00	-	2.00	-	2.00	-
	R-L	111.9	3.75	420	4.75	532	4.50	504
	R-M	86.4	5.70	492	7.00	605	6.00	518
	R-MH	12.5	12.00	150	14.00	175	14.00	175
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**210.8**		**1,062**		**1,311**		**1,197**
K	R-VL		1.00	-	2.00	-	2.00	-
	R-L	89.0	3.75	334	4.75	423	4.50	401
	R-M	69.1	5.70	394	7.00	484	6.00	415
	R-MH	20.0	12.00	240	14.00	280	14.00	280
	R-H	4.0	18.00	72	20.00	80	20.00	80
	TOTAL	**182.1**		**1,040**		**1,266**		**1,175**
L	R-VL		1.00	-	2.00	-	2.00	-
	R-L	104.0	3.75	390	4.75	494	4.50	468
	R-M	49.1	5.70	280	7.00	344	6.00	295
	R-MH	33.0	12.00	396	14.00	462	14.00	462
	R-H	6.2	18.00	112	20.00	124	20.00	124
	R-H Bonus Units					32		32
	TOTAL	**192.3**		**1,177**		**1,456**		**1,381**
TOTALS	R-VL	9.1	1.00	9	2.00	18	2.00	18
	R-L	708.3	3.75	2,656	4.75	3,364	4.50	3,188
	R-M	554.3	5.70	3,160	7.00	3,880	6.00	3,326
	R-MH	124.5	12.00	1,494	14.00	1,743	14.00	1,743
	R-H	27.7	18.00	499	20.00	554	20.00	554
	M-X			200		200		200
	R-H Bonus Units			-		90		90
	M-X Add'l Units			-		240		240
	Grand Total	**1423.9**		**8,017**		**10,090**		**9,359**

Notes:

1) Unit count and acreage figures are approximate and may be modified by Tentative Maps.

PROPOSED

TABLE 3.5 Minimum, Maximum, & Expected Residential Units by Neighborhood								
Neighborhood	Residential Zoning District	Gross Area (AC)	Minimum Density (DU/AC)	Minimum Units	Maximum Density	Maximum Units	Expected Density	Expected Units
C	R-VL	4.2	1.00	4	2.00	8	2.00	8
	R-L	118.0	3.75	443	4.75	561	4.50	531
	R-M	79.0	5.70	450	7.00	553	6.00	474
	R-MH	10.5	12.00	126	14.00	147	14.00	147
	R-H	6.0	18.00	108	20.00	120	20.00	120
	TOTAL	**217.7**		**1,131**		**1,389**		**1,280**
D	R-VL		1.00	-	2.00	-	2.00	-
	R-L	44.0	3.75	165	4.75	209	4.50	198
	R-M	72.0	5.70	410	7.00	504	6.00	432
	R-MH	13.6	12.00	163	14.00	190	14.00	190
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**129.6**		**739**		**903**		**820**
H	R-VL		1.00	-	2.00	-	2.00	-
	R-L	96.0	3.75	360	4.75	456	4.50	432
	R-M	107.5	5.70	613	7.00	753	6.00	645
	R-MH	19.5	12.00	234	14.00	273	14.00	273
	R-H	11.5	18.00	207	20.00	230	20.00	230
	R-H Bonus Units					58		58
	TOTAL	**234.5**		**1,414**		**1,770**		**1,638**
I	R-VL	4.9	1.00	5	2.00	10	2.00	10
	R-L	145.4	3.75	545	4.75	691	4.50	654
	R-M	91.2	5.70	520	7.00	638	6.00	547
	R-MH	15.4	12.00	185	14.00	216	14.00	216
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**256.9**		**1,255**		**1,554**		**1,427**
J	R-VL		1.00	-	2.00	-	2.00	-
	R-L	160.7	3.75	603	4.75	763	4.50	723
	R-M	36.3	5.70	207	7.00	254	6.00	218
	R-MH	14.0	12.00	168	14.00	196	14.00	196
	R-H		18.00	-	20.00	-	20.00	-
	TOTAL	**211.0**		**978**		**1,213**		**1,137**
K	R-VL		1.00	-	2.00	-	2.00	-
	R-L	98.9	3.75	371	4.75	470	4.50	445
	R-M	58.2	5.70	332	7.00	407	6.00	349
	R-MH	15.6	12.00	187	14.00	218	14.00	218
	R-H	9.0	18.00	162	20.00	180	20.00	180
	TOTAL	**181.7**		**1,052**		**1,276**		**1,193**
L	R-VL		1.00	-	2.00	-	2.00	-
	R-L	104.0	3.75	390	4.75	494	4.50	468
	R-M	49.1	5.70	280	7.00	344	6.00	295
	R-MH	33.0	12.00	396	14.00	462	14.00	462
	R-H	6.2	18.00	112	20.00	124	20.00	124
	R-H Bonus Units					32		32
	TOTAL	**192.3**		**1,177**		**1,456**		**1,381**
TOTALS	R-VL	9.1	1.00	9	2.00	18	2.00	18
	R-L	767.0	3.75	2,876	4.75	3,643	4.50	3,453
	R-M	493.3	5.70	2,812	7.00	3,453	6.00	2,960
	R-MH	121.6	12.00	1,459	14.00	1,702	14.00	1,702
	R-H	32.7	18.00	589	20.00	654	20.00	654
	M-X (Tow n Center)			200		200		200
	R-H Bonus Units			-		90		90
	M-X (Tow n Center) Add'l Units			-		240		240
	Grand Total	**1423.7**		**7,945**		**10,001**		**9,317**
Notes:								
1) Unit count and acreage figures are approximate and may be modified by Tentative Maps.								

EXISTING

Table 5.1:
SPII K-8 Student Generation

			Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Town		TOTALS	
		Generation	C		D		H		I		J		K		L		Center			
LAND USE		Rate	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students
RVL	Residential/Very Low	0.676	8	6	0	0	0	0	10	7	0	0	0	0	0	0	0	0	19	13
RL	Residential/Low	0.676	531	359	198	134	432	292	654	0	504	0	401	271	467	316	0	0	3187	1372
RM	Residential/Medium	0.676	474	320	432	292	645	436	547	0	518	0	415	281	295	199	0	0	3326	1528
RMH	Residential/Medium High	0.338	147	50	190	64	203	69	216	0	175	0	280	95	462	156	0	0	1673	433
RMH	Senior Housing	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	70	0
RH	Residential/High	0.338	120	41	0	0	0	0	0	0	0	0	80	27	124	42	0	0	324	110
RH	Senior Housing	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	230	0
MX	Mixed Use	0.338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	68	200	68
	TOTALS		1,280	775	820	490	1,580	797	1,427	7	1,197	0	1,176	673	1,348	713	200	68	9,029	3,523

Table 5.2:
SPII High School Student Generation

			Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Town		TOTALS	
		Generation	C		D		H		I		J		K		L		Center			
LAND USE		Rate	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students
RVL	Residential/Very Low	0.179	8	2	0	0	0	0	10	2	0	0	0	0	0	0	0	0	19	3
RL	Residential/Low	0.179	531	95	198	35	432	77	654	0	504	0	401	72	467	84	0	0	3187	363
RM	Residential/Medium	0.179	474	85	432	77	645	115	547	0	518	0	415	74	295	53	0	0	3326	405
RMH	Residential/Medium High	0.0432	147	6	190	8	203	9	216	0	175	0	280	12	462	20	0	0	1673	55
RMH	Senior Housing	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	70	0
RH	Residential/High	0.0432	120	5	0	0	0	0	0	0	0	0	80	3	124	5	0	0	324	14
RH	Senior Housing	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	230	0
MX	Mixed Use	0.0432	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	9	200	9
	TOTALS		1,280	193	820	121	1,580	202	1,427	2	1,197	0	1,176	162	1,348	162	200	9	9,029	849

PROPOSED

Table 5.1:
SPII K-8 Student Generation

			Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Town		TOTALS	
		Generation	C		D		H		I		J		K		L		Center			
LAND USE		Rate	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students
R-VL	Residential/Very Low	0.676	8	6	0	0	0	0	10	7	0	0	0	0	0	0	0	0	19	13
R-L	Residential/Low	0.676	531	359	198	134	432	292	0	0	369	249	206	139	467	316	0	0	2203	1489
R-L	Residential/Low - Active Adult	0	0	0	0	0	0	0	654	0	354	0	239	0	0	0	0	0	1247	0
R-M	Residential/Medium	0.676	474	320	432	292	645	436	0	0	137	93	349	236	295	199	0	0	2332	1576
R-M	Residential/Medium - Active Adult	0	0	0	0	0	0	0	547	0	81	0	0	0	0	0	0	0	628	0
R-MH	Residential/Medium High	0.338	147	50	190	64	203	69	0	0	0	0	219	74	462	156	0	0	1221	413
R-MH	Residential/Medium High - Active Adult	0	0	0	0	0	0	0	216	0	196	0	0	0	0	0	0	0	412	0
R-MH	Senior Housing	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	70	0
R-H	Residential/High	0.338	120	41	0	0	0	0	0	0	0	0	180	61	124	42	0	0	424	143
R-H	Senior Housing	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	230	0
M-X	Mixed Use (Town Center)	0.338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	68	200	68
	TOTALS		1,280	775	820	490	1,580	797	1,427	7	1,137	342	1,193	510	1,348	713	200	68	8,986	3,702

Table 5.2:
SPII High School Student Generation

			Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Neighborhood		Town		TOTALS	
		Generation	C		D		H		I		J		K		L		Center			
LAND USE		Rate	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students	Units	Students
R-VL	Residential/Very Low	0.179	8	2	0	0	0	0	10	2	0	0	0	0	0	0	0	0	19	3
R-L	Residential/Low	0.179	531	95	198	35	432	77	0	0	369	66	206	37	467	84	0	0	2203	394
R-L	Residential/Low - Active Adult	0	0	0	0	0	0	0	654	0	354	0	239	0	0	0	0	0	1247	0
R-M	Residential/Medium	0.179	474	85	432	77	645	115	0	0	137	25	349	62	295	53	0	0	2332	417
R-M	Residential/Medium - Active Adult	0	0	0	0	0	0	0	547	0	81	0	0	0	0	0	0	0	628	0
R-MH	Residential/Medium High	0.0432	147	6	190	8	203	9	0	0	0	0	219	9	462	20	0	0	1221	53
R-MH	Residential/Medium High - Active Adult	0	0	0	0	0	0	0	216	0	196	0	0	0	0	0	0	0	412	0
R-MH	Senior Housing	0	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	70	0
R-H	Residential/High	0.0432	120	5	0	0	0	0	0	0	0	0	180	8	124	5	0	0	424	18
R-H	Senior Housing	0	0	0	0	0	230	0	0	0	0	0	0	0	0	0	0	0	230	0
M-X	Mixed Use (Town Center)	0.0432	0	0	0	0	0	0	0	0	0	0	0	0	0	0	200	9	200	9
	TOTALS		1,280	193	820	121	1,580	202	1,427	2	1,137	91	1,193	117	1,348	162	200	9	8,986	895

EXHIBIT 4

SPECIFIC PLAN III AMENDMENTS

A. TEXT AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXHIBIT 4

SPECIFIC PLAN III AMENDMENTS

A. TEXT AMENDMENTS

EXISTING

Section 2.2 – Master Plan Goals and Objectives (concerning 'Overall Goals' and 'Community Character' [first bullet under "create attractive and diverse environments for living, working and playing"] only)

Overall Goals

- Create a high quality environment where people of all economic levels can live and work.
- Develop a distinct and unique new community that is separate from existing communities.
- Develop Mountain House as a community that will accommodate a portion of the growth projected by the County's General Plan 2010 in an orderly, well-organized development pattern.
- Provide for a lifestyle that is less reliant on the automobile, more directed towards activities within the local community and neighborhoods, and more oriented toward the use of transit, bicycle and pedestrian transport.

Community Character

Create attractive and diverse environments for living, working and playing.

- Develop 12 identifiable, pedestrian-oriented residential neighborhoods, each organized around Neighborhood Centers consisting of K-8 schools, parks, neighborhood commercial, and other neighborhood serving facilities.

PROPOSED

Section 2.2 – Master Plan Goals and Objectives (concerning 'Overall Goals' and 'Community Character' [first bullet under "create attractive and diverse environments for living, working and playing"] only)

Overall Goals

- Create a high quality environment where people of all economic levels can live and work.
- Develop a distinct and unique new community that is separate from existing communities.
- Develop Mountain House as a community that will accommodate a portion of the growth projected by the ~~County's General Plan 2010~~ 2035 General Plan for San Joaquin County iin an orderly, well-organized development pattern.
- Provide for a lifestyle that is less reliant on the automobile, more directed towards activities within the local community and neighborhoods, and more oriented toward the use of transit, bicycle and pedestrian transport.

Community Character

Create attractive and diverse environments for living, working and playing.

- Develop 12 identifiable, pedestrian-oriented residential neighborhoods, including nine family neighborhoods, two mixed active adult and family neighborhoods (Neighborhood J and Neighborhood K), and one active adult neighborhood (Neighborhood I), with each family neighborhood, and the Neighborhood K mixed active adult and family neighborhood, organized around a Neighborhood Center~~s~~ consisting of a K-8 school~~s~~, a Neighborhood ~~p~~Park~~s~~, a ~~n~~Neighborhood ~~c~~Commercial area, and other neighborhood serving facilities.

EXISTING

Section 3.2.6.1 – Master Plan Summary (concerning 'Neighborhood Commercial' only):

Neighborhood Commercial

Neighborhood Commercial provides for small, localized retail land service businesses that offer goods and merchandise, located within easy pedestrian and bicycle access to the immediate neighborhood. Each neighborhood includes a one and one-half acre site to serve residents with a mini grocery, barber shop, cleaners, real estate offices, or similar businesses. These sites may also include professional services such as physician's offices; telecommuting center, child care, group care and other public or institutional uses; and indoor or outdoor recreation uses including swimming pools.

PROPOSED

Section 3.2.6.1 – Master Plan Summary (concerning 'Neighborhood Commercial' only):

Neighborhood Commercial

Neighborhood Commercial provides for small, localized retail land service businesses that offer goods and merchandise, located within easy pedestrian and bicycle access to the immediate neighborhood. ~~Each neighborhood includes one and one-half acre site to serve residents with~~ Typical uses include a mini grocery, barber shop, cleaners, real estate offices, or similar businesses. These sites may also include professional services such as physician's offices, telecommuting center, child care, group care and other public or institutional uses; and indoor or outdoor recreation uses including swimming pools.

EXISTING

Section 3.3.6.1 – Master Plan Summary (concerning 'Second Unit Dwellings'):

The Master Plan encourages second unit dwellings in order to increase the diversity and affordability of housing opportunities for residents. For each residential subdivision within the R-VL, R-L and R-M zoning districts, second unit dwellings shall be required on 6.5 percent of the parcels.

PROPOSED

Section 3.3.6.1 – Master Plan Summary (concerning 'Second Unit Dwellings'):

The Master Plan encourages second unit dwellings in order to increase the diversity and affordability of housing opportunities for residents. For each residential subdivision within the R-VL, R-L and R-M zoning districts, and for residential projects consisting of single family dwellings within the R-MH zoning district, second unit dwellings shall be required on 6.5 percent of the parcels.

EXISTING

Section 5.2.1 – Master Plan Summary – Schools

The school districts serving Mountain House are Lammersville Elementary School District (LESD) for grades K-8 and Tracy Joint Union High School District for grades 9-12. The districts will provide the schools as needed. Interim facilities at existing schools will be provided before the first on-site schools are completed. The community will be designed for integration of school and other community facilities for compatible joint operation and shared maintenance costs. Links between school facilities and other services and users are to be promoted for a variety of uses as outlined in the Master Plan.

Twelve K-8 schools are to be sited to serve the 10 proposed neighborhoods. The K-8 sites are to be located in neighborhood centers within ¾ mile walking distance of the substantial majority of homes in the neighborhood to facilitate pedestrian circulation and reinforce neighborhood structure. K-8 school core facilities shall be located as far as practical from commercial areas, be buffered from commercial uses with playfields and park, and have access from different streets. Each site shall contain up to 16 acres. In addition, each K-8 school shall have shared use of an adjacent 2.5 acres of Neighborhood Park for athletic fields that is separated from the school core facilities by landscaping, trees, or low fencing that allows convenient access. Each K-8 school will accommodate the student generation of its neighborhood, targeted to an optimum of approximately 750 students, with a maximum of 1,100 students.

As required by the Master Plan, the LESD has prepared a comprehensive report on educational facilities for the entire Mountain House community. The report, Master Educational Specifications for K-8 Elementary Schools in the Mountain House Master Plan, addresses education program, building program, implementation strategies, and background information. School facility construction plans are phased and will be triggered by development milestones identified by the report.

One high school will be sited in Mountain House to provide efficient access to all portions of the community, and serve the expected distribution of high school students. The high school site shall contain up to 46.5 acres and be planned to accommodate 2,300 to 2,400 students. Land

and funding for the schools shall be provided as described in the Public Financing Plan, School Facilities Master Plans and School Funding agreements.

SP III shall include an evaluation of actual student generation rates to determine whether revisions need to be made to the School Facilities Master Plans. School districts are to pursue State funding to the maximum extent feasible. Developers in Mountain House shall provide full school mitigation that may be decreased by revenues obtained from the State and other sources.

All school sites shall be located to avoid public health and safety hazards and land use conflicts and enable joint use of parks, libraries, museums, and other public services whenever possible. The Master Plan sets forth school siting criteria consistent with State mandated requirements that are to be implemented by subsequent Specific Plans. Administrative offices will be provided as specified in the School Facilities Master Plan.

LESD is expected to require additional facilities and services, such as busing, maintenance yard, administrative office space, and certain interim facilities. Interim relocatable classrooms and support facility needs at existing off-site schools will be provided until adequate school capacity is open. Once schools within a safe walking distance are open, permanent bus and support vehicle services will be provided as needed. Participation with LESD shall be promoted in areas of facility lease/ownership, facility and landscape maintenance, and vehicle storage and maintenance.

If the LESD determines at a later date that it is infeasible to provide two K-8 schools at the small projected enrollments, the school district could consolidate the schools on one campus with a design and student capacity similar to the Wicklund School in Neighborhood F. Upon the determination LESD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.

PROPOSED

Section 5.2.1 – Master Plan Summary – Schools

The school district~~s~~ serving Mountain House ~~are~~ is the Lammersville ~~Elementary~~ Unified School District ~~(LESD)~~ (LUSD) for grades K-8 and ~~Tracy Joint Union High School District~~ for grades 9-12. The district~~s~~ will provide the schools as needed. Interim facilities at existing schools will be provided before the first on-site schools are completed. The community will be designed for integration of school and other community facilities for compatible joint operation and shared maintenance costs. Links between school facilities and other services and users are to be promoted for a variety of uses as outlined in the Master Plan.

~~Twelve~~ Ten K-8 schools are to be sited to serve the ~~10~~ nine proposed family neighborhoods, and the two proposed mixed active adult and family neighborhoods which will share one K-8 school between them. The K-8 sites are to be located in neighborhood centers within ¾ mile walking distance of the substantial majority of homes in the neighborhood to facilitate pedestrian circulation and reinforce neighborhood structure. K-8 school core facilities shall be located as far as practical from commercial areas, be buffered from commercial uses with playfields and park, and have access from different streets. Each site shall contain up to 16 acres. In addition, each K-8 school shall have shared use of an adjacent 2.5 acres of Neighborhood Park for athletic fields that is separated from the school core facilities by landscaping, trees, or low fencing that allows convenient access. Each K-8 school will accommodate the student generation of its neighborhood, targeted to an optimum of approximately 750 students, with a maximum of 1,100 students.

As required by the Master Plan, the ~~LESD~~ LUSD has prepared a comprehensive report on educational facilities for the entire Mountain House community. The report, Master Educational Specifications for K-8 Elementary Schools in the Mountain House Master Plan, addresses education program, building program, implementation strategies, and background information. School facility construction plans are phased and will be triggered by development milestones identified by the report.

One high school will be sited in Mountain House to provide efficient access to all portions of the

community, and serve the expected distribution of high school students. The high school site shall contain up to 46.5 acres and be planned to accommodate 2,300 to 2,400 students. Land and funding for the schools shall be provided as described in the Public Financing Plan, School Facilities Master Plans and School Funding agreements.

SP III shall include an evaluation of actual student generation rates to determine whether revisions need to be made to the School Facilities Master Plans. School districts are to pursue State funding to the maximum extent feasible. Developers in Mountain House shall provide full school mitigation that may be decreased by revenues obtained from the State and other sources.

All school sites shall be located to avoid public health and safety hazards and land use conflicts and enable joint use of parks, libraries, museums, and other public services whenever possible. The Master Plan sets forth school siting criteria consistent with State mandated requirements that are to be implemented by subsequent Specific Plans. Administrative offices will be provided as specified in the School Facilities Master Plan.

~~LESD~~ LUSD is expected to require additional facilities and services, such as busing, maintenance yard, administrative office space, and certain interim facilities. Interim relocatable classrooms and support facility needs at existing off-site schools will be provided until adequate school capacity is open. Once schools within a safe walking distance are open, permanent bus and support vehicle services will be provided as needed. Participation with ~~LESD~~ LUSD shall be promoted in areas of facility lease/ownership, facility and landscape maintenance, and vehicle storage and maintenance.

~~If the LESD determines at a later date that it is infeasible to provide two K-8 schools at the small projected enrollments, the school district could consolidate the schools on one campus with a design and student capacity similar to the Wicklund School in Neighborhood F. Upon the determination LESD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.~~

EXISTING

Section 5.2.2 – Specific Plan III Description – Schools

The K-8 schools serve as the primary social and physical feature for neighborhoods A/B. The two K-8 schools have been located near each other adjacent to the neighborhood open space corridor system because of site constraints within Neighborhood A/B. The neighborhood open space corridor system provides safe pedestrian access to the schools. Each school will have primary access from a separate collector road system, reducing traffic impacts. The proposed schools in Neighborhood A/B are located where the vast majority of residences (86%) live within the Central Parkway loop and students will not be required to cross an arterial road, with primary access developed through an open space corridor. The total student generation for Neighborhoods A/B is approximately 947 students (See Table 5-1: Specific Plan III Student Generation). The two school sites have at an approximate enrollment of 450 to 500 students. Although these schools may have a smaller enrollment, both school sites would maintain a net acreage of 16 acres with an additional 2.5 acre shared Neighborhood Park area located immediately adjacent to the play area of the school. If the LESD determines at a later date that it is infeasible to provide two K-8 schools at the projected Mountain House Specific Plan III enrollments, the school district could consolidate the schools on one campus with a design and student capacity similar to the Wicklund School in Neighborhood F. Upon the determination of LESD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.

School location criteria require a minimum 1,500-foot setback from the gas lines, and a

minimum of 150-foot set back from the power line easements. The Neighborhood Parks are located immediately adjacent to the power line easement, providing buffering for the schools. Additionally an expansive open space corridor provides a strong system of pedestrian connections to the school sites. The two schools are located together because of these site constraints, open space/park efficiency, and adjacency to the open space corridor. The two school sites are separated by a Neighborhood Park. This site plan concept has been endorsed by representatives of the LESD, who have been active participants in the school planning and SP III process.

The 550 residential units proposed for Neighborhood D will generate 261 students who will attend the proposed K-8 school developed in Neighborhood D within Specific Plan II. The students may attend the Neighborhood A/B schools until the Neighborhood D school is completed.

One of the mitigation measures of the Delta College EIR requires the College District to provide bus service within Neighborhood A/B.

PROPOSED

Section 5.2.2 – Specific Plan III Description – Schools

The K-8 schools serve as the primary social and physical feature for neighborhoods A/B. The two K-8 schools have been located near each other adjacent to the neighborhood open space corridor system because of site constraints within Neighborhood A/B. The neighborhood open space corridor system provides safe pedestrian access to the schools. Each school will have primary access from a separate collector road system, reducing traffic impacts. The proposed schools in Neighborhood A/B are located where the vast majority of residences (86%) live within the Central Parkway loop and students will not be required to cross an arterial road, with primary access developed through an open space corridor. The total student generation for Neighborhoods A/B is approximately 947 students (See Table 5-1: Specific Plan III Student Generation). The two school sites have at an approximate enrollment of 450 to 500 students. Although these schools may have a smaller enrollment, both school sites would maintain a net acreage of 16 acres with an additional 2.5 acre shared Neighborhood Park area located immediately adjacent to the play area of the school. If the ~~LESD~~ LUSD determines at a later date that it is infeasible to provide two K-8 schools at the projected Mountain House Specific Plan III enrollments, the school district could consolidate the schools on one campus with a design and student capacity similar to the Wicklund School in Neighborhood F. Upon the determination of ~~LESD~~ LUSD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.

School location criteria require a minimum 1,500-foot setback from the gas lines, and a

minimum of 150-foot set back from the power line easements. The Neighborhood Parks are located immediately adjacent to the power line easement, providing buffering for the schools. Additionally an expansive open space corridor provides a strong system of pedestrian connections to the school sites. The two schools are located together because of these site constraints, open space/park efficiency, and adjacency to the open space corridor. The two school sites are separated by a Neighborhood Park. This site plan concept has been endorsed by representatives of the ~~LESD~~ LUSD, who have been active participants in the school planning and SP III process.

The 550 residential units proposed for Neighborhood D will generate 261 students who will attend the proposed K-8 school developed in Neighborhood D within Specific Plan II. The students may attend the Neighborhood A/B schools until the Neighborhood D school is completed.

One of the mitigation measures of the Delta College EIR requires the College District to provide bus service within Neighborhood A/B.

EXISTING

Section 5.2.3 – Implementation Measures – Schools

a. The school district's School Facilities Master Plan shall accurately document its existing facilities, provide future school facilities projections (both short and long term), demonstrate the use of the current and projected revenues which are anticipated to meet those needs, document the district's reasonable good faith efforts to seek all available funding, and provide a current representation regarding the prospects for seeking and/or obtaining funds in the reasonably foreseeable future.

b. School sites and public infrastructure and services shall be provided to allow opening of schools as scheduled in the school plan. This will include requiring installation of sidewalks along all streets at the time of construction to ensure that there will always be safe routes to an existing school as the neighborhood builds out.

c. K-8 School Openings. Although subsequent mitigation agreements with school districts will determine specific mitigation and phasing requirements, the following shall be targets for phased openings of each new K-8 school as determined by the school district:
   - Opening Phase 1 of the first K-8 when there are approximately 225 students.
   - Opening Phase 2 of the first K-8 when there are approximately 600-700 students.
   - Opening Phase 1 of each additional new K-8 when the most recently opened K-8 is near capacity.
   - Opening of Phase 2 of each additional new K-8 when it nears capacity or when there are approximately 600-700 students on each new Phase 1 site.

d. To facilitate pedestrian circulation and reinforce neighborhood structure, the K-8 sites shall be located within ¾ miles walking distance of all homes in the neighborhood. In SP III, the two K-8 sites of 32 acres will be located as shown on the land use map and school plans. Upon the determination of LESD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.

e. The K-8 school core facilities will be located as far as practical from the Neighborhood Commercial areas. The core facilities and classrooms will be buffered from commercial uses with playfields and park.

f. Access to school and commercial uses will be from different collector streets. In addition, there shall be no direct pedestrian access between the school site and the Neighborhood Commercial area.

g. School sites shall provide a minimum peripheral (typically 200 feet) visibility from planned site driveways. Sites shall be easily accessible from collector roads and comply with school bus requirements for driveways. The preferred configuration is to locate collector streets and sidewalks adjacent on only two sides of the school site with local streets on the third side and the Neighborhood Park on the fourth side. One of the two K-8 sites in SP III is designed with streets Mountain House Specific Plan III and sidewalks on three sides of the school site. The access streets shall be publicly maintained to insure response by California Highway Patrol in the event of accidents.

h. Location of traffic signalization near school sites shall be in compliance with State standards and incorporate LESD design input. Additional traffic calming devices such as curb bump-outs, and stop signs may be necessary around the school sites.

i. School sites and public infrastructure and services shall be provided to allow opening of schools as scheduled in the school plan. This will include requiring installation of sidewalks along all streets at the time of construction of the neighborhood to ensure that there will be safe routes to an existing school as the neighborhood builds out. School sites shall have timely access to all services sized to the needs of the LESD, including water, fire flow, sewer, drainage, telephone, electricity, natural gas, cable, solid waste disposal, police and fire protection.

j. A maximum of 60 db Ldn or Community Noise Equivalent Level (CNEL) is recommended for any exterior portion of the school site. Where necessary, noise levels shall be mitigated with noise barrier attenuation measures.

k. Schools sites shall not contain an active earthquake fault or fault trace. Schools sites shall not be located in an area subject to moderate or high liquefaction.

l. Each school complex should reflect the architectural heritage of the San Joaquin Valley. Special consideration should be given to the climatic conditions and the protection of students from prevailing heat and winds.

m. The open space corridor and adjacent Neighborhood Parks shall be completed prior or at the same time as the schools.

n. The K-8 school sites designated on the Tentative Map shall be dedicated to the LESD as

required in the school agreement between the applicant and LESD The condition shall be met prior to approval of First Final Map in Neighborhood A/B or as set forth in the school agreement.

o. The School funding agreements between the applicant and LESD and Tracy Unified School District shall be implemented to provide interim and permanent funding for school facilities, as evidenced by certificates of compliance from this jurisdiction stating that the developer has complied with funding requirements as per the agreements. The condition shall be met prior to approval of Final Maps.

PROPOSED

Section 5.2.3 – Implementation Measures – Schools

a. The school district's School Facilities Master Plan shall accurately document its existing facilities, provide future school facilities projections (both short and long term), demonstrate the use of the current and projected revenues which are anticipated to meet those needs, document the district's reasonable good faith efforts to seek all available funding, and provide a current representation regarding the prospects for seeking and/or obtaining funds in the reasonably foreseeable future.

b. School sites and public infrastructure and services shall be provided to allow opening of schools as scheduled in the school plan. This will include requiring installation of sidewalks along all streets at the time of construction to ensure that there will always be safe routes to an existing school as the neighborhood builds out.

c. K-8 School Openings. Although subsequent mitigation agreements with school districts will determine specific mitigation and phasing requirements, the following shall be targets for phased openings of each new K-8 school as determined by the school district:
   - Opening Phase 1 of the first K-8 when there are approximately 225 students.
   - Opening Phase 2 of the first K-8 when there are approximately 600-700 students.
   - Opening Phase 1 of each additional new K-8 when the most recently opened K-8 is near capacity.
   - Opening of Phase 2 of each additional new K-8 when it nears capacity or when there are approximately 600-700 students on each new Phase 1 site.

d. To facilitate pedestrian circulation and reinforce neighborhood structure, the K-8 sites shall be located within ¾ miles walking distance of all homes in the neighborhood. In SP III, the two K-8 sites of 32 acres will be located as shown on the land use map and school plans. Upon the determination of ~~LESD~~ LUSD that a second K-8 site is not required in Neighborhood A/B, the underlying property owner would then be allowed to submit a Specific Plan amendment to redesignate the land use of the site.

e. The K-8 school core facilities will be located as far as practical from the Neighborhood Commercial areas. The core facilities and classrooms will be buffered from commercial uses with playfields and park.

f. Access to school and commercial uses will be from different collector streets. In addition, there shall be no direct pedestrian access between the school site and the Neighborhood Commercial area.

g. School sites shall provide a minimum peripheral (typically 200 feet) visibility from planned site driveways. Sites shall be easily accessible from collector roads and comply with school bus requirements for driveways. The preferred configuration is to locate collector streets and sidewalks adjacent on only two sides of the school site with local streets on the third side and the Neighborhood Park on the fourth side. One of the two K-8 sites in SP III is designed with streets Mountain House Specific Plan III and sidewalks on three sides of the school site. The access streets shall be publicly maintained to insure response by California Highway Patrol in the event of accidents.

h. Location of traffic signalization near school sites shall be in compliance with State standards and incorporate ~~LESD~~ LUSD design input. Additional traffic calming devices such as curb bump-outs, and stop signs may be necessary around the school sites.

i. School sites and public infrastructure and services shall be provided to allow opening of schools as scheduled in the school plan. This will include requiring installation of sidewalks along all streets at the time of construction of the neighborhood to ensure that there will be safe routes to an existing school as the neighborhood builds out. School sites shall have timely access to all services sized to the needs of the ~~LESD~~ LUSD, including water, fire flow, sewer, drainage, telephone, electricity, natural gas, cable, solid waste disposal, police and fire protection.

j. A maximum of 60 db Ldn or Community Noise Equivalent Level (CNEL) is recommended for any exterior portion of the school site. Where necessary, noise levels shall be mitigated with noise barrier attenuation measures.

k. Schools sites shall not contain an active earthquake fault or fault trace. Schools sites shall not be located in an area subject to moderate or high liquefaction.

l. Each school complex should reflect the architectural heritage of the San Joaquin Valley. Special consideration should be given to the climatic conditions and the protection of students from prevailing heat and winds.

m. The open space corridor and adjacent Neighborhood Parks shall be completed prior or at the same time as the schools.

n. The K-8 school sites designated on the Tentative Map shall be dedicated to the ~~LESD~~ LUSD as required in the school agreement between the applicant and ~~LESD~~ LUSD. The condition

shall be met prior to approval of First Final Map in Neighborhood A/B or as set forth in the school agreement.

o. The School funding agreements between the applicant and ~~LESD~~ LUSD ~~and Tracy Unified School District~~ shall be implemented to provide interim and permanent funding for school facilities, as evidenced by certificates of compliance from this jurisdiction stating that the developer has complied with funding requirements as per the agreements. The condition shall be met prior to approval of Final Maps.

EXISTING

Section 5.2.5.1 – Implementation Measures – Community College

a. The applicant shall maintain a temporary buffer within the community to include a 100-foot setback between the edge of development and ongoing agricultural operations as the project builds out.
b. Improvement Plans to be approved by Design Consistency Review Committee (DCRC) and Mountain House Community Services Department (MHCSD) prior to onsite construction or grading.
c. Site plan and architectural elevations are subject to DCRC review prior to onsite construction or grading.
d. Delta Community College shall provide bus service for Neighborhood A/B students in accordance with its agreement with LESD.

PROPOSED

Section 5.2.5.1 – Implementation Measures – Community College

a. The applicant shall maintain a temporary buffer within the community to include a 100-foot setback between the edge of development and ongoing agricultural operations as the project builds out.
b. Improvement Plans to be approved by Design Consistency Review Committee (DCRC) and Mountain House Community Services Department (MHCSD) prior to onsite construction or grading.
c. Site plan and architectural elevations are subject to DCRC review prior to onsite construction or grading.
d. Delta Community College shall provide bus service for Neighborhood A/B students in accordance with its agreement with ~~LESD~~ LUSD.

EXISTING

Section 5.3.1 – Master Plan Summary – Child Care Provisions

The Master Plan requires a minimum of three one-acre child care centers within the community, situated to evenly serve the population. Day and after school child care facilities are encouraged to locate within the community at sites which are easily accessible to residents and workers, and which are appropriate for child care uses. Such sites include K-8 schools, neighborhood centers, village centers, business parks and nearby other commercial and public facilities. The MHCSD and LESD are working together to provide a childcare facility at each neighborhood K-8 school.

PROPOSED

Section 5.3.1 – Master Plan Summary – Child Care Provisions

The Master Plan requires a minimum of three one-acre child care centers within the community, situated to evenly serve the population. Day and after school child care facilities are encouraged to locate within the community at sites which are easily accessible to residents and workers, and which are appropriate for child care uses. Such sites include K-8 schools, neighborhood centers, village centers, business parks and nearby other commercial and public facilities. The MHCSD and ~~LESD~~ LUSD are working together to provide a childcare facility at each neighborhood K-8 school.

EXISTING

Section 5.3.2 – Specific Plan III Description – Child Care Provisions

Childcare facilities are to be provided at K-8 schools by LESD in coordination with MHCSD. Childcare facilities are also expected to be located in Community College, and within the Industrial Park.

PROPOSED

Section 5.3.2 – Specific Plan III Description – Child Care Provisions

Childcare facilities are to be provided at K-8 schools by ~~LESD~~ LUSD in coordination with MHCSD. Childcare facilities are also expected to be located in Community College, and within the Industrial Park.

EXISTING

Section 7.2.2.1 – Master Plan Summary – Neighborhood Parks (concerning first paragraph only)

The Master Plan requires Neighborhood Parks that will serve all residents, including toddlers, young children, teenagers, parents with infants, adults and senior citizens. A Neighborhood Park of approximately five acres in size shall function as a central element within each residential neighborhood, with easy access by bicycle, sidewalk, trail system, and local street system from every part of the neighborhood.

PROPOSED

Section 7.2.2.1 – Master Plan Summary – Neighborhood Parks (concerning first paragraph only)

The Master Plan requires Neighborhood Parks that will serve all residents, including toddlers, young children, teenagers, parents with infants, adults and senior citizens. A Neighborhood Park of approximately five acres in size shall function as a central element within each family residential neighborhood, and the Neighborhood K mixed active adult and family neighborhood, with easy access by bicycle, sidewalk, trail system, and local street system from every part of the neighborhood. Neighborhood Parks of approximately five acres shall also be located in the Neighborhood I active adult neighborhood and in the Neighborhood J mixed active adult and family neighborhood.

EXISTING

Appendix 1-A – Definitions (concerning definitions for words beginning with the letter 'N' only):

N

Neighborhood
One of the 12 areas planned for residential; residential-serving uses including a K-8 school, neighborhood park, and neighborhood commercial; Village Centers; and community parks.

Neighborhood Center
The area located near the center of each residential neighborhood and designated for a K-8 school, neighborhood park, neighborhood commercial, and other neighborhood-serving facilities.

NPDES
National Pollutant Dischare Elimination System

PROPOSED

Appendix 1-A – Definitions (concerning definitions for words beginning with the letter 'N' only):

N

Neighborhood
One of the 12 areas planned for residential development~~;~~ and for residential-serving uses that may ~~including~~ include a K-8 school, a ~~n~~Neighborhood ~~p~~Park, ~~and~~ a ~~n~~Neighborhood ~~c~~Commercial area~~;~~, a Community Commercial area or Village Center~~s~~; and a ~~c~~Community ~~p~~Park~~s~~.

Neighborhood Center
The area located near the center of each family ~~residential~~ neighborhood, and the Neighborhood K mixed active adult and family neighborhood, and designated for a K-8 school, a ~~n~~Neighborhood ~~p~~Park, a ~~n~~Neighborhood ~~c~~Commercial, and other neighborhood-serving facilities.

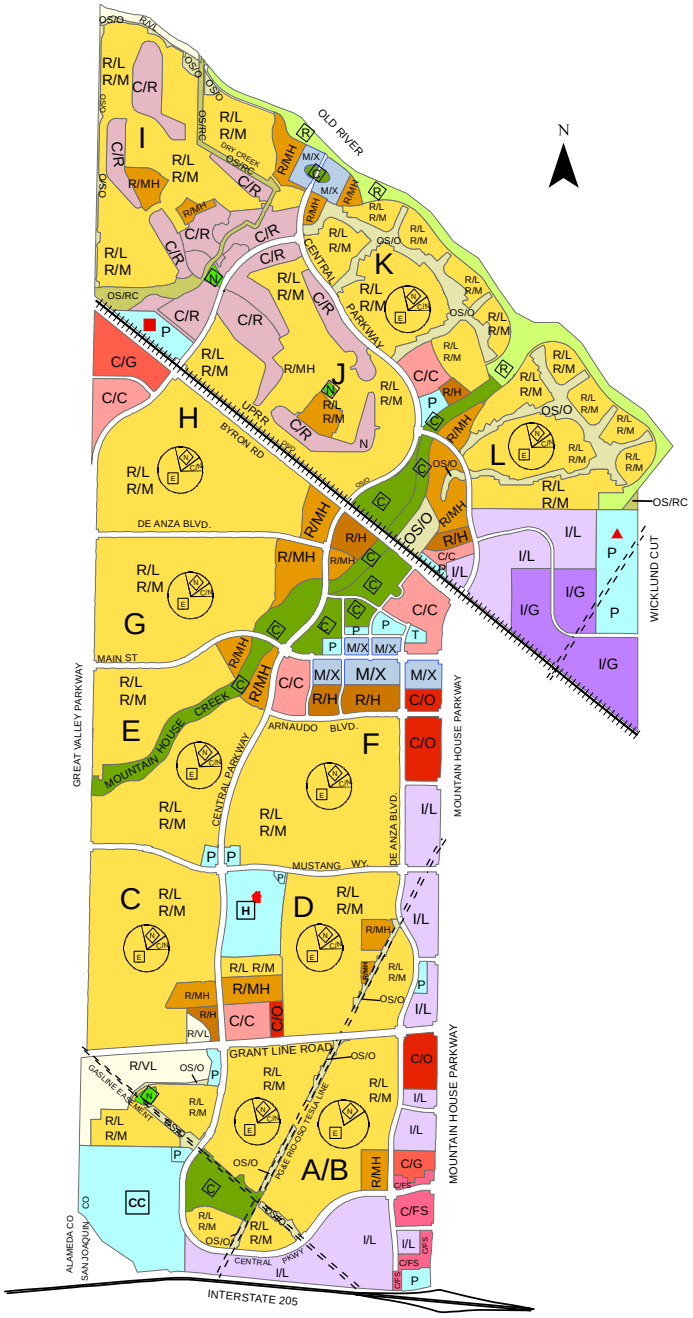
NPDES
National Pollutant Discharge Elimination System

EXHIBIT 4

SPECIFIC PLAN III AMENDMENTS

B. MAP FIGURE AMENDMENTS

EXISTING



Master Plan Designations

Residential
- R/VL (Very Low Density Residential)
- R/L & R/M (Low and Medium Density Residential)
- R/MH (Medium High Density Residential)
- R/H (High Density Residential)

Commercial
- C/O (Office Commercial)
- C/FS (Freeway Service Commercial)
- C/G (General Commercial)
- C/C (Community Commercial)
- C/R (Commercial Recreation)

Mixed Use
- M/X (Mixed Use)

Industrial
- I/L (Limited Industrial)
- I/G (General Industrial)

Open Space
- OS/RC (Resource Conservation)
- OS/O (Other Open Space)

Public
- P (Public)
- CC Community College
- H High School
- E Elementary School (K-8)
- T Transit Center
- Wastewater Treatment Plant
- Water Treatment Plant

Parks
- R Regional Park
- C Community Park
- N Neighborhood Park

Neighborhood Center
- Neighborhood Center
- E Elementary School (K-8)
- N Neighborhood Park
- C/N Neighborhood Commercial Site

Other
- County Line
- Community Boundary
- Railroad
- Easement
- A Neighborhood Designation
- C/N Neighborhood Commercial Area

Note: See Master Plan Figure 9.4 for designated Collectors and Arterials. Specific Plans will show additional Collectors.

See text of Master Plan for policies, Neighborhood Boundaries, and further information.

FIGURE 1-3: MASTER PLAN DESIGNATIONS

PROPOSED

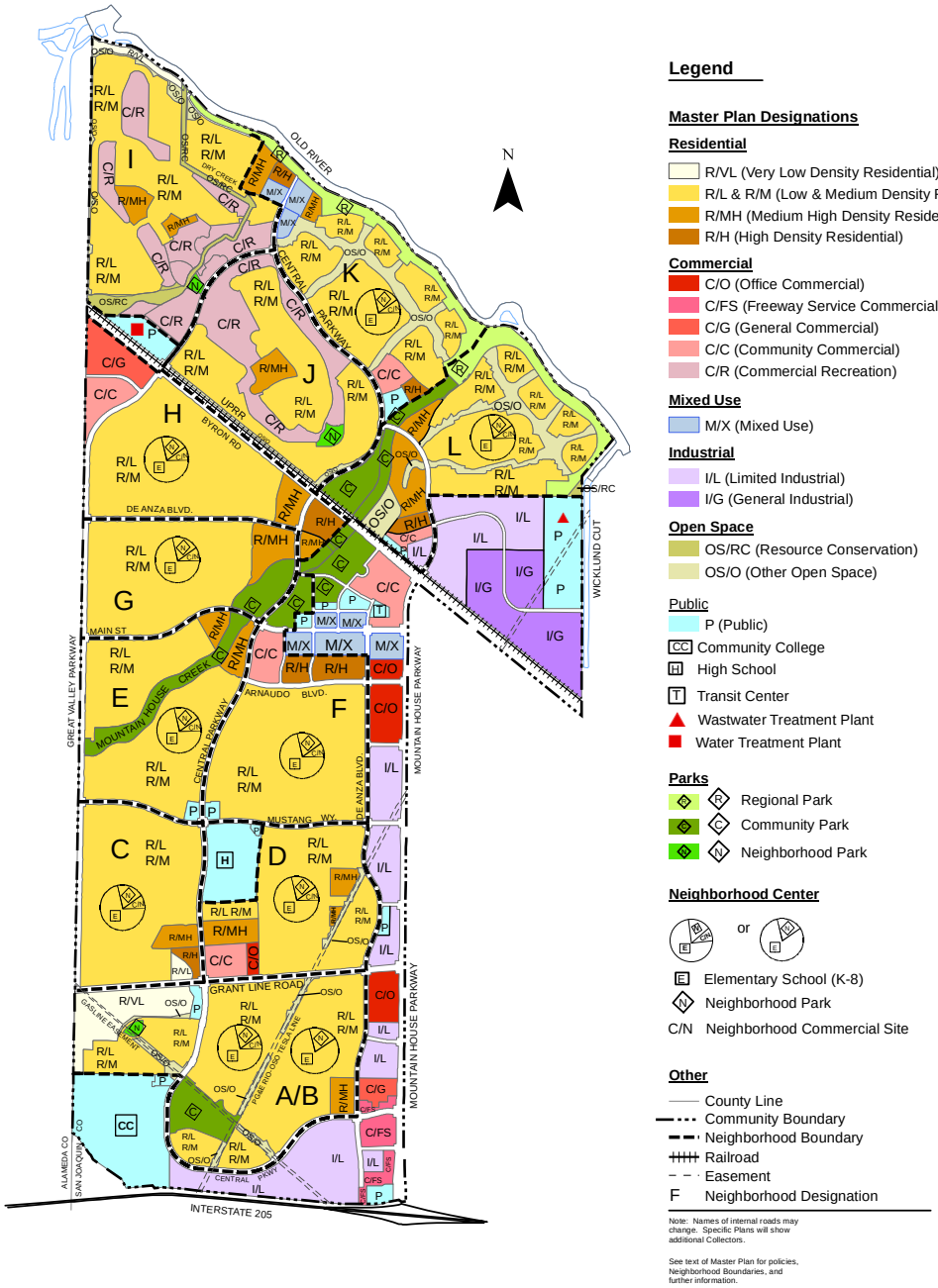


FIGURE 1-3: MASTER PLAN DESIGNATIONS

EXHIBIT 5

REVISIONS OF APPROVED ACTIONS

A. CONDITIONS OF APPROVAL, NEIGHBORHOODS I & J – PA-0600327

B. CONDITIONS OF APPROVAL, NEIGHBORHOOD K – PA-1000267

EXHIBIT 5

REVISIONS OF APPROVED ACTIONS

A. CONDITIONS OF APPROVAL, NEIGHBORHOODS I & J – PA-0600327

Revised Conditions of Approval for Major Subdivision PA-0600327

[Note: The original Conditions of Approval (COAs) were approved by the Board of Supervisors on September 11, 2007. The revised COAs, modifying Community Development Department (CDD) COAs # 9, #10, and #19; adding CDD COA #42; modifying Mountain House Community Services District (MHCSD) COAs #24, #30, #33(l), and #57(a); and adding Mountain House Community Services District COAs # 33(e), #33(o), #57(o), #62, #63, #64, and #65, were approved by the Board of Supervisors on .]

CONDITIONS OF APPROVAL
[as adopted by the Board of Supervisors on September 11, 2007]

PA-0600327
Shea Homes Mountain House LLC
MOUNTAIN HOUSE NEIGHBORHOODS I & J

Major Subdivision Application No. PA-0600327wasapproved by the Board of Supervisors on September 11, 2007. The effective date of approval is October 11, 2007. This Tentative Map approval will expire on October 11, 2017, which is ten (10) years from the effective date of approval, unless (1) all Conditions of Approval have been complied with and (2) a Final Map has been filed with and accepted by the County Surveyor.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be complied with prior to approval of the Final Map. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified and other ordinance requirements may apply.

I. COMMUNITY DEVELOPMENT DEPARTMENT (Staff Contact: Chandler Martin, 468-3144)

GENERAL

1. **Tentative Map Compliance**: The Final Map(s) shall be in substantial compliance with the Revised Tentative Maps dated March 16, 2007 (PA-0600327—Neighborhoods I & J), and all Conditions of Approval.

   a. The project shall comply with applicable policies of the Mountain House Master Plan and all other applicable Community Approvals.

   b. Minor modifications to street and lot configurations may be allowed by the Community Development Director without requiring a new subdivision map application or a revision to approved actions application.

   Timing: Prior to Final Map approval and any other Development Approvals subsequent to the Tentative Map.

2. **Subsequent Approvals**: All subsequent discretionary and ministerial approvals shall be subject to Design Consistency Review and shall be consistent with the conditions of approval for the Tentative Map. Final Maps shall be recorded containing the following note:

   "All subsequent discretionary and ministerial approvals within the boundaries of this subdivision map shall be subject to Design Consistency Review and shall be consistent with the conditions of approval adopted for the Tentative Map for Neighborhoods I & J."

   Timing: Prior to Final Map approval and prior to issuance of development permits.

3. **Consistency:** Final maps, improvement plans and all subsequent development and building applications within the boundaries of the Tentative Map shall be reviewed by the San Joaquin County Community Development Department and found consistent with the approved Tentative Map, including all conditions of approval, the Mountain House Master Plan, Specific Plan I, Development Title, and all other applicable Community Approvals.

   Timing: Prior to approvals and prior to issuance of development permits.

4. **Fees:**

   General. Development within the project shall be subject to the payment of all applicable and lawfully enacted County fees, subject to the provisions of the Master Plan Development Agreement (i.e., the *Amended and Restated Master Plan Development Agreement By and Between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property Within the Mountain House Community* {"Development Agreement"}) and the Specific Plan II Development Agreement (*Specific Plan II Addendum to Development Agreement By and Between County of San Joaquin and Trimark Communities, LLC and Subsequent Development Agreement By and Between County of San Joaquin and Trimark Communities, LLC Relative to the Development of a Portion of the Mountain House Community (Specific Plan II)*) {"SPII Development Agreement}}). [Development Agreement Section 2.5.3]

   Specific. The applicant for all subsequent development within Neighborhoods I & J shall pay the Affordable Housing Impact Fee in effect at the time of building permit approval. [Development Agreement Section 2.5.3; SPII Development Agreement, Exhibit B-1 (C); and Mountain House Development Title Chapter 9-1270M]

   If a Countywide agricultural mitigation fee were established, an agricultural mitigation fee, based on each agricultural acre converted to an urban use, shall be paid by the developer to the County as specified in the ordinance. Any lands that have a recorded Final Map prior to the adoption of an agricultural mitigation fee shall not be subject to the fee. [SP II Implementation Measure 3.3.4 (3)]

5. **Final Map Digital File:** A digital file of the Final Map shall be submitted to the Community Development Department. The digital file format shall be consistent with requirements of the County Assessor and Community Development Department GIS division.

   Timing: prior to approval of Final Map(s).

6. **Road Names:** All subdivision road names shall be submitted to the Community Development Department for approval by the Director. Said road names shall comply with the "Standards for Road Names and Road Name Changes, Public and Private" of San Joaquin County. [Development Title Section 9-1150.18]

7. **Monitoring Program:** The Final Map(s) shall comply with the attached *Mountain House Master Plan and Specific Plan I San Joaquin County Mitigation Monitoring Program*.

8. **Monitoring Agreement:** The applicant or the applicant's assignee shall fund the Community Monitoring and Mitigation Monitoring Programs. The applicant or the applicant's assignee shall also fund the County's efforts to monitor compliance with the Tentative Map conditions of approval. [General Plan Community Organization and Development Policy (19)(j)]

   Timing: Ongoing.

LAND USE

9. **Residential Areas:** Neighborhood I shall be developed as an active adult neighborhood. Neighborhood J shall be developed as a mixed active adult and family neighborhood. Residential areas (except R/VL areas) within Neighborhoods I and J ~~shall be developed as age restricted~~ that have been set aside for active adults ~~housing for seniors. Restrictions shall be imposed on these areas~~ shall include restrictions which specifically prohibit school age persons from living in ~~these restricted~~ housing units within said areas. [SPII Implementation Measure3.3.8 (2)] The Applicant shall place the following note on the applicable Final Map for recordation:

   "Tract No. is an area set aside for active adult residential living. School age persons are specifically prohibited from living in housing units within said Tract."]

   Timing: Above ~~C~~conditions shall be met prior to recordation of each applicable Final Map in Neighborhoods I and J with residential areas.

10. **Second Unit Dwellings:** Second unit dwellings shall be required on at least 6.5 % of the parcels within the R-VL, R-L, and R-M zoning districts consistent with the preliminary second unit plan approved with the Tentative Map. The minimum number of second unit dwellings required for Neighborhoods I and J shall be 73 and ~~61~~ 63 respectively. In areas set aside as active adult housing for seniors, ~~S~~said second unit dwellings shall be specifically prohibited to have school age persons from living in these units. [SPII Implementation Measure 3.3.7 (1); Master Plan Development Title Chapter 9-830M] The Applicant shall place the following note on the applicable Final Map~~s~~ for recordation:

    "Second unit dwellings shall be required on at least ___ lots of the Final Map, consistent with the preliminary second unit plan approved with the tentative map and Chapter 9-830M of the San Joaquin County Development Title. The location of a second unit may be amended by Community Development Department approval only by designation of a replacement lot to receive the second unit. All replacement parcels must be located within the Tentative Maps for Neighborhoods I & J. Parcels for each residential subdivision within the R-VL, R-L, and R-M zoning districts shall be consistent with the preliminary second unit plan approved with the Tentative Maps."

    Timing: Condition shall be met prior to recordation of each Final Map.

11. **Pedestrian Pathways:** Final Maps shall maintain, as proposed, all feasible pedestrian connections. In instances where the proposed location of a through-block connection is determined by the Community Development Director to be in conflict with the health, safety and welfare of community residents, such connection may be eliminated.

    Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

12. **Bicycle and Pedestrian System:** Final Maps shall conform to the bicycle and pedestrian system depicted in Specific Plan II Figure 9.2.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

13. **Roadways and Transit:** Final Maps shall conform to the roadway system depicted in Specific Plan II Figure 9.1 for arterials and collectors, and to the transit system depicted in Specific Plan II Figure 9.3.

    Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

14. **Interim Access to Existing Residences:** The developer shall maintain access to all affected existing residences, within or adjacent to the project (including the Kelso Road Home Sites along Old River), during subdivision construction. Surfacing and width of such access shall be maintained at existing or improved levels.

15. **Improvements to Old River Home Sites:** Improvements to Old River home sites area shall include access, grading and drainage, buffering, and extension of urban utilities, as described in Specific Plan II and as indicated by Specific Plan II Figures 4.9 ("Old River Home Sites Plan") and Figure 4.10 ("Old River Home Site Sections"). [SPII Implementation Measure 4.3.3 (2)]

    Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval of the lots adjacent to the Old River home site area.

16. **Fire Access Road Standards:** All streets shall comply with the San Joaquin County Fire Chiefs Association, Fire Access Road Standards as adopted by the Board of Supervisors by Ordinance 4178, on November 8, 2002.

    Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

17. **Public Area Landscaping and Architecture:** The applicant shall submit a landscape theme in the landscape improvement plans for each Tentative Map neighborhood. Landscaping themes shall be distinct for each neighborhood. Landscaping and architectural design of public areas shall implement the common design theme for the neighborhood and shall be consistent with the MHCSD Design Manual, Roadway Landscape Plans, and/or other applicable neighborhood design criteria. [SPII Implementation Measure 4.6 (12)]

    Timing: Improvement Plans, Building Permits.

18. **Design Guidelines:** All proposed single family development and all proposed commercial development shall comply with the applicable provisions of the Trimark Communities, LLC Single Family Residential Design Manual and the Commercial, Office & Industrial Design Manual, as amended. For lands controlled by Shea Homes, compliance shall be evidenced by written approval by Shea Homes or its Design Review Committee, in its sole discretion. For lands controlled by Trimark Communities, LLC, compliance shall be evidenced by written approval by Trimark Communities, LLC or its Design Review Committee, in its sole discretion. For non-Trimark properties, compliance shall be determined by San Joaquin County. [Specific Plan II Implementation Measure 4.3.3 (1)]

    Timing: Condition shall be met prior to issuance of building permits.

19. **PLEP Requirement:** For the purposes of the Public Land Equity Program (PLEP), the public land dedication requirement for the Tentative Map for Neighborhoods I and J (minus the remainder parcel) is ~~168.89~~ 167.78 acres, whereas the actual amount of public land identified in the PLEP Technical Report for said Tentative Map is ~~70.60~~ 58.07 acres. The resulting Public Land Deficit is, therefore, ~~98.29~~ 109.71 acres. The subdivider shall correct said Public Land Deficit by using one or more of the following methods: 1) Dedicating Public Land which is not on the shown on the Tentative Map but which is within the Mountain House Community to the Applicable Public Agency, sufficient in acreage to meet said Public Land Deficit; 2) transferring fee title ownership of Private Land which is not needed for public

facilities or services but which is within the Mountain House Community to MHCSD, sufficient in acreage to meet said Public Land Deficit; and/or 3) submitting land vouchers to the MHCSD, sufficient in acreage to meet said Public Land Deficit. (Mountain House Development Title, Chapter 9-1245M regarding the Public Land Equity Program, and Chapter 9-110M regarding definitions for "Public Land Deficit", "Applicable Public Agency", "Private Land", and "land voucher".) If the PLEP, which includes the PLEP Technical Report, is revised prior to the approval of the first Final Map, the subdivider shall comply with the methods for correcting any Public Land Deficit that are specified in said revised PLEP.

Timing: Condition shall be satisfied prior to approval of the first Final Map, or as required by the Applicable Public Agency.

20. **Assessor Parcel No. 209-030-19:** APN 209-030-19 shall be shown on the Final Map. Access shall be provided on the Final Map by a 25 foot wide access easement from proposed Great Valley Parkway improved with a 20 foot wide paved road with drainage. Any adjacent commercial uses shall require discretionary review. The subdivider shall ensure that existing utilities to the site shall be maintained. This condition becomes void if the parcel is merged with the surrounding parcel.

AGRICULTURAL RESOURCES

21. **Agricultural Operation Phasing:** An Agricultural Buffer and Conversion Phasing Plan shall be submitted to the Community Development Department and approved by the Director. The plan shall incorporate the following:

    - Phasing of areas from agricultural to urban use – locations and time frames;
    - Irrigation water supply and service plan approved by BBID;
    - BBID encroachment permits;
    - Temporary buffering that includes a 100-foot setback between the edge of development and ongoing agricultural operations as the project builds out;
    - Permanent setbacks;
    - Landscape buffers; and
    - Fencing, signage or other suitable measures to minimize noise, spray drift and limit the potential for trespass on agricultural lands and BBID facilities.

    In addition, the plan shall address the following:
    - Chemical applications
    - Dust management

    Timing: Condition shall be met prior to approval of the first Final Map. [MP policies 3.2.4 g), h) and i]

22. **Right To Farm Recordation And Notification:** The deed of each parcel and of each condominium unit shall include the following recording notification, as specified by San Joaquin County Ordinance 4217 which added Section 6-9004 et. seq. to Chapter 1 of Division 9 of the San Joaquin County Ordinance Code regarding the Right to Farm Notice: "All persons purchasing lots within the boundaries of this approved map should be prepared to accept the inconveniences or discomforts associated with agricultural operations or activities, such as noise, odors, insects, dust or fumes. San Joaquin County has determined that such inconveniencies or discomforts shall not be considered to be a nuisance."

    Timing: Prior to approval of Final Map(s).

NOISE

23. **Outdoor Noise Levels:** Best available noise reduction measures shall be implemented by the applicant to reduce noise levels in primary outdoor use areas (backyards) of new residential development to an Ldn of 60 dB. The subdivider shall specify what additional, reasonable measures have been taken in this regard. Where it is not possible to reduce noise levels to this level using practical application of the best available noise reduction measures, an exterior noise level of up to 65 db may be allowed. [Master Plan Policy 11.3.1 (e)] In the case that noise levels cannot be reduced to the design noise level of 60 dB, the applicant must provide notice via a note on the deed of each lot stating that exterior noise levels may exceed 60 dB.

    Timing: Inclusion of note on the Final Map approved by CDD prior to Final Map approval, and inclusion of note on deed prior to issuance of building permits.

24. **Interior Noise Levels:** Interior noise levels for housing proposed to be located in areas exposed to an exterior noise level of an Ldn above 60 dB shall be maintained at or below an Ldn of 45 dB. [SPII Implementation Measure 11.2.1 (4)]

    Timing: Compliance verified prior to the issuance of building permits.

25. **Locations and Heights of Berms**: The applicant shall construct a berm on the north side of the Union Pacific Railroad right-of-way in Neighborhood J, as shown in Figure 5.11-2 of the *Mountain House Revised Neighborhood I and J Initial Study* (and Figure 4.7 of Specific Plan II) The berm shall be 8 to 9 feet in height, relative to the rear yards of the closest homes. The proposed berm (or a portion thereof) may be constructed to a height that is less than the height standard specified, subject to confirmation of a noise study prepared by a noise consultant approved by CDD and MHCHD.

    Timing: Improvement plans approved by CDD and MHCSD prior to the first Final Map approval.

26. **Construction Noise**: The following measure shall be implemented during construction:

    - Construction shall be restricted to the hours of 6:00 AM to 8:00 PM on weekdays. Extended hours which may include Saturdays and Sundays may be allowed through prior notice to adjacent residents and landowners, and prior approval of the MHCSD for infrastructure construction and CDD for building permits.

    - All internal combustion engines shall be equipped with exhaust mufflers that are in good condition and appropriate for the equipment.

    Timing: Inclusion of the above measures as notes on Improvement Plans approved by CDD and MHCSD prior to Final Map approval.

GEOLOGY AND SOILS

27. **Seismic Safety:** The applicant shall comply with the applicable provisions of the MHCSD Emergency Preparedness Plan.

    Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.8.3 (1)]

28. **Geotechnical Investigation Recommendations**: The applicant shall follow the recommendations of the following geotechnical investigations:

a.. *Geotechnical Engineering Study, Neighborhood I, Mountain House, California*, prepared in April of 2004 by Condor Earth Technologies;

b. *Geotechnical Engineering Study, Neighborhood J, Mountain House, California*, prepared in April of 2004 by Condor Earth Technologies;

Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps, and the incorporation of all recommendations of the geotechnical engineering studies into site preparation and construction of each dwelling prior to approval of building permits. [SP II Implementation Measure 6.8.3 (2); San Joaquin County Development Title, Chapter 9-905]

MINERAL RIGHTS

29. **Surface Entry Rights:** The subdivider shall provide a surface entry site located east of Central Parkway and south of the intersection of Central Parkway and Mountain House Parkway within the Community Park of Neighborhood L, or an alternate surface entry site that is consistent with Specific Plan II requirements and acceptable to the CDD and MHCSD, to assure third party entry rights to access minerals. [Specific Plan II, Section 3.3.5, Implementation Measure (1)]

    Timing: Condition shall be met prior to approval of the first Final Map in Neighborhood L.

HAZARDS

30. **Hazardous Materials-AST**: The applicant shall remove the above-ground storage tanks (ASTs) observed in Neighborhood I prior to site development. All diesel-containing ASTs shall be abandoned in accordance with local and State requirements. Upon removal of the ASTs, soil samples shall be collected from beneath the ASTs to ensure that these soils are clean in accordance with the recommendations of Neighborhood I Phase I Environmental Site Assessment Report. If it is determined that soils beneath the tank(s) are contaminated, all potentially contaminated shall be contained. Containment shall be accomplished by excavating a relatively small area at the location of the AST. The soil shall be properly disposed of in accordance with the requirements of the County Environmental Health Department and the applicable State agency.

    Timing: Corrective actions taken prior to the recordation of a Final Map.[SPII Implementation Measure 6.8.4 (2)]

31. **Hazardous Materials—Contaminated Soil:**. The stained soil in the graveled area south of one of the well houses and at the northwest corner of the westernmost barn in Neighborhood I (APN 209-030-03) shall be tested prior to the issuance of grading permits to ensure that soil or groundwater has not been contaminated by petroleum products. Additionally, soil testing shall be conducted beneath the debris and solid waste piles on the eastern portion of APN 209-030-23, in the eastern portion of APN 209-030-12, and on APN 209-030. If it is determined that these soils are contaminated, all potentially contaminated soil shall be contained. The soil shall be properly disposed of in accordance with the requirements of the County Environmental Health Department and the applicable State agency.

    Timing: Corrective actions taken prior to the recordation of a Final Map. [SPII Implementation Measure 6.8.4 (2)]

32. **Hazardous Materials-Existing Structures**: The applicant shall test all existing structures for lead-based paint and asbestos-containing building materials. If it is found that painted surfaces contain lead-based paint and/or the structures contain asbestos materials, the applicant shall prepare a Demolition Plan for the safe demolition of all site structures. The Demolition Plan shall address both on- and off-site chemical and physical hazards. Prior to demolition, the applicant shall remove all hazardous building materials such as peeling, chipping, and friable lead-based paint and asbestos

containing building materials, such as peeling, chipping, and friable lead-based paint and asbestos-containing building materials, in accordance with all applicable guidelines, laws, and ordinances. All paints or coatings containing any detectable amounts of lead shall be handled in accordance with Title 8 of the California Code of Regulations.

Timing: Demolition Plan approved by CDD and MHCSD, and a demolition release form from the San Joaquin Valley Unified Air Pollution Control District, prior to issuance of demolition, grading and building permits in the applicable neighborhood. [SPII Implementation Measure 6.10 (1)]

33. **Hazardous Waste:** Handling, use and storage of hazardous chemicals or materials including, but not limited to, asbestos shall be carried out in compliance with all applicable safety standards and coordinated County programs. Applicable standards shall be made part of the construction specifications for contractors.

    Timing: Inclusion of note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.7 (1)]

34. **Environmental Hazards**: The applicant shall comply with all recommendations of the following applicable Environmental Site Assessment Reports prepared by Condor Earth Technologies, Inc., in 2004 and submitted with the Tentative Maps:

    a. Neighborhood I Phase I Environmental Site Assessment Report and Partial Response to Mountain House Master Plan Chapter Six, Mountain House, San Joaquin County, California; Limited Phase II Environmental Site Assessment Report, Proposed Neighborhood I Site;

    b. Neighborhood J Phase I Environmental Site Assessment Report and Partial Response to Mountain House Master Plan Chapter Six, Mountain House, San Joaquin County, California; Limited Phase II Environmental Site Assessment Report, Proposed Neighborhood J Site.

    Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps.

35. **Pre-Construction Safeguards.** Prior to any construction, appropriate plans, operating procedures and safeguards shall be undertaken to insure safety in the area of fuel lines and pipelines, consistent with the MHCSD Emergency Preparedness Plan (see Emergency Pipelines Safety Plan). [SPII Implementation Measure 6.8.1 (1)]

36. **Weber-Herdlyn Line Relocation.** The 60 kV Weber-Herdlyn line shall either be abandoned, or relocated to an alignment that runs between the Byron Road and Union Pacific Railroad line rights-of-way. The line may be relocated in phases.

    Timing: The line shall be relocated when proposed residential development encroaches within 50 feet. [SPII, Implementation Measure 6.9 (5)]

37. **Pipeline Relocation.** The PG&E gas distribution pipeline which runs from Arnaudo Boulevard north through Neighborhoods H, I and J shall be relocated.

    Timing: Relocation shall be conducted in accordance with the PG&E/MHCSD Pipeline Relocation Plan and in accordance with the provisions of the MHCSD/PG&E Encroachment Permit. [SP II Implementation Measure 8.3 (5)]

BIOLOGICAL RESOURCES

38. Participation in HCP: The Tentative Maps shall comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJCMSCP), including all required take avoidance and pre-construction survey requirements. Alternatively, if the SJCMSCP terminates, the Tentative Maps may proceed with the implementation of the Mountain House Habitat Management Plan, contained within the Master Plan Appendix 7-B, pursuant to the terms of Section 3.11 of the Master Plan Development Agreement between San Joaquin County and Trimark Communities, LLC. [SPII Implementation Measure 7.3.1 (1)]

Timing: The applicant shall submit a biologist's report of pre-construction surveys to the San Joaquin County Community Development Department (CDD) prior to the issuance of grading permits for the project.

39. Endangered Species Act: In carrying out the operations of each Tentative Map, the applicant shall take no action that violates the California Endangered Species Act or the Federal Endangered Species Act. Compliance with said laws shall be the sole responsibility of the applicant and the applicant agrees to indemnify, defend and hold the County harmless from and against any claim or action by affected State agencies, or affected Federal agencies or other third party, as to the project's compliance with said laws. [SPII Implementation Measure 7.3.1 (2)]

Timing: Improvement plans prior to Final Maps and ongoing.

40. Wetland Mitigation. Wetlands mitigation shall provide for the creation of wetlands to replace those which would be lost, if any. Mitigation, if required by the Clean Water Act, shall occur within the Mountain House and Dry Creek corridors. [SPII Implementation Measure 7.3.2 (1)]

41. Buffering. Where preserved wetlands provide valuable habitat to wildlife, protective fencing, screening or buffers shall be provided where necessary to minimize disruption of habitat areas. [SPII Implementation Measure 7.3.2 (2)]

42. Fencing Requirements.

a. Buffer zones along wetland restoration areas shall be temporarily fenced during construction so as to minimize the potential for inadvertent impacts from construction activities. [SPII Implementation Measure 7.3.2 (4)] The applicant shall retain a qualified biologist or wetlands specialist to stake, using easily-observable flagging, the boundaries of all wetlands to be protected. The applicant shall organize and convene pre-construction conferences between the contractor and the project biologist or wetlands specialist to ensure that grading contractors recognize the importance of these resources and avoid all flagged areas.

Timing: Improvement plans prior to commencement of grading operations adjacent to wetlands.

b. View fencing shall be provided for all residential development, including single family residences, condominiums, and multi-family structures, that directly abut the nature preserves in Neighborhoods I and J, and the trail along Byron Road in Neighborhood J. Said view fencing shall utilize a common design for the nature preserve in each neighborhood, and shall be consistent with the *Mountain House Community Services District Design Manual* for view fences. [Master Plan Policies 4.2.7 (g) and (h); SPII Section 4.2.5.]

Timing: Improvement Plans approved by CDD and MHCSD prior to first building permit.

AIR QUALITY

43. Residential Emissions: Construction plans for residential dwellings shall incorporate the following items:

- Natural gas lines outlets shall be provided to backyards to encourage usage of natural gas barbecues.
- 220 volt electrical outlets for recharging electric automobiles shall be provided in each garage. Electrical outlets shall be located on the outside of single family homes to accommodate electric lawn maintenance equipment and electric barbecues.
- No wood burning fire places, unless otherwise provided by the San Joaquin Valley Air Pollution Control District ("SJVAPCD"). If fireplaces are designed to be natural gas heating appliances of a zero clearance design, there is no limitation on the number of fireplaces per unit.
- Low nitrogen oxide (NOx) emitting and/or high efficiency water heaters shall be required for all dwelling units.

Timing: prior to issuance of building permits. [SPII Implementation Measure 10.5 (1)]

CULTURAL RESOURCES

44. Unknown Pre-Historic/Historic-Period Resources: If, during the course of any grading activity or construction, subsurface concentrations of prehistoric or historic-period materials are encountered, the San Joaquin County Community Development Department (CDD) shall be contacted immediately. All work in the vicinity of the find shall be shall be halted until an archaeologist can evaluate the materials and make recommendations for further action.

Timing: At the time of the find until permission to proceed is granted by CDD.

45. Unknown Human Remains: The applicant shall comply with the County's Development Title (Chapter 9-1053M) regarding the uncovering of human remains or of a human prehistoric burial site during the course of any grading or construction. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of the Guidelines for California Environmental Quality Act.

Timing: At the time of the find until permission to proceed is granted by CDD.

III. **MOUNTAIN HOUSE COMMUNITY SERVICES DISTRICT** (Staff Contact: Harpal Singh 209-831-2300)

GENERAL

1. All subdivision improvements including, but not limited to, subdivision improvement plans, specifications and master utility plans shall be in conformance with Community Approvals, the Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the Design Manual, Master Plan, Specific Plan III, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to approval of Final Map. The plan check fees shall be paid with the submittal of the improvement plans and the field inspection services costs shall be paid to the MHCSD prior to Notice to Proceed. If the actual costs exceed the estimated plan check and/or inspection costs, the developer shall pay the balance within 30 days upon receiving an Invoice from the MHCSD.

2. The developer shall comply with all Local, County, State and Federal requirements relative to air quality, storm water discharge, waste disposal and hazardous waste and the mitigation measures contained in the EIR for the Tentative Map.

3. All MHCSD required onsite and offsite easements and dedications shown on or proposed for the Tentative Map shall be dedicated to the MHCSD or offer of dedication to the MHCSD shall be recorded on the Final Map. Dedication of public rights-of-way shall be in conformance with the adopted Public Land Equity Program (PLEP). Any easements to be abandoned that belong to Byron Bethany Irrigation District (BBID) shall not be abandoned without prior approval of BBID. Timing: condition shall be met prior to approval of Final Map.

4. All services performed by the MHCSD on any development project will be paid by the applicant at the full cost, including overhead, as determined by the MHCSD General Manager. The General Manager may set an interim fee as a deposit and reconcile to the final cost at least annually.

5. Except where provided otherwise in a Project Acquisition Agreement, prior to the recording of any Final Map, all infrastructure facilities outside the boundary of the Tentative Map (water, sewer, storm drainage, electric power, natural gas, telephone, communications, etc.) necessary to serve the project shall be in place and fully operational. The MHCSD General Manager may defer the installation of a facility if it can be demonstrated to the satisfaction of the MHCSD General Manager that it is not required. Any deferral will require the developer to provide the MHCSD a bond insuring the eventual construction of the facility.

6. All conditions on the “Will Serve” letter from the Mountain House Community Services District shall be met prior to approval of Final Map. The MHCSD General Manager may defer the installation of a facility if bonding is provided or it can be demonstrated to the satisfaction of the MHCSD General Manager that it is not required.

7. All reference to approvals herein by the MHCSD shall be interpreted as approval by the General Manager or his designee except for those approvals specifically delegated by law to the Board of Directors.

8. All references to bonding shall mean a bond or any other security acceptable to MHCSD.

9. All conditions of approval and all applicable impacts and mitigation measures identified in the SP II plan and SP II EIR are to be met prior to filing of any of the project’s Final Maps unless specifically noted under a condition and shall be in compliance with the MHCSD standards and

specifications and as directed by the MHCSD General Manager. The MHCSD General Manager may defer a condition if bonding is provided and it can be demonstrated to the satisfaction of the MHCSD General Manager that it is not required.

10. Public lands shown on the tentative map shall be dedicated or offered for dedication to MHCSD at the time of approval of the Final Map in accordance with the PLEP Ordinance, if applicable.

11. All street cross sections shall meet all applicable State Fire Code requirements as determined by the MHCSD general Manager.

12. Groundwater rights shall be dedicated to the MHCSD upon approval of Final Maps.

13. Whenever all or any portion of a local or arterial street is constructed, the improvements shall include the installation of all streetlights. The Neighborhood lighting shall be provided as required by the MHCSD Design Manual unless otherwise approved by the General Manager. A Photometric layout of the lighting along with calculations showing conformance to MHCSD Standards shall be required. Street lights shall conform to the MHCSD Technical Specifications and Standard Details.

14. Restricted access shall be shown on the Final Map and shall be in accordance with the Master Plan, the Design Manual, and the MHCSD's Specifications and as directed by the General Manager.

15. Record Drawings shall be provided prior to acceptance of the improvements by the MHCSD. Record Drawings shall also be provided in digital format consistent with MHCSD File Format.

16. If project points of entry are gated:

    a. The gate location and design must be reviewed and approved by the MHCSD prior to filing of final map.

    b. Prior to issuance of first building permit, the developer must make improvements as recommended by the traffic Engineer.

17. **Monitoring Agreement:** The developer shall fund the Community Monitoring and Mitigation Monitoring Programs including the annual Traffic Monitoring Report. The developer shall also fund the MHCSD's efforts to monitor compliance with the Tentative Map conditions of approval. Timing: Ongoing.

18. **Final Map Digital File**: A digital file of the Final Map shall be submitted to the MHCSD and to the Community Development Department. The digital file format shall be consistent with requirements of the County Assessor and Community Development Department GIS division and the MHCSD digital file format. Condition shall be met prior to approval of Final Map.

19. **Geotechnical Report**: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. Condition shall be met before approval of Final Map.

20. **Environmental Hazards**: Comply with all recommendations of the Environmental Site Assessment prepared for the project. Condition shall be met prior to beginning any construction on the related final map.

21. **SB 221 Report:** The developer shall prepare an SB 221 report to address the community's potable water supply needs prior to filing of any of the project's Final Maps.

22. **Community Facility Fee:** Prior to issuance of each building permit, the developer shall comply with the most recent update of the Community Facilities Fee (CFF) Plan as determined by the MHCSD.

23. **Library Services:** Construction, in accordance with the MHCSD's requirements and the CFF Library Plan, shall begin before issuance of the 4500th residential building permit in the Mountain House Master Plan area. Completion shall be done within eighteen months of commencement of construction, unless an extension is approved by the MHCSD General Manager. Upon acceptance, the Facilities shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule.

24. **Fire Station No.2**: Prior to the issuance of 1st building permit north of Byron Road, the second fire station (Fire Station No. 2) shall be constructed or, if approved by the General Manager, bonded for, if determined by the General Manager that other fire mitigation measures shall be provided that can satisfy the Fire Protection plan. The General Manager shall approve the location of Fire Station No. 2. Fire Station No. 2 shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule.

    Timing: Fire Station No. 2 shall be completed within eighteen months of the commencement of construction.

    ~~Prior to filing of the final map a fire station shall be either constructed or, if approved by the General Manger, bonded for, if determined by the General manager, such other fire mitigation measure shall be provided that satisfies the Fire Protection plan as determined by the General Manager. The Station shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule~~.

25. **Corporation Yard Facilities**: Construction shall begin prior to issuance of the 4,500th building permit, unless the MHCSD General Manager determines that the facilities are not yet required. If the General Manager authorizes the facility to be delayed, the developer shall provide adequate bonding to the MHCSD assuring construction at the time the MHCSD General Manager determines the facilities to be required. Upon acceptance, the Facilities shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule.

26. **O & M Vehicles**: Prior to the issuance of the first building permit developers will deposit in a MHCSD Maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of O&M Vehicles as that cost is specified in the latest update of the CFF Plan Fees.

27. **Police and Fire Vehicles**: Prior to issuance of the first building permit developers will deposit in a CSD Maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of Police and Fire Vehicles as that cost is specified in the latest update of the CFF Plan Fees.

28. **Transit Vehicles**: Prior to the issuance of the first building permit, developers will deposit in a CSD Maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the CSD) of the total cost of Transit Vehicles as that cost is

specified in the latest update of the CFF Plan Fees.

29. **Administration Facilities**: Construction of the MHCSD Administration Facility located in the town center shall begin prior to issuance of the 10,000th residential permit in the Mountain House Master Plan area. Completion of the Facilities shall be done within eighteen months of commencement of construction, unless an extension is approved by the MHCSD General Manager. Design, size and location shall be provided consistent with the most recent update of the CFF Plan and approved by the MHCSD. Upon acceptance, the Facilities shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule.

30. **Police Substation**: Construction of approximately 17,000 square feet Phase One Police Substation shall begin prior to issuance of the 7500th residential permit in the Mountain House Master Plan area. The exact size shall be as determined by the MHCSD General Manager. ~~Completion of the Facilities shall be completed within eighteen months of commencement of construction.~~ Design, size and location shall be provided consistent with the CFF Plan, Community Approvals and approved by the MHCSD. Upon acceptance, the facilities shall be dedicated to the MHCSD. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule.

    Timing: Police Substation Facilities shall be completed within eighteen months of commencement of construction.

31. **Temporary Turnarounds**: All streets will require temporary turnarounds unless waived by the MHCSD General Manager and shall be shown on the Improvement Plans.

32. **Recyclable Construction Waste**: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements. Condition shall be met before approval of final maps.

33. **Traffic and Transportation**:

    a. The subdivider shall improve all streets shown on the Tentative Map and other transportation improvements as stated in the following conditions. The street improvements shall include all street pavement, curbs, gutters, sidewalks, landscaping, lighting, signs, traffic signals when warranted, underground utilities, etc. The MHCSD may allow phased improvements subject to subdivision agreement or bonding. All the building permit numbers referred to in the following conditions are in addition to E, F and G unless specifically noted under a condition.

    b. The General Manager shall have the flexibility to implement alternative funding of the various improvements subject to existing agreements and ordinances.

    c. The following statement applies to all the conditions listed herein. If the MHCSD General Manager determines that a facility or a street improvement is not yet warranted, the General Manager may allow the facility or the street improvement to be delayed. The developer shall provide adequate bonding to the MHCSD assuring construction at the time the MHCSD General Manager determines the facility or the street to be required. The MHCSD General Manager may also allow for phasing of an improvement, if bonding is provided and it can be demonstrated with a traffic study, or other pertinent technical analysis, to the satisfaction of the MHCSD General Manager that the full improvement is not required for the phase of the Tracts being developed. Upon acceptance, the Facilities shall be dedicated to the MHCSD.

d. The applicant shall comply with the results of the annual monitoring report prepared by the MHCSD.

e. The applicant shall perform a traffic signal warrant study for the tentative map area and comply with the results of the study, installing traffic signals where they are warranted, in accordance with the adopted Signal Master Plan. The applicant shall also install or bond for the signals that are within the tentative map area but are not warranted at the time of filing a final map.

f. Install a signal at Mascot Blvd and Central Parkway prior to issuance of the 1200th building permit beyond E, F and G.

g. Install a signal at De Anza Blvd and Great Valley Parkway prior to issuance of the 1500th building permit beyond E, F and G.

h. Install a signal at Great Valley Parkway and Kelso Road prior to issuance of the 1670th building permit beyond E, F and G.

i. Fund as determined by the MHCSD, a signal at the intersection of Grant Line Road and Altamont Pass Road and the addition of one lane on each approach to Grant Line Road prior to issuance of the 2250th building permit beyond E, F and G. If Alameda County does not allow the improvements, the improvement funds shall be deposited with the MHCSD to be used as directed by the General Manager as described in the TIF program.

j. Subject to the requirements of the Mountain House Transportation Improvement Fee Technical Report adopted by the MHCSD Board of Directors on April 11, 2000, and all amendments thereof to date, widen or fund, as determined by the MHCSD, Grant Line Road to four lanes from Great Valley Parkway to I-580 freeway prior to issuance of the 2250th building permit beyond E, F and G. The developer shall improve and widen Grant Line Road between the Alameda County line and its intersection with I-580. If Alameda County does not allow the improvements to Grant Line Road, the developer shall deposit with the MHCSD funds equivalent to the cost of the widening as listed in the TIF Report. The MHCSD General Manager may use the funds to improve other regional roads as determined by a traffic study and stated in the TIF Technical Report and approved by the General Manager. If Grant Line Road in Alameda County is not widened, an interim design showing the transition from 4 lanes to two lanes within the boundary of Mountain House shall be submitted to the MHCSD for review and approval.

k. Fund, as determined by the MHCSD, Grant Line Road to four lanes from Great Valley Parkway to I-580 freeway prior to issuance of the 2250th building permit beyond E, F and G. The developer shall fund the improvement and widening of Grant Line Road between the Alameda County line and its intersection with I-580. If Alameda County does not allow the improvements to Grant Line Road, the developer shall deposit with the MHCSD funds equivalent to the cost of the widening as listed in the TIF Report. The MHCSD General Manager may use the funds to improve other regional roads as determined by a traffic study and stated in the TIF Technical Report and approved by the General Manager. If Grant Line Road in Alameda County is not widened, an interim design showing the transition from four lanes to two lanes within the boundaries of Mountain House shall be submitted to the MHCSD for review and approval.

l. Prior to the issuance of the first residential building permit north of Byron Road, one of the three permanent Byron Road crossings shall be constructed. Prior to the issuance of the 1300th residential building permit north of Byron Road, the second permanent Byron Road crossing and the railroad crossing shall be constructed. Prior to the issuance of the

2700th residential building permit north of Byron Road, the third permanent Byron Road and the second at grade railroad crossing shall be constructed. If at any time, frequent, regularly scheduled train service is established on the Union Pacific Line along Byron Road, no further Final Subdivision Maps ~~containing residential development~~ will be approved until the Central Parkway ~~flyover is constructed~~ overpass is complete and operational.

m. Tentative maps with frontage on Great Valley Parkway shall install full frontage improvements. (The ultimate complete street section).

n. Prior to the first final map, if the landscaping or any other portion of the I-205 interchange improvement project has not been completed, the developer shall construct or pay the fair share of the remaining improvements based on the number of dwelling units in the project vs. the number of units in Mountain House.

o. Byron Road Widening**:** All Street improvements along Byron Road from East boundary of the MHCSD to the west boundary of the MHCSD shall be constructed to its full and final design as indicated on the Master Plan and the latest MHCSD standards.

Timing: The segment of the road, between Mountain House Parkway and Great Valley Parkway, including appropriate transitions, shall be completed at the time of issuance of the first building permit north of Byron Road. The segment of the road between Alameda County limits and Great Valley Parkway, and between Mountain House Parkway and the eastern MHCSD boundary, shall be completed, consistent with Community Approvals as determined by MHCSD, prior to the issuance of 2,500 building permits north of Byron Road.

34. **Deferring Improvements**: It is possible that the MHCSD may allow the deferring of street improvements (including utilities). If the developer wishes to pursue this option, then a formal written request shall be submitted to the MHCSD after the Tentative Map has been approved but before the approval of the Final Map. The request should define those street improvements that the developer wishes to defer. If the MHCSD should approve the deferment, it will be conditioned in the developer agreeing to construct the deferred improvements within a specified future time period and that a security, such as a bond, be provided the MHCSD guaranteeing the developer's performance.

35. If the property shown on the Tentative Map is to be developed in phases, then a subdivision agreement and appropriate bonding shall be executed between the MHCSD and the developer for each phase prior to the approval of the Final Map.

36. **Standard Policy For Phased Improvements**: As a condition for allowing the subdivision, the MHCSD requires the subdivider of each phase of the Tentative Map to improve those streets shown on the Tentative Map as well as other public rights-of-way that are required to serve the phased development and as stated in the EIR traffic study. The street improvements shall include all street pavement, curbs, gutters, sidewalks, landscaping, lighting, signs, underground utilities, and other improvements consistent with MHCSD Development Standards. Each Final Map shall have at least two access points from either an arterial or collector street.

37. **Allowed Exception to the Standard Policy for Phased Improvements**:

a. The MHCSD General Manager may allow part of the street improvements noted in the condition above to be installed by the developer if the particular street falls along the border of the Tentative Map or separates the proposed phase with a future phase. Under

this exception, the completion of the full street improvements will be the responsibility of future adjacent developments. For this exception, the developer shall be required to construct the full street improvements to the street centerline plus the remainder of the median improvements (if part of the street design) plus one additional travel lane on the opposite side of the median, plus a paved shoulder. Additional far side travel lanes may be required if found necessary as a result of a traffic study performed by the MHCSD. Reliance on a future adjacent development to complete the street improvements does not relieve the initial developer from designing and constructing drainage facilities to serve the exempted improvement area.

b. If the property shown on the Tentative Map is to be developed in phases, then a subdivision agreement and appropriate bonding shall be executed between the MHCSD and the developer for each phase prior to the approval of the Final Map. If the land covered by the Tentative Map is to be developed in phases, then the boundary of each phase shall be determined by the following access requirements:

    i. Two points of access shall be extended to streets having a classification of residential collector or higher.

    ii. If a phase boundary is to parallel the alignment of an in-tract street, then the boundary shall be along the rear line of the lots facing the street. Boundary lines along the centerline or edge of a right-of-way line of a street shall not be allowed, except when specifically approved in writing by the General Manager of the MHCSD.

    iii. Prior to the beginning of the final design of the subdivision, the MHCSD General Manager shall consult with Tracy Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD.

c. The minimum arterial improvements as described herein shall be constructed as necessary to serve the proposed development or phases of development as determined by MHCSD.

38. Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all storm water runoff shall drain to public streets, public alleys, Mountain House Creek, or drainage facilities within easements for storm drainage purposes. Runoff across property lines to adjacent private property (not including alleys, shared driveways, paseos, etc., that have storm drainage facilities maintained by the MHCSD or a homeowner's association) shall not be allowed.

39. The minimum arterial improvements as described herein shall be constructed as necessary to serve the proposed development or phases of development as determined by MHCSD.

40. All residential buildings shall be wired per specifications in the "Low Voltage Construction Pre-wire Guidelines" and other specifications provided by the MHCSD.

41. Sound walls, meeting the design requirements contained in the MHCSD Design Guidelines, shall be installed on arterial streets when the adjacent development (or phased development) has abutting lots. The length of the sound wall shall match the total length of the lots abutting the arterial street plus an additional length that will close a gap to a previously constructed wall not more than 200 feet away.

42. The sound walls shall be constructed consistent with the MHCSD Design Manual, the Master Plan and as shown on the preliminary sound wall plans. The noise barrier may consist of a wall,

berm, or combination thereof the exact location, height and character of the sound barrier shall be determined by a noise consultant approved by the County and the MHCSD. The sound barrier shall reduce outdoor noise levels at the center of backyards of proposed adjacent single-family residences to below 65 dBA Ldn/CNEL and as close to 60 dBA Ldn/CNEL as feasible.

43. Except when the MHCSD General Manager specifies otherwise, when a sound wall is installed on an arterial street, the adjacent street edge landscaping, sidewalk, and street curb & gutter shall also be installed.

44. The developer shall coordinate the MHCSD to locate bus stops within the residential portions of the project pursuant to the requirements of the MHCSD's TDM and TSM policy document.

45. Construction Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements.

46. To control erosion and sedimentation during project construction and operation, the developer shall comply with MHMP policies, MHMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of a SWPPP that outlines BMPs to be followed to minimize erosion and sedimentation during project construction and operation.

47. All non-residential (i.e. Office, Industrial, Commercial, etc), uses must perform a pretreatment of all storm flows before the flows enter a public storm system. The design shall be in accordance with the Storm Water Master Plan Update and NPDES requirements. The MHCSD shall review and approve the plans and the specifications for the storm pretreatment prior to issuance of the building permit.

48. **Water Quality Basins Mosquito Abatement**: Plans for the implementation and maintenance of the water quality basins and any other storm drainage facilities involving open bodies of water shall be reviewed and approved by the MHCSD and if required by the MHCSD, reviewed by the mosquito Abatement District.

    Timing: Condition shall be met before approval of first Final Map.

49. **Utilities**:

    a. The Developers and contractors shall comply with Ordinance No. 4162 "Street Opening and Pavement Restoration Regulations".

    b. When any portion of an arterial street is to be included in a development's construction plans, then all of the buried utilities that are ultimately planned to be within the improvement area shall be installed as part of the street improvement project regardless if any of the utilities are required for any phase of the development associated with the street construction. Conduits or sleeves may be installed in lieu of the buried utility if approved by the MHCSD.

    c. Any phased development shall install all "in-tract" utilities required to serve the development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will depend on obtaining service from such utilities, then the utility lines shall be sized to serve these future developments. Any utility lines that are intended to be used by an adjacent development or Neighborhood shall be installed up to the phase or Tentative Map boundary line to make it available for future extension. To recoup all or a portion of any over sizing costs, the developer may request the MHCSD to

process a reimbursement agreement pursuant to a MARA.

d. When public utilities are to be located outside public rights-of-way but within the Tentative Map boundary, the developer shall provide public utility easements for these utilities. The easements shall be shown on all Final Maps and Parcel Maps.

e. Prior to the submittal of improvement plans for the development, the developer shall submit to the MHCSD composite schematic plans for intract storm drains, sanitary sewers, and water distribution facilities.

f. Electrical transformers within residential Neighborhoods shall be in underground vaults, subject to MHCSD and Modesto Irrigation District (MID) requirements. The developer shall pay for any incremental costs relating to undergrounding transformers not paid for by MID.

g. The developer shall fund, design and construct the required storm drainage system in accordance with the requirements of the Storm Water Master Plan Update and the MHCSD's Standards and Specifications to serve the Tracts unless otherwise required or approved by the General Manager of the MHCSD.

h. The applicant shall construct catch basin filters and/or other source control Best Management Practices (BMPs) for urban runoff from Tracts as determined by the MHCSD.

    i. MHCSD approved catch basin insert filters must be installed, intract and on the arterials abutting the project, prior to construction.

    ii. All intract filters must be maintained by the HOA.

50. **Wastewater Treatment Plant**:

    a. Under the direction of the MHCSD, the applicant shall fund, design and construct a phased expansion of the wastewater treatment plant (WWTP) of sufficient capacity to serve this Tentative Map prior to reaching existing treatment plant capacity as determined by the MHCSD.

    b. The developer shall extend existing pipelines to the project site as shown on the Master Sanitary Sewer Plan.

51. **Water Treatment Plant**: Under the direction of the MHCSD, the applicant shall fund, design and construct a phased expansion of the water treatment plant (WTP), if applicable, to provide the capacity needed to serve the project prior to reaching existing treatment plant capacity. Timing: prior to Issuance of the first building permit

52. **Traffic–Calming Circles**: All proposed traffic circles shall conform to MHCSD traffic circle standards.

53. The applicant shall comply with the requirements of the Transportation Demand Management and Transit Plan (Hoyt, 1997) as administered by the MHCSD. Timing: ongoing.

54. **Construction Emissions**: The applicant shall implement the following: Regulation VIII Control Measures of the SJVAPCD and applicable measures of the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts. Timing: Note on improvement plans approved by the MHCSD for

Tracts.

55. **Construction-Related Erosion**: The applicant and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, an application for coverage under the statewide General Construction Activities Storm Water Permit (General Permit) shall be obtained for project development prior to the issuance of grading permits. The applicant and/or contractor shall obtain coverage under the General Permit by filing a Notice of Intent with the State Water Resource Control Board's (SWRCB) Division of Water Quality. The filing shall describe erosion control and storm water treatment measures to be implemented during and following construction and provide a schedule for monitoring performance. MHCSD approved BMPs shall serve to control point and non-point source pollutants in storm water and shall constitute the project's storm water pollution prevention program (SWPPP) for construction activities.

    Timing: All applicable permits shall be obtained prior to the issuance of grading permits for Tracts.

56. **Hold Harmless Provision**: Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agencies, the MHCSD or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code. This Hold Harmless Provision includes, but is not limited to, any action that may be taken by U.S. Fish & Wildlife and/or California Dept. of Fish & Game pursuant to FESA and CESA is relative to the lower fees collected pursuant to the SJMSCP before it is officially adopted.

57. **Landscaping and Architecture**:

    a. All in-tract landscaping, open space, parks, ~~golf course~~ nature preserves, and utility R/W areas, and all other landscape areas within Specific Plan II Neighborhood 'I & J' that were not in the original Master Plan, the MHCSD Parks, Recreation and Leisure Plan, the TIF or the CFF (January, 2003) as determined by MHCSD, will require a funding mechanism as determined by MHCSD. These areas will require establishment of a maintenance entity or financing mechanism acceptable to MHCSD to provide funding for maintenance of, and if necessary, replacement at the end of the useful life of improvements including, but not limited to landscaping, pathways, walls, and all improvements serving or for the special benefit of this subdivision. Timing: The financing mechanism shall be completed and adopted by the Board of Directors prior to the approval of the first Final Map.

    b. The applicant shall clearly identify the landscaping and architectural theme to be used in the project, Recreation Center area, and other community facilities. Distinct themes shall be created to ensure that each neighborhood has a separate architectural theme and shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and any applicable Special Purpose Plan. Timing: prior to approval of first Final Map for each neighborhood.

    c. The applicant shall submit a complete set of Landscape Guidelines Improvement Plans for the entire neighborhood. Landscaping themes shall be distinct for each neighborhood. Landscaping and architectural design of public areas shall implement the common design theme for the neighborhood and shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and any applicable Special Purpose Plan. Timing: prior to first Final Map.

d. Roadway, streetscape, and landscaping shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual. Timing: the design plans associated with each phase of the development shall be completed and approved by the MHCSD General Manager prior to the approval of the Final Map for that phase.

e. Landscaping of Community, Arterial, and Neighborhood entries shall be installed concurrently with the landscaping of adjacent streets. Entries shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, and shall be reviewed and approved by the MHCSD General Manager concurrently with the adjacent Street Improvement Plans. Timing: Improvement Plans for entries shall be approved by MHCSD prior to the approval of the project's Final Map.

f. The roadway landscape construction plans shall be processed and approved by the MHCSD General Manager concurrently with the Improvement Plans for any phase on the project.

g. The collector street network and landscape treatments shall comply with all Community Approvals including applicable provisions of the MHCSD Design Manual and MHCSD Standards.

h. Landscaping and architectural design of all parcels, designated as HOA and/or Landscape Maintenance District, including Community Edges shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and MHCSD Standards. The design plans associated with each phase of the development shall be completed and approved by the MHCSD General Manager prior to the approval of the Final Map for that phase.

i. Masonry walls shall be installed at the property line between residential properties and all public or private parcels designated as HOA and/or Landscape Maintenance District unless restricted by Community Approval. View Fencing or no fencing may be permitted in locations where residences face the Open Space as deemed appropriate by MHCSD. Wall/Fencing Plans to be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, MHCSD Standards, and any applicable Special Purpose Plan. Timing: Improvement Plans approved by CDD and MHCSD prior to first building permit.

j. Sound Walls and HOA Walls shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, MHCSD Standards, and any applicable Special Purpose Plan. Timing: Improvement Plans approved by CDD and MHCSD prior to first building permit.

k. All landscape pedestrian through-block connections shall be a minimum of 30 foot width. Timing: prior to approval of the first Final Map.

l. Pedestrian through-block connections shall be owned, developed and maintained by a separate maintenance entity. These parcels shall be designed and landscaped consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and shall require a funding mechanism for maintenance acceptable to MHCSD. Utility line easements acceptable to MHCSD shall be dedicated to MHCSD. Timing: financing mechanism shall be completed and adopted by the Board of Directors prior to the approval of the first Final Map. Plans shall be reviewed and approved by MHCSD prior of approval of the first Building Permit. Landscaping shall be installed concurrently with adjacent streets.

m. Landscape slopes within street right of way, pedestrian access connections, and parks shall not exceed 3:1 unless approved otherwise by the MHCSD General Manager.

n. Development and landscaping of Western Community Gateway, or other landscaping features as determined by the General Manager, at Byron Road shall be installed concurrently with the landscaping of adjacent streets or bonded for at the discretion of MHCSD. Such features shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, and shall be reviewed and approved by the MHCSD General Manager concurrently with the adjacent Street Improvement Plans.

   Timing: Improvement Plans for the landscaping feature at Byron Road shall be approved by MHCSD prior to the approval of the project's Final Map. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

o. View Fences: Along the rear property line of residential lots which back-up to the Nature Preserves and to the Trail along Byron Road, there shall be View Fences as described within the MHCSD Design Manual. Side yards shall be contained by either a View Fence or MHCSD standard community wall and pilasters.

58. **Neighborhood Parks**:

a. The neighborhood parks identified within Specific Plan II shall be dedicated to the MHCSD with the first Final Map. Developer shall create a separate funding mechanism for maintenance acceptable to MHCSD. Timing: Dedication shall be met with approval of first Final Map of Neighborhood 'I & J'; financing mechanism shall be completed and adopted by the Board of Directors prior to the approval of the first Final Map.

b. Neighborhood Parks shall be designed consistent with all Community Approvals including applicable provisions of the Parks, Recreation and Leisure Plan and the MHCSD Design Manual. The design of the park shall be reviewed and approved by the MHCSD. Timing: condition shall be met prior to approval of first Final Map.

c. Construction of 'I' Neighborhood Park shall begin no later than the time at which 50% of the dwelling units for the neighborhood have been issued a building permit. The Park shall be completed no later than the time at which 80% of dwelling units for the neighborhood have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

d. Construction of 'J' Neighborhood Park shall begin no later than the time at which 50% of the dwelling units for the neighborhood have been issued a building permit. The Park shall be completed no later than the time at which 80% of dwelling units for the neighborhood have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

59. **CCommunity Parks**:

Implementing public improvement projects shall comply with all Community

Approvals including applicable provisions of the MHCSD Parks, Recreation and Leisure Plan and the MHCSD Design Manual.

60. **Proposed Dry Creek**:

a. The Dry Creek Corridor shall be designed to comply with all Community Approvals and shall conform with applicable development provisions of Mountain House Creek Community Park. Timing: condition shall be met prior to approval of first Final Map.

b. Appropriate irrigation shall be provided continually along all edges within the upper terrace areas of the linear Dry Creek Corridor to provide perennial 50 foot buffer subject to State and Federal Requirements.

c. Site furniture, consistent with the common design theme of the neighborhood, shall be incorporated into the Improvement Plans for the Dry Creek Corridor and shall be consistent with the MHCSD Design Manual. The site furniture shall be a part of the Dry Creek Corridor design plans and shall be reviewed and approved by MHCSD.

d. Construction of Dry Creek Improvements may be completed on a phased basis to correspond with the development of neighborhood, or parcels as determined by MHCSD directly adjacent to the facility. Dry Creek improvements to a specific segment shall be completed no later than the time at which 80% of dwelling units for the neighborhood, or adjacent parcels, have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

e. Masonry Walls or View Fencing, consistent with the MHCSD Design Manual and MHCSD Standards, shall be constructed in all locations where residential properties abut Dry Creek Corridor areas. No fencing may be permitted in locations where residences face the Open Space as deemed appropriate by the MHCSD. Wall/Fencing Plans to be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, MHCSD Standards, and any applicable Special Purpose Plan. Timing: Improvement Plans approved by MHCSD prior to first building permit.

61. Old River Regional Park:

a. The implementing public improvement projects shall comply with all Community Approvals including applicable provisions of the MHCSD Parks, Recreation and Leisure Plan, the MHCSD Design Manual and MHCSD Standards.

b. Parcel ‘Y’ shall be either dedicated to the MHCSD or an offer of dedication to the MHCSD shall be recorded with the first Final Map. Timing: condition shall be met before approval of first Final Map.

c. Construction of park improvements for Parcel ‘Y’ may be completed on a phased basis to correspond with the development of Neighborhoods directly adjacent to the facility. Each minimum phase shall be defined as the entire segment of the park that is directly adjacent to an abutting Neighborhood or the Old River Center area. Construction shall begin no later than the time at which 50% of the dwelling units have been issued a building permit. The improvements to specific segment shall be completed no later than the time at which 80% of dwelling units within the adjacent neighborhood or River Center

area have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies

62. **Parks within Commercial Recreation Zone:** Parks within Commercial Recreation (C-R) zoned areas are permitted. Such parks, which are separate from Neighborhood Parks, are required in Neighborhood J (per the Master Plan and Specific Plan II). The applicant shall improve these parks, as follows:

    a. Parks shall be designed integrally with the Nature Preserve and shall be linked via trails / pathways.

    b. Parks shall be designed to provide a diversity of active and passive recreational experiences as well as leisure opportunities for a variety of age groups.

    c. The size of each park is dependent upon the experience and opportunities contained within.

    d. All parks shall meet the requirements of the MHCSD Design Manual and the MHCSD Parks, Recreation, and Leisure Plan.

    e. Mini-parks shall be located and provided within the family residential area of the Neighborhood J mixed active adult and family neighborhood.

    f. A 10-acre Park offering active recreational experiences shall be provided within close proximity to Great Valley Parkway, in the western portion of the neighborhood.

    Timing: Construction drawings shall be submitted to the MHCSD prior to the time at which 250 building permit for north of Byron Road have been issued. Design shall be completed by the time at which 500 building permits north of Byron Road have been issued and shall be completed by the time 800 building permits north of Byron Road have been issued. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

63. **Nature Preserves within Commercial Recreation Zone:** The applicant shall improve the Nature Preserves within the Commercial recreation (C R) zoned areas of Neighborhoods I and J (per the Master Plan and Specific Plan II), as follows:

    a. The Nature Preserves shall offer passive recreational opportunities such as hiking, picnicking, and birdwatching.

    b. The Nature Preserves shall meet the requirements of the MHCSD Design Manual and the MHCSD Parks, Recreation, and Leisure Plan.

    c. The Nature Preserves shall be designed integrally with any parks within Commercial Recreation (C-R) zoned areas and shall be linked via trails / pathways.

    d. Access into and within the Nature Preserves shall be provided per the requirements of the MHCSD, San Joaquin County Sheriff's Department, and the Fire Department.

    Timing: Construction drawings shall be submitted to the MHCSD prior to first building permit north of Byron Road. Construction shall begin no later than the time at which 250 building permits north of Byron Road have been issued. Improvements shall be completed no later than 500 building permits north of Byron Road have been issued. Completion time may be modified by the

MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

64. **MHCSD Parks, Recreation, and Leisure Plan Update:** The MHCSD Parks, Recreation, and Leisure Plan shall be updated to address the removal of the golf course; addition of the Nature Preserves; and location(s) of Neighborhood Parks, parks with the Commercial Recreation zone, Trails, etc. Design of the Nature Preserves, parks within the Commercial Recreation zone, Neighborhood Parks, and Trails shall be consistent with all approvals and to the satisfaction of the MHCSD. The details, elements, components, and sizes of various proposed and future known facilities, such as the Community Center, North Community Park, Neighborhood Parks, Senior Center, in terms of elements, acreages, and square footages shall be updated and included in the MHCSD Parks, Recreation, and Leisure Plan. All such updates and details shall be to the approval of the MHCSD.

    Timing: Update shall be approved by the MHCSD Board of Directors prior to recordation of the first final map within Neighborhood J.

65. **MHCSD Design Manual Update:** The Mountain House Community Services District Design Manual ("MHCSD Design Manual") shall be updated to address "Nature Preserves". Design of Nature Preserves and any associated parks within the Commercial Recreation (C-R) zone shall be consistent with all approvals and to the satisfaction of the MHCSD.

    Timing: Update shall be approved by the MHCSD Board of Directors prior to recordation the first final map within Neighborhood J.

III. COUNTY COUNSEL

1. **HOLD HARMLESS PROVISION:** Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agency or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code.

IV. ENVIRONMENTAL HEALTH DEPARTMENT (Staff Contact Ted Tasiopoulos, 209-953-7698)

The San Joaquin County Development Title Requirements listed below have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

1. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of none-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. The report shall be submitted to the Environmental Health Department at time of submittal of a tentative map (San Joaquin County Development Title, Section 9-905.12).

A review fee of $190.00 shall be paid at the time of submittal to the Environmental Health Department.

If the date of original report is more than six (6) months from this application, prior to Parcel Map approval, an addendum shall be submitted to the Environmental Health Department and approved by the Environmental Health Department.

2. This project shall be provided with public water service at the time of Final Map recordation. A letter shall be submitted from Mountain House Community Services District stating that these services either are bonded for or are in place, prior to final approval (San Joaquin County Development Title, Section 9-1120.2)

3. Written Confirmation is required from Mountain House Community Services District that improvements have been constructed or financial arrangements have been made for any improvements for public sewer required by the agency. In addition, written confirmation from the Mountain House Community Services District that the agency has or will have the sewer capacity to serve the development is also required (San Joaquin County Development Title, Section 9-1100.3).

4. The/abandoned septic systems shall be destroyed under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

5. Destroy the abandoned well(s) under permit and inspection by the Environmental Health Department as required (San Joaquin County Development Title, Section 9-1115(e)).

V. **TRACY FIRE** (Staff Contact Steve Dalton, 209-468-2229)

1. All fire hydrants in residential areas shall be spaced at a maximum distance of five hundred (500) feet.

2. Hydrants shall not be placed in dead-end alleys (except where dead-end alleys serve residential driveways and/or multi-family residential complexes).

3. Fire department connections shall be placed within one hundred and fifty (150) feet of a fire hydrant.

4. All fire apparatus access roads public or private shall have a minimum unobstructed width of twenty (20) feet and a vertical clearance of thirteen (13) feet six (6) inches. (Planters, medians, monument strips, and any other decorative area that impedes with the 20 foot required width shall be approved by the Fire Department before installation.)

5. Any street less than thirty-six (36) feet in width shall have restricted parking, with appropriate signage and curbs painted with red paint. The Fire Department shall have final approval on all fire lane designation, signage, and curb markings. Typical signage shall be "No Parking—Fire Lane".

6. All structures, residential, commercial, or industrial, shall have addresses posted on the applicable structure on the public or private street and such numbering shall be readily visible and of a contrasting color.

7. Multiple occupancy residences consisting of two (2) or more dwelling units in a single building shall be provided with a fire apparatus access roadway around the entire structure or a residential fire sprinkler system complying with applicable codes. When a fire sprinkler system is installed in lieu of the fire apparatus access road, it shall be monitored by an approved fire alarm system and an audible alarm shall be installed in each living unit and all shall be linked together so that when the alarm activates, it will activate all alarm audible devices in the building.

8. When fire alarm systems are installed, it shall be the responsibility of the Homeowners Association to insure that all monitoring costs including telephone lines are paid to insure continuous service. Where practical and allowable by the applicable codes, multiple buildings may be monitored by a master fire alarm panel.

9. Where residential fire sprinkler systems are installed to reduce the 20-foot road width requirement to specific residential lots, such lots shall be so designated on the final map of record prior to being recorded by the County Surveyor's Office.

VI. **LAMMERSVILLE ELEMENTARY SCHOOL DISTRICT** (Staff Contact Doris Unsod, 209-836-7400)

1. The developer shall enter into full mitigation agreement with the Lammersville Elementary School District (LESD). [Master Plan Implementation 5.1.3 (j).]

Timing: Condition shall be met prior to approval of the first Final Map.

2. The school funding agreements between the applicant and Lammersville Elementary School District and Tracy Unified School District shall be implemented to provide interim and permanent funding for school facilities, as evidenced by certificates of compliance from these entities stating that the developer has complied with funding requirements as per the agreements. [SPIII Implementation

Measure 5.2.3 (o).]

Timing: Condition shall be met prior to approval of Final Maps.

VII. TRACY UNIFIED SCHOOL DISTRICT (Staff Contact Denise Wakefield, 209-830-3245)

1. The developer shall enter into full mitigation agreement with the Tracy Unified School District (TUSD). [Master Plan Implementation 5.1.3 (j).]

Timing: Condition shall be met prior to approval of the first Final Map.

2. The school funding agreements between the applicant and LESD and TUSD shall be implemented to provide interim and permanent funding for school facilities, as evidenced by certificates of compliance from these entities stating that the developer has complied with funding requirements as per the agreements. . [SPIII Implementation Measure 5.2.3 (o).]

Timing: Condition shall be met prior to approval of Final Maps.

VIII. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Staff Contact Erin Sickler, 209-468-3913)

1. This project is subject to the *San Joaquin Multi-Species Habitat Conservation and Open Space Plan* (SJMSCP). As such, the developer shall complete the following steps to satisfy SJMSCP requirements:

a) Schedule a SJMSCP Biologist to perform a pre-construction survey **prior to any ground disturbance**.

b) Sign and return to SJMSCP staff of SJCOG the Incidental Take Minimization Measures (given to the developer by SJMSCP staff after the pre-construction has been completed).

c) Pay to SJCOG the SJMSCP fee based on SJMSCP findings.

IX. State Department of Water Resources

If the project encroaches on an adopted flood control plan, an encroachment permit from the Reclamation Board will be required.

X. San Joaquin County Mosquito & Vector Control District

1. Any development immediately adjacent to Dry Creek shall be constructed and managed to provide access to the waterway for vector surveillance and control activities.

2. The Wetlands Management Plan shall include provisions to prevent the creation of mosquito breeding habitat in a wetlands environment. It is suggested that the project proponent incorporate mosquito prevention best management practices for managed wetlands, such as those authored by the California Department of Fish and Game.

3. The developer shall prevent the creation of mosquito breeding habitat in all stormwater BMPs by incorporating mosquito prevention techniques authored by the California Department of Health Services.

EXHIBIT 5

REVISIONS OF APPROVED ACTIONS

B. CONDITIONS OF APPROVAL, NEIGHBORHOOD K – PA-1000267

Revised Conditions of Approval for Major Subdivision PA-1000267

[Note: The original Conditions of Approval (COAs) were approved by the Planning Commission on December 1, 2011. The revised COAs, modifying Community Development Department (CDD) COAs # 7, #10, #11, #13, and #21; adding CDD COAs #10(a) and 38(b); modifying Mountain House Community Services District (MHCSD) COAs #39, #70, #71; and adding MHCSD COAs #67(K), #67(L), #73, and #74; were approved by the Board of Supervisors on _____.]

CONDITIONS OF APPROVAL

[as adopted by the Planning Commission on December 1, 2011]

PA-1000267
SHEA MOUNTAIN HOUSE, LLC
MOUNTAIN HOUSE NEIGHBORHOOD K

Major Subdivision Application No. PA-1000267 was approved by the Planning Commission on December 1, 2011. The effective date of approval is December 11, 2011. This Tentative Map approval will expire on December 11, 2021, which is ten (10) years from the effective date of approval, unless (1) all Conditions of Approval have been complied with and (2) a Final Map has been filed with and accepted by the County Surveyor.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be complied with prior to approval of the Final Map. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified and other ordinance requirements may apply.

I. COMMUNITY DEVELOPMENT DEPARTMENT (Staff Contact: Corinne King, 209-953-7509)

GENERAL

1. **Tentative Map Compliance**: The Final Map(s) shall be in substantial compliance with the Tentative Map dated November 2, 2010 (PA-1000267-Neighborhood K), and all Conditions of Approval.

   a) The project shall comply with applicable policies of the Mountain House Master Plan and all other applicable Community Approvals.

   b) Minor modifications to street and lot configurations may be allowed by the Community Development Director without requiring a new subdivision map application or a revision to approved actions application.

   Timing: Prior to Final Map approval and any other Development Approvals subsequent to the Tentative Map.

2. **Subsequent Approvals**: All subsequent discretionary and ministerial approvals shall be subject to Design Consistency Review and shall be consistent with the conditions of approval for the Tentative Map. Final Maps shall be recorded containing the following note:

   "All subsequent discretionary and ministerial approvals within the boundaries of this subdivision map

shall be subject to Design Consistency Review and shall be consistent with the conditions of approval adopted for the Tentative Map for Neighborhood K."

Timing: Prior to Final Map approval and prior to issuance of development permits.

3. **Consistency:** Final maps, improvement plans and all subsequent development and building applications within the boundaries of the Tentative Map shall be reviewed by the San Joaquin County Community Development Department and found consistent with the approved Tentative Map, including all conditions of approval, the Mountain House Master Plan, Specific Plan II, Development Title, and all other applicable Community Approvals.
Timing: Prior to approvals and prior to issuance of development permits.

4. **Fees:**

General. Development within the project shall be subject to the payment of all applicable and lawfully enacted County fees, subject to the provisions of the Master Plan Development Agreement (i.e., the *Amended and Restated Master Plan Development Agreement By and Between County of San Joaquin and Trimark Communities Relative to the Development of Certain Property Within the Mountain House Community* {"Development Agreement"}) and the Specific Plan II Development Agreement (*Specific Plan II Addendum to Development Agreement By and Between County of San Joaquin and Trimark Communities, LLC and Subsequent Development Agreement By and Between County of San Joaquin and Trimark Communities, LLC Relative to the Development of a Portion of the Mountain House Community (Specific Plan II)*) {"SPII Development Agreement}}). [Development Agreement Section 2.5.3]

Specific. The applicant for all subsequent development within Neighborhood K shall pay the Affordable Housing Impact Fee in effect at the time of building permit approval. [Development Agreement Section 2.5.3; SPII Development Agreement, Exhibit B-1 (C); and Mountain House Development Title Chapter 9-1270M]

5. **Final Map Digital File:** A digital file of the Final Map shall be submitted to the Community Development Department. The digital file format shall be consistent with requirements of the County Assessor and Community Development Department GIS division.

Timing: prior to approval of Final Map(s).

6. **Road Names:**

a) All subdivision road names shall be submitted to the Community Development Department for approval by the Director. Said road names shall comply with the "Standards for Road Names and Road Name Changes, Public and Private" of San Joaquin County. [Development Title Section 9-1150.18]

7. **Addresses:**

a) Homes along Central Parkway shall give the appearance of fronting onto Central Parkway, with vehicular access provided from rear alleys or streets. Homes fronting onto Central Parkway and served by a rear alley shall be assigned a Central Parkway Street address.

b) "T Lane"~~, "U Lane", and "S Lane"~~ shall be an unnamed alley~~s~~. However, ~~these~~ this alley~~s~~ may be identified with a letter or number for MHCS maintenance purposes so long as the identification at the alley is discrete. The identification may be on a small plaque or included with other information on a posted notice. The identification shall not be similar to a street sign.

~~c) Posting of Address Information along Unnamed Alleys. If an address is posted along "T Lane", "U Lane", or "S Lane" it shall include the street number and street name of Central Parkway, "Q Street" and "F Drive", as appropriate.~~

8. **Monitoring Program:** The Final Map(s) shall comply with the attached *Mountain House Master Plan and Specific Plan II San Joaquin County Mitigation Monitoring Program*.

9. **Monitoring Agreement:** The applicant or the applicant's assignee shall fund the Community Monitoring and Mitigation Monitoring Programs. The applicant or the applicant's assignee shall also fund the County's efforts to monitor compliance with the Tentative Map conditions of approval. [General Plan Community Organization and Development Policy (19)(j)]

   Timing: Ongoing.

LAND USE

10. **Residential Areas and Second Unit Dwellings:**

   a) Residential areas within Neighborhood K that have been set aside for active adults shall include restrictions which specifically prohibit school age persons from living in housing units within said areas. [SPII Implementation Measure 3.3.8 (2)] The Applicant shall place the following note on the applicable Final Map for recordation:

   "Tract No. is an area set aside for active adult residential living. School age persons are specifically prohibited from living in housing units within said Tract."]

   Timing: Above conditions shall be met prior to recordation of each Final Map in Neighborhood K reserved for active adult residential living.

   b) Second unit dwellings shall be required on at least 6.5 % of the parcels within the R-VL, R-L, and R-M zoning districts consistent with the preliminary second unit plan approved with the Tentative Map. The minimum number of second unit dwellings required for Neighborhood K shall be ~~53~~ 52. The Applicant shall place the following note on the applicable Final Map~~s~~ for recordation:

   "Second unit dwellings shall be required on at least _____ lots of the Final Map, consistent with the preliminary second unit plan approved with the tentative map and Chapter 9-830M of the San Joaquin County Development Title. The location of a second unit may be amended by Community Development Department approval only by designation of a replacement lot to receive the second unit. All replacement parcels must be located within the Tentative Maps for Neighborhood ~~L~~ K. Parcels for each residential subdivision within the R-VL, R-L, and R-M zoning districts shall be consistent with the preliminary second unit plan approved with the Tentative Maps."

   Timing: Condition shall be met prior to recordation of each Final Map.

11. **Multi-Family Development:**

   a) Compliance with Community Approvals. Future site plans and Improvement plans for the Medium-High Density (R/MH) and the High Density (R/H) parcels in Neighborhood K, and all tentative maps for multifamily housing, shall implement all applicable requirements for the Mountain House Master Plan and all other applicable Community Approvals. [SPII Implementation Measure 3.3.8(1)]

   Timing: Conditions shall be met prior to or upon approval of subsequent Tentative Maps and other development permits for multi-family uses.

b) High Density (R/H) Parcels. The minimum number of High Density Residential units shall be ~~84~~ 162 (based on ~~a~~ parcel areas of ~~4.64~~ 3.73 and 5.25 acres specified in the ~~Land Use Summary table of~~ Neighborhood K ~~Tentative Map~~ Site Plan dated April 18, 2019, and a minimum Master Plan R/H density of 18 residential units per acre).

Timing: Condition shall be met prior to or upon approval of subsequent Tentative Map for R/H development.

c) Multi-Family Housing along Mountain House Creek. Multi-family R/H housing along the Mountain House Creek Park shall be planned to maximize exposure to the park by orienting residential units, or outdoor activity areas, adjacent to the park, to the creek corridor.

Timing: Condition shall be met prior to or upon approval of subsequent tentative maps and other development permits for multi-family uses.

d) Compliance with Fire Prevention Standards. The R/MH and R/H housing units shall each be provided with a residential fire sprinkler system, or an emergency access road complying with the Fire Access Road Standards, as adopted by the Board of Supervisors by Ordinance 4178, on November 8, 2002, shall be provided around each building structure containing R/MH or R/H housing units.

Timing: Condition shall be met prior to approval of building permits for R/MH or R/H housing units.

12. **Neighborhood Center:** The site design of the Neighborhood Center shall be generally consistent with the conceptual designs shown in Specific Plan II, Figure 4.24 for Neighborhood K, subject to minor modifications during preparation of the applicable Final Map, Mountain House Community Services District ("MHCSD") requirements, or Lammersville Unified School District requirements. (SPII Implementation Measure 4.6(2)]

13. **Neighborhood Commercial Uses:** The applicant shall reserve at least 50 percent of the Neighborhood Commercial area for retail commercial uses while other portions may be used for day care centers, recreation buildings, or meeting halls. Outdoor eating areas are encouraged in Neighborhood Commercial areas. [Master Plan Policy 3.6.2 (d)] The requirement that at least half of the Neighborhood Commercial site shall be generally reserved for retail uses may be waived for child care centers, only if the proposed child care center is at least one (1) acre in size. [Master Plan Policy 3.6.2(d)]

Timing: Prior to or upon approval of subsequent development permits for Neighborhood Commercial uses.

14. **Design Theme:** The applicant shall establish the architectural design theme to be used for the school, Neighborhood Commercial area, and other community facilities for Neighborhood K. The architectural design theme shall be consistent with the Design Manual. [SPII Implementation Measure 4.6 (13)].

Timing: Improvement Plans approved by CDD and MHCSD prior to approval of first Final Map.

15. **Pedestrian Pathways:** The Final Map(s) shall maintain, as proposed, all feasible pedestrian connections to schools and at the end of cul-de-sacs. In instances where the proposed location of a through-block connection is determined by the Community Development Director to be in conflict with the health, safety and welfare of community residents, such connection may be eliminated.
Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

16. **Bicycle and Pedestrian System:**

a) Final Maps shall conform to the bicycle and pedestrian system depicted in Specific Plan II Figure 9.2.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

b) Bike Parking. Non-residential portions of the project shall provide plentiful short-term and long-term bicycle parking facilities to meet peak season maximum demand. Short-term facilities shall be provided at a minimum ratio of one bike rack space per 20 vehicle spaces. Long-term facilities shall provide a minimum ratio of one long-term bicycle storage space per 20 employee parking spaces.

17. Roadways and Transit: Final Maps shall conform to the roadway system depicted in Specific Plan II Figure 9.1 for arterials and collectors, and to the transit system depicted in Specific Plan II Figure 9.3.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

18. Fire Access Road Standards: All streets shall comply with the San Joaquin County Fire Chiefs Association, Fire Access Road Standards as adopted by the Board of Supervisors by Ordinance 4178, on November 8, 2002.

Timing: Improvement plans approved by CDD and MHCSD prior to Final Map approval.

19. Public Area Landscaping and Architecture: The applicant shall submit a landscape theme in the landscape improvement plans for each Tentative Map neighborhood. Landscaping themes shall be distinct for each neighborhood. Landscaping and architectural design of public areas shall implement the common design theme for the neighborhood and shall be consistent with the MHCSD Design Manual, Roadway Landscape Plans, and/or other applicable neighborhood design criteria. [SPII Implementation Measure 4.6 (12)]

Timing: Improvement Plans, Building Permits.

20. Design Guidelines: All proposed single family development and all proposed commercial development shall comply with the applicable provisions of the Trimark Communities, LLC Single Family Residential Design Manual and the Commercial, Office & Industrial Design Manual, as amended, respectively. For lands controlled by Shea Mountain House LLC, compliance shall be evidenced by written approval by Shea Mountain House LLC, or its Design Review Committee, in its sole discretion. For lands controlled by Trimark Communities, LLC, compliance shall be evidenced by written approval by Trimark Communities, LLC or its Design Review Committee, in its sole discretion. For non-Trimark properties, compliance shall be determined by San Joaquin County. [Specific Plan II Implementation Measure 4.3.3 (1)]

Timing: Condition shall be met prior to issuance of building permits.

21. PLEP Requirement: For the purposes of the Public Land Equity Program (PLEP), the public land dedication requirement for the Tentative Map for Neighborhood K is ~~70.4~~ 69.98 acres, whereas the actual amount of public land identified in the PLEP Technical Report for said Tentative Map is ~~63.6~~ 66.87 acres. The resulting Public Land Deficit is, therefore, ~~6.8~~ 3.11 acres. The subdivide shall correct said Public Land Deficit by using one or more of the following methods: 1) Dedicating Public Land which is not shown on the Tentative Map but which is within the Mountain House Community to the Applicable Public Agency, sufficient in acreage to meet said Public Land Deficit; 2) transferring fee title ownership of Private Land which is not needed for public facilities or services but which is within the Mountain House Community to MHCSD, sufficient in acreage to meet said Public Land Deficit; and/or 3) submitting land vouchers to the MHCSD, sufficient in acreage to meet said Public Land Deficit. (Mountain House Development title, Chapter 9-1245M regarding the Public Land Equity Program, and

Chapter 9-110M regarding definitions for “Public Land Deficit”, “Applicable Public Agency”, Private Land”, and “land voucher”). If the PLEP, which includes the PLEP Technical Report, is revised prior to the approval of the first Final Map, the subdivider shall comply with the methods for correcting any Public Land Deficit that are specified in said revised PLEP.

22. **Walls and Fences:** All implementing projects shall comply with the applicable provisions of the Trimark Communities, LLC Design Manuals, as amended.

AGRICULTURAL RESOURCES

23. **Agricultural Operation Phasing:** An Agricultural Buffer and Conversion Phasing Plan shall be submitted to the Community Development Department and approved by the Director. The plan shall incorporate the following:

    - Phasing of areas from agricultural to urban use – locations and time frames;
    - Irrigation water supply and service plan approved by BBID;
    - BBID encroachment permits;
    - Temporary buffering that includes a 100-foot setback between the edge of development and ongoing agricultural operations as the project builds out;
    - Permanent setbacks;
    - Landscape buffers; and
    - Fencing, signage or other suitable measures to minimize noise, spray drift and limit the potential for trespass on agricultural lands and BBID facilities.

    In addition, the plan shall address the following:
    - Chemical applications
    - Dust management

    Timing: Condition shall be met prior to approval of the first Final Map. [MP policies 3.2.4 g), h) and i]

24. **Right To Farm Recordation And Notification:** The deed of each parcel and of each condominium unit shall include the following recording notification, as specified by San Joaquin County Ordinance 4217 which added Section 6-9004 et. seq. to Chapter 1 of Division 9 of the San Joaquin County Ordinance Code regarding the Right to Farm Notice: “All persons purchasing lots within the boundaries of this approved map should be prepared to accept the inconveniences or discomforts associated with agricultural operations or activities, such as noise, odors, insects, dust or fumes. San Joaquin County has determined that such inconveniencies or discomforts shall not be considered to be a nuisance.”

    Timing: Prior to approval of Final Map(s).

NOISE

25. **Outdoor Noise Levels:** Best available noise reduction measures shall be implemented by the applicant to reduce noise levels in primary outdoor use areas (backyards) of new residential development to an Ldn of 60 dB. The subdivider shall specify what additional, reasonable measures have been taken in this regard. Where it is not possible to reduce noise levels to this level using practical application of the best available noise reduction measures, an exterior noise level of up to 65 db may be allowed. [Master Plan Policy 11.3.1 (e)] In the case that noise levels cannot be reduced to the design noise level of 60 dB, the applicant must provide notice via a note on the deed of each lot stating that exterior noise levels may exceed 60 dB.

    Timing: Inclusion of note on the Final Map approved by CDD prior to Final Map approval, and inclusion of note on deed prior to issuance of building permits.

26. **Interior Noise Levels:** Interior noise levels for housing proposed to be located in areas exposed to an exterior noise level of an Ldn above 60 dB shall be maintained at or below an Ldn of 45 dB. [SPII Implementation Measure 11.2.1 (4)]

    Timing: Compliance verified prior to the issuance of building permits.

27. **Construction Noise**: The following measure shall be implemented during construction:

    - Construction shall be restricted to the hours of 6:00 AM to 8:00 PM on weekdays. Extended hours which may include Saturdays and Sundays may be allowed through prior notice to adjacent residents and landowners, and prior approval of the MHCSD for infrastructure construction and CDD for building permits.
    - All internal combustion engines shall be equipped with exhaust mufflers that are in good condition and appropriate for the equipment.

    Timing: Inclusion of the above measures as notes on Improvement Plans approved by CDD and MHCSD prior to Final Map approval.

GEOLOGY AND SOILS

28. **Seismic Safety:** The applicant shall comply with the applicable provisions of the MHCSD Emergency Preparedness Plan.

    Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.8.3 (1)]

29. **Geotechnical Investigation Recommendations**: The applicant shall follow the recommendations of the following geotechnical investigations:

    a) *Geotechnical Exploration, Neighborhood K, Mountain House, California*, prepared in September of 2010, by Engeo Incorporated.

    Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps, and the incorporation of all recommendations of the geotechnical engineering studies into site preparation and construction of each dwelling prior to approval of building permits. [SP II Implementation Measure 6.8.3 (2); San Joaquin County Development Title, Chapter 9-905].

HAZARDS

30. **Protocols for Petroleum Hydrocarbons in soil:** If indications of petroleum hydrocarbon contamination in site soil, such as staining and odors, are observed during excavation or grading activities adjacent to Byron Road, the contractor shall stop work and notify the Chevron Environmental Management Company and the RWQCB in accordance with the procedures specified in the Soil and Groundwater Management Plans for Chevron Mountain House Sites Nos. 1, 2, and 3. The contractor shall ensure that any contaminated soil and groundwater encountered during project construction is handled in a safe and lawful manner.

31. **Hazardous Waste:** Handling, use and storage of hazardous chemicals or materials including, but not limited to, asbestos shall be carried out in compliance with all applicable safety standards and

coordinated County programs. Applicable standards shall be made part of the construction specifications for contractors.

Timing: Inclusion of note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps. [SPII Implementation Measure 6.7 (1)]

32. Environmental Hazards: The applicant shall comply with all recommendations of the following applicable Environmental Site Assessment Reports prepared by Condor Earth Technologies, Inc., in 2004 and submitted with the Tentative Maps:

a) *Neighborhoods D, K, L, and Town Center Phase I Environmental Site Assessment Report and A Partial Response to Mountain House Master Plan Chapter Six, Mountain House, San Joaquin County, California.*

b) Limited Phase II Environmental Site Assessment Report, Proposed Neighborhoods D, K, L, and Town Center, Mountain House, San Joaquin County, California.

Timing: Inclusion of a note on Improvement Plans approved by CDD and MHCSD prior to approval of Final Maps.

33. Pre-Construction Safeguards. Prior to any construction, appropriate plans, operating procedures and safeguards shall be undertaken to insure safety in the area of fuel lines and pipelines, consistent with the MHCSD Emergency Preparedness Plan (see Emergency Pipelines Safety Plan). [SPII Implementation Measure 6.8.1 (1)].

BIOLOGICAL RESOURCES

34. Participation in HCP: The Tentative Maps shall comply with the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJCMSCP), including all required take avoidance and pre-construction survey requirements. Alternatively, if the SJCMSCP terminates, the Tentative Maps may proceed with the implementation of the Mountain House Habitat Management Plan, contained within the Master Plan Appendix 7-B, pursuant to the terms of Section 3.11 of the Master Plan Development Agreement between San Joaquin County and Trimark Communities, LLC. [SPII Implementation Measure 7.3.1 (1)]

Timing: The applicant shall submit a biologist's report of pre-construction surveys to the San Joaquin County Community Development Department (CDD) prior to the issuance of grading permits for the project.

35. Endangered Species Act: In carrying out the operations of each Tentative Map, the applicant shall take no action that violates the California Endangered Species Act or the Federal Endangered Species Act. Compliance with said laws shall be the sole responsibility of the applicant and the applicant agrees to indemnify, defend and hold the County harmless from and against any claim or action by affected State agencies, or affected Federal agencies or other third party, as to the project's compliance with said laws. [SPII Implementation Measure 7.3.1 (2)]

Timing: Improvement plans prior to Final Maps and ongoing.

36. Wetland Mitigation. Wetlands mitigation shall provide for the creation of wetlands to replace those which would be lost, if any. Mitigation, if required by the Clean Water Act, shall occur within the Mountain House and Dry Creek corridors. [SPII Implementation Measure 7.3.2 (1)]

37. **Buffering**. Where preserved wetlands provide valuable habitat to wildlife, protective fencing, screening or buffers shall be provided where necessary to minimize disruption of habitat areas. [SPII Implementation Measure 7.3.2 (2)]

38. **Fencing Requirements**.

a) Buffer zones along wetland restoration areas shall be temporarily fenced during construction so as to minimize the potential for inadvertent impacts from construction activities. [SPII Implementation Measure 7.3.2 (4)] The applicant shall retain a qualified biologist or wetlands specialist to stake, using easily-observable flagging, the boundaries of all wetlands to be protected. The applicant shall organize and convene pre-construction conferences between the contractor and the project biologist or wetlands specialist to ensure that grading contractors recognize the importance of these resources and avoid all flagged areas.

Timing: Improvement plans prior to commencement of grading operations adjacent to wetlands.

b) View fencing shall be provided for all residential development, including single family residences, condominiums, and multi-family structures, that directly abut the Old River Regional Park. Said view fencing shall utilize a common design, and shall be consistent with the *Mountain House Community Services District Design Manual* for view fences. [Master Plan Policies 4.2.7 (g) and (h); SPII Section 4.2.5.]

Timing: Improvement Plans approved by CDD and MHCSD prior to first building permit.

AIR QUALITY

39. **Residential Emissions**: Construction plans for residential dwellings shall incorporate the following items:

- Natural gas lines outlets shall be provided to backyards to encourage usage of natural gas barbecues.
- 220 volt electrical outlets for recharging electric automobiles shall be provided in each garage. Electrical outlets shall be located on the outside of single family homes to accommodate electric lawn maintenance equipment and electric barbecues.
- No wood burning fire places, unless otherwise provided by the San Joaquin Valley Air Pollution Control District ("SJVAPCD"). If fireplaces are designed to be natural gas heating appliances of a zero clearance design, there is no limitation on the number of fireplaces per unit.
- Low nitrogen oxide (NOx) emitting and/or high efficiency water heaters shall be required for all dwelling units.

Timing: prior to issuance of building permits. [SPII Implementation Measure 10.5 (1)]

CULTURAL RESOURCES

40. **Unknown Pre-Historic/Historic-Period Resources**: If, during the course of any grading activity or construction, subsurface concentrations of prehistoric or historic-period materials are encountered, the San Joaquin County Community Development Department (CDD) shall be contacted immediately. All work in the vicinity of the find shall be shall be halted until an archaeologist can

evaluate the materials and make recommendations for further action.

Timing: At the time of the find until permission to proceed is granted by CDD.

41. **Unknown Human Remains**: The applicant shall comply with the County's Development Title (Chapter 9-1053M) regarding the uncovering of human remains or of a human prehistoric burial site during the course of any grading or construction. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of the Guidelines for California Environmental Quality Act.

    Timing: At the time of the find until permission to proceed is granted by CDD.

II. MOUNTAIN HOUSE COMMUNITY SERVICES (Staff Contact: Morgan Groover 209-831-5666)

GENERAL

1. All subdivision improvements shall be in conformance with Community Approvals, including, but not limited to, subdivision improvement plans and specifications, the latest Improvement Standards and Specifications of the Mountain House Community Services District (MHCSD), the Design Manual, Master Plan, Specific Plan II, master utility plans, and other standards and plans adopted by the MHCSD. These improvement plans and specifications must be approved by the MHCSD prior to approval of each phased Final Map or before work is commenced.

2. The developer shall comply with all requirements of SP II, SP II Initial Study, including, but not limited to, County, State and Federal requirements relative to air quality, storm water discharge, waste disposal and hazardous waste. Any reference to Standards used in these Conditions of Approval shall be interpreted to be the MHCSD Standards in effect at the time of the improvement plan submittal and approval to the extent that such standards do not conflict with the MARA.

3. MHCSD Master Restrictions shall be recorded on the property concurrently with the recordation of any final map.

4. All required onsite and offsite easements and dedications shall be offered to the MHCSD through offers of dedication to the MHCSD or shall be recorded on the Final Map. Dedication of public rights-of-way shall be in conformance with the adopted Public Land Equity Program (PLEP). Any easements to be abandoned that belong to an irrigation district shall not be abandoned without prior approval of that district.

5. All costs incurred by the MHCSD for any applicant development project shall be paid by the applicant in accordance with the MHCSD Development Project Fees for Services Agreement, dated October 9, 2009, between MHCSD and Shea Mountain House LLC.

6. Except where provided otherwise in a Project Acquisition Agreement or Project Reimbursement Agreement, prior to the recording of any Final Map, all infrastructure facilities outside the boundary of the Tentative Map (water, sewer, storm drainage, electric power, natural gas, telephone, communications, etc.) necessary to serve Neighborhood “K” or “L” shall be in place and fully operational. Any deferral will require the developer to provide the MHCSD a bond insuring the eventual construction of the facility.

7. All conditions on the “Will Serve Letter” from the MHCSD shall be met prior to approval of Final Map, unless specified otherwise in the letter. The MHCSD General Manager may defer the installation of a facility if bonding is provided and it can be demonstrated to the satisfaction of the MHCSD Public Works Director that it is not needed at that time.

8. All reference to approvals herein by the MHCSD shall be interpreted as approval by the General Manager or his or her designee, except for those approvals specifically delegated by law to the Board of Directors.

9. All references to bonding shall mean a bond or any other security acceptable to MHCSD in compliance with the State of California Subdivision Map Act and provided by a company doing business in California.

10. All conditions of approval and all applicable impacts and mitigation measures identified in SP II plan and SP II Initial Study are to be completed as directed in the Mitigation Monitoring report, unless specifically addressed otherwise in one of the conditions of approval for the Tentative Map.

11. All public lands shown on the Tentative Map shall be dedicated or offered for dedication to MHCSD at the time of approval of the Final Map in accordance with the PLEP Ordinance, if applicable.

12. Final Maps shall conform to the roadway system depicted in Specific Plan II, Figure 9.1 for arterials and collectors, conforming to the latest MHCSD Standard Specifications and Standard Plans, to the Bicycle and Pedestrian systems as shown in Specific Plan II, Figure 9.2, and to the transit system depicted in Specific Plan II, Figure 9.3, to the extent that such standards do not conflict with the MARA**.** Transit Stops shall be designed into Improvement Plans unless waived by the Public Works Director.

13. All street standards shall comply with the State of California Fire Code provisions, as interpreted and implemented by the San Joaquin County Fire Marshall and City of Tracy Fire Department.

14. All water rights shall be dedicated to the MHCSD upon approval of Final Maps.

15. Whenever all or any portion of a local or an arterial street is constructed, the improvements shall include the installation of all streetlights. The Neighborhood lighting shall be provided as required by the MHCSD Design Manual and as directed by the Public Works Director. Street lights shall also conform to the MHCSD Technical Specifications and Design Standards in effect at the time of the submittal for final approval.

16. Restricted access shall be shown on the Final Map and shall be in accordance with the Master Plan, the Design Manual, the MHCSD's Specifications and as directed by the MHCSD.

17. Record Drawings on Mylar and in digital format, consistent with the MHCSD file format, shall be submitted to MHCSD prior to acceptance of the improvements by the MHCSD.

18. Final Map Digital File: A digital file of the Final Map shall be submitted to the MHCSD and to the San Joaquin County Community Development Department. The digital file format shall be consistent with requirements of the County Assessor and Community Development Department GIS division and the MHCSD digital file format. Condition shall be met prior to approval of Final Map.

19. Geotechnical Report: All infrastructure designs shall be shown on the grading and improvement plans and shall comply with and incorporate the recommendations of the Geotechnical Engineering Studies. Condition shall be met before approval of Final Map.

20. Environmental Hazards: Comply with all recommendations of the Environmental Site Assessment prepared for the project. Condition shall be met prior to beginning any construction on the related Final Map. Annual Reports, if applicable shall be submitted to the MHCSD Development Director.

21. Monitoring Agreement: The developer shall fund its fair share of the Community Monitoring and Mitigation Monitoring Programs, including the annual Traffic Monitoring Report. The developer shall also fund the MHCSD's efforts to monitor compliance with the Tentative Map conditions of approval.

22. Agricultural Drainage Improvement Phasing: A Surface and Subsurface Drainage Facilities Relocation and Improvement Plan shall be submitted to and approved by BBID and MHCSD Public Works Director. The plan shall include, but not be limited to, the following:

- Phasing for relocation and improvement of existing surface and subsurface drainage facilities, as applicable.
- Locations and timing of any applicable relocations;
- Identification of "dewatering" areas and temporary or permanent methods for the dewatering system and connections to the storm water collection system, as determined necessary by the plan;
- BBID Encroachment Permits.

23. The developer shall prepare an SB 221 report to address the community's potable water supply needs prior to filing of any of the project's Final Maps.

24. Library Services: This project is subject to the Mountain House Master Plan conditions for Construction of a library. Construction of the Library shall begin when approximately 4,500 residential units in the Mountain House Master Plan area have been permitted. The library shall be completed within eighteen months of commencement of construction, unless an extension is approved by the MHCSD General Manager. The Library shall be dedicated to the MHCSD upon satisfactory completion. This condition can be satisfied by an agreement acceptable to the MHCSD that the required facilities will be constructed on this schedule and if they are bonded for.

25. Fire Station: Prior to filing of the final map the second fire station shall be either constructed or, if approved by the General Manager, bonded for or, if determined by the General Manager, such other fire mitigation measure shall be provided that satisfies the Fire Protection plan as determined by the General Manager. The General Manager shall approve the location of the Fire Station. The Station shall be dedicated to the MHCSD.

26. Corporation Yard Facilities: Concurrent with the issuance of each building permit, the Applicant shall deposit in a MHCSD maintained Corporation Yard Facilities Capital Fund an amount equal to their pro-rata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of the Corporation Yard Facilities as that cost is specified in the latest update of the CFF Plan Fees. Alternatively, the applicant may construct the Corporation Yard Facilities, subject to MHCSD design and location approvals. Construction shall begin prior to the 4,500th building permit within the Mountain House Master Plan Area, or as determined by the MHCSD General Manager.

27. O & M Vehicles: Concurrent with the issuance of each building permit the applicant shall deposit in a MHCSD maintained Vehicle Capital Fund an amount equal to their prorated share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of O&M Vehicles as that cost is specified in the latest update of the CFF Plan Fees.

28. Police and Fire Vehicles: Concurrent with the issuance of each building permit the applicant shall deposit in a CSD maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of Police and Fire Vehicles as that cost is specified in the latest update of the CFF Plan Fees.

29. Transit Vehicles: Concurrent with the issuance of each first building permit the applicant shall deposit in a CSD maintained Vehicle Capital Fund an amount equal to their prorata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of Transit Vehicles as that cost is specified in the latest update of the CFF Plan Fees.

30. Administration Facilities: Concurrent with the issuance of each building permit the Applicant shall deposit in a MHCSD maintained Administration Facilities Capital Fund an amount equal to their pro-rata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of the Administration Facilities as that cost is specified in the latest update of the CFF Plan Fees. Alternatively, the applicant may construct the Administration Facilities. Construction shall begin prior

to the 10,000th building permit within the Mountain House Master Plan Area, or as determined by the MHCSD General Manager. Construction shall be completed within 18 months of the commencement of construction, unless waived by the MHCSD General Manger.

31. Police Substation: Concurrent with the issuance of each building permit the Applicant shall deposit in a MHCSD maintained Police Substation Capital Fund an amount equal to their pro-rata share (based on the CFF Plan Fee formula as determined by the MHCSD) of the total cost of the Police Substation as that cost is specified in the latest update of the CFF Plan Fees. Alternatively, the applicant may construct the Police Substation.

32. Temporary Turnarounds: All streets, which are to be stubbed for future extension, will require temporary turnarounds, unless waived by the MHCSD and shall be shown on the Improvement Plans.

33. Recyclable Construction Waste: Recycling of construction wastes, such as wood and metal, shall be made part of the improvement plans and construction specifications for contractors in compliance with MHCSD requirements. Condition shall be met before approval of improvement plans or the commencement of construction, whichever comes first.

34. Traffic and Transportation: The applicant shall improve all streets shown on the Tentative Map. The MHCSD may allow phased improvements subject to the Subdivision Agreement and bonding.

35. The General Manager shall approve alternative funding of the various improvements, subject to existing agreements and ordinances.

36. The following statement applies to all the conditions listed here: If the MHCSD Public Works Director determines that a facility or a street improvement is not yet warranted, the Public Works Director may allow the facility or the street improvement to be delayed. The developer shall provide adequate bonding to the MHCSD assuring construction at the time the MHCSD Public Works Director determines the facility or street is needed.

37. The applicant fund and perform a traffic study and a transportation monitoring program and shall comply with the Transportation Monitoring Program. The applicant shall comply with the requirements of the Transportation Demand Management and Transit Plan (Hoyt, 1997) as administered by the MHCSD.

38. The applicant shall submit for MHCSD approval a Construction Truck Management Plan for construction activities, prior to any construction.

39. The applicant shall perform a traffic signal warrant study for the tentative map area and comply with the results of the study, installing traffic signals where they are warranted, in accordance with the adopted Signal Master Plan. The applicant shall also install or bond for the signals that are within the tentative map area but are not warranted at the time of filing a final map.

40. Install a traffic signal at Mascot and Central Parkway prior to the issuance of the 1200th building permit beyond “E”,”F”, and “G”.

41. Install a traffic signal at DeAnza Boulevard and Central Parkway prior to the issuance of the 1500th building permit.

42. Install a traffic signal at Great Valley Parkway and Kelso Road prior to the issuance of the 1670th building permit beyond “E”, “F”, and “G”.

43. Fund as determined by MHCSD, a traffic signal at the intersection of Grant Line Road and Altamont Pass Road and the addition of one lane on each approach to the Grant Line Road prior to the

issuance of the 2250th building permit beyond “E”, “F”, and “G”. If Alameda County does not allow these improvements, the improvement funds shall be deposited with the MHCSD to be used as directed by the General Manager as described in the TIF Program.

44. Subject to the requirements of the Mountain House Transportation Improvement Fee Technical report adopted by the MHCSD Board of Directors on April 11, 2000, and all amendments thereof to date, widen or fund, as determined by MHCSD, Grant Line Road to four lanes from Great Valley Parkway to I-580 freeway prior to issuance of the 2250th building permit beyond “E”, “F”, and “G”. The developer shall improve and widen Grant Line Road between the Alameda County line and its intersection with I-580. If Alameda County does not allow the improvements to Grant Line Road, the developer shall deposit with the MHCSD, funds equivalent to the cost of the widening as listed in the TIF Report. The MHCSD General Manager may use the funds to improve other regional roads as determined by a traffic study and stated in the TIF technical report and approved by the MHCSD. If Grant Line Road in Alameda is not widened, an interim design showing the transition from 4 lane to two lane within the boundary of Mountain House shall be submitted to the MHCSD for review and approval.

45. Prior to the issuance of the first residential building permit north of Byron Road, one of the three permanent Byron Road crossings shall be constructed. Prior to the issuance of the 1300th residential building permit north of Byron Road, the second permanent Byron Road crossing and the Railroad crossing shall be constructed. Prior to the issuance of the 2700th residential building permit north of Byron Road, the third permanent Byron Road and the second at grade railroad crossing shall be constructed. If at any time, frequent, regularly scheduled train service is established on the Union Pacific Line along Byron Road, no further Final Subdivision Maps will be approved until the Central Parkway overpass is complete and operational.

46. All street improvements along Byron Road from East boundary of the MHCSD to the west boundary of the MHCSD shall be constructed to its full and final design as indicated on the Master Plan and the latest MHCSD standards. Timing shall be consistent with Community Approvals as determined by MHCSD.

47. All streets within the development and as shown on the Tentative Map shall be improved by the developer according to the following:

48. If the property shown on the Tentative Map is to be developed in phases, then a Subdivision Agreement and appropriate bonding shall be executed between the MHCSD and the developer for each phase, prior to the approval of the Final Map.

49. If the land covered by the Tentative Map is to be developed in phases, then the boundary of each phase shall be determined by the following access requirements:

A. Two points of access shall be provided by streets having a classification of residential collector or higher.

B. If a phase boundary is to parallel the alignment of an in-tract street, then the boundary shall be along the rear line of the lots facing the street. Boundary lines along the centerline or edge of a right-of-way line of a street shall not be allowed, except when specifically approved in writing by the General Manager of the MHCSD.

C. Prior to the beginning of the final design of the subdivision, the Applicant and the Public Works Director shall consult with Tracy Fire regarding emergency access to the proposed development. Any requirements for emergency access shall be approved by MHCSD.

50. Except where allowed otherwise by the MHCSD, the grading of the project shall be such that all storm water runoff shall drain to public streets, public alleys, Mountain House Creek, or drainage facilities within easements for storm drainage purposes. Runoff across property lines to adjacent private property (not including alleys that have storm drainage facilities maintained by the MHCSD or a homeowner's association) will not be allowed.

51. The minimum arterial improvements, outside of the tentative map boundaries, as described herein, shall be constructed as necessary to serve the proposed development or phases of development, as determined by MHCSD.

52. All buildings shall be wired per specifications in the "Low Voltage Construction Pre-wire Guidelines" and other specifications provided by the MHCSD, and in accordance with the latest version of the MHCSD Technology Master Plan.

53. Sound walls, meeting the design requirements contained in the MHCSD Design Guidelines, shall be installed on arterial streets (except for Central Parkway) and collector streets when the adjacent development (or phased development) has lots backing onto the street. The length of the sound wall shall match the total length of the lots backing onto the street plus an additional length that will close a gap to a previously constructed wall not more than 200 feet away or to the end of the first block.

54. The sound walls shall be constructed consistent with the MHCSD Design Manual, the Master Plan and as shown on the preliminary sound wall plans. The noise barrier may consist of a wall, berm, or combination thereof, the exact location, height and character of the sound barrier shall be determined by a noise consultant approved by the County and the MHCSD. The sound study shall comply with the Neighborhood K & L Initial Study Sound Study.

55. Except when the MHCSD General Manager specifies otherwise, when a sound wall is installed on an arterial street, the adjacent street edge landscaping, sidewalk, and street curb & gutter shall also be installed.

56. Construction Traffic shall comply with the Construction Truck Management Plan administered by the MHCSD. Project construction plans shall include specifications to the contractor outlining compliance requirements.

57. To control erosion and sedimentation during project construction and operation, the developer shall comply with MHSWMP policies, MHSWMP mitigation measures, and Phase I and II NPDES permit requirements, including the preparation and implementation of a SWPPP that outlines BMPs to be followed to minimize erosion and sedimentation during project construction and operation. The Developer shall have qualified NPDES personnel on site. The developer shall pay all cost associated with the implementation and inspection of these requirements.

58. The developer shall build the required drainage system and water quality basins as required by MHCSD to accommodate runoff from the project.

59. Water Quality Basins Mosquito Abatement: Plans for the implementation and maintenance of the water quality basins and any other storm drainage facilities involving open bodies of water shall be reviewed and approved by the MHCSD and if required by the Mosquito Abatement District.

60. All non-residential (I.e. Office, Industrial, Commercial, etc), uses must enter into an NPDES storm water agreement with MHCSD.

61. UTILITIES

A. The Developers and contractors shall comply with Ordinance No. 4162 “Street Opening and Pavement Restoration Regulations”.

B. When any portion of an arterial street is to be included in a development’s construction plans, then all of the buried utilities that are ultimately planned to be within the improvement area shall be installed as part of the street improvement project, regardless of any of the utilities needed for any phase of the development associated with the street construction. Conduits or sleeves may be installed in lieu of the buried utility, if approved by the MHCSD Public Works Director.

C. Any phased development shall install all “in-tract” utilities needed to serve its development. In addition, if any future adjacent or nearby phases of the development, or adjacent Neighborhoods, will depend on obtaining service from such utilities, then the utility lines shall be sized to serve these future developments. Any utility lines that are intended to be used by an adjacent development or Neighborhood shall be installed up to the phase or Tentative Map boundary line to make it available for future extension. To recoup all or a portion of any over sizing costs, the developer may request the MHCSD to process a reimbursement agreement pursuant to the MARA. A Water Volume and Pressure Analysis shall be approved by the MHCSD for any phasing of the water system that is not served by completed portions of the Water Master Plan. If sufficient parameters are not met, then additional portions of the Water Master Plan may have to be completed, as determined by the MHCSD Public Works Director.

D. When public utilities are to be located outside public rights-of-way but within the Tentative Map boundary, the developer shall provide public utility easements for these utilities. The easements shall be shown on all Final Maps and parcel maps. Prior to the submittal of improvement plans for the development, the developer shall submit to the MHCSD composite to-scale schematic plans for in-tract and outside the tract all storm drains, sanitary sewers, and water distribution facilities, both in plan and profile Any discovered conflicts shall be corrected prior to plan approval.

E. Electrical transformers within residential Neighborhoods shall be in underground vaults, subject to MHCSD and Modesto Irrigation District (MID) requirements. The developer shall pay for any incremental costs relating to undergrounding transformers not paid for by MID.

F. Transformers located in the downtown area, commercial and industrial areas may be placed above ground provided they are aesthetically designed and/or shielded by landscaping subject to MHCSD and MID requirements.

G. The developer shall fund, design and construct the required storm drainage system in accordance with the requirements of the Storm Water Master Plan Update and the MHCSD’s Standards and Specifications to serve the Tracts, unless otherwise required or approved by the MHCSD General Manager.

H. The applicant shall purchase, install and maintain catch basin filters and/or other source control Best Management Practices (BMPs) for urban runoff from Tracts as determined by the MHCSD. MHCSD approved catch basin insert filters must be installed, in tract and on the arterial streets abutting the project prior to home construction. They shall be properly maintained and filters replaced if damaged or filled with debris.

I. All filters on private roadways shall be approved by the MHCSD and shall be privately maintained.

J. All non-residential (i.e. Office, Industrial, Commercial, Neighborhood Commercial etc), uses must enter into a Discharge Agreement with MHCSD.

62. WASTEWATER TREATMENT PLANT

A. The applicant shall provide to the MHCSD evidence of capacity to serve the project in the wastewater treatment plant or the applicant shall fund, design and construct the last phased expansion of the wastewater treatment plant (WWTP) and/or systems necessary to meet these requirements, prior to the approval of the first development Final Map.

B. The developer shall extend existing pipelines to the project site as shown on the Master Sanitary Sewer Plan.

63. WATER TREATMENT PLANT
The applicant shall provide to MHCSD evidence of adequate water capacity to serve the project in the water treatment plant or the applicant shall fund, design and construct the last phased expansion of the water treatment plant (WTP) and/or systems necessary to meet these requirements prior to the approval of the first development Final Map.

Construction Emissions: The applicant shall implement the Regulation VIII Control Measures of the SJVAPCD and applicable measures in Table 6-3 of the SJVAPCD Guide for Assessing and Mitigating Air Quality Impacts.

64. Construction-Related Erosion: The applicant and/or contractor shall comply with applicable NPDES General Construction Activities Storm Water Permit requirements established by the Clean Water Act. Pursuant to the NPDES Storm Water Program, a WDID number shall be noted on the Grading Plans.

65. The applicant, in conjunction with the MHCSD and school districts, shall address traffic control and standard traffic safety measures, such as “walk to school plans”,

66. HOLD HARMLESS PROVISION: Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agencies, the MHCSD or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code. This Hold Harmless Provision includes, but is not limited to, any action that may be taken by U.S. Fish & Wildlife and/or California Dept. of Fish & Game pursuant to FESA and CESA relative to the lower fees collected pursuant to the SJMSCP before it is officially adopted.

67. LANDSCAPING AND ARCHITECTURE

A. All in-tract landscaping and utility R/W areas and all other landscape areas within Specific Plan II that were not in the original Master Plan, the MHCSD Parks, Recreation and Leisure Plan, the TIF or the CFF (January, 2003), as determined by MHCSD, will require a funding mechanism as determined by MHCSD. These areas will require establishment of a maintenance entity or financing mechanism acceptable to MHCSD to provide funding for maintenance and, if necessary, replacement at the end of the useful life of improvements, including, but not limited to, landscaping, pathways, walls, and all improvements serving, or for the special benefit of, this subdivision. The financing mechanism shall be completed and adopted by the Board of Directors prior to the approval of the first Final Map.

B. The applicant shall clearly identify the landscaping and architectural theme to be used in each Neighborhood, Recreation area, and other community facilities. Distinct themes shall be created to ensure that each neighborhood has a separate architectural theme and shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and any applicable Special Purpose Plan.

C. The applicant shall submit a complete set of Landscape Guidelines for the entire Neighborhood. Landscaping themes shall be distinct for each neighborhood. Landscaping and architectural design of public areas shall implement the common design theme for the Neighborhood and shall be consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual and any applicable Special Purpose Plan.

D. Roadway, streetscape, and landscaping shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual.

E. Landscaping of Community and Neighborhood entries shall be installed concurrently with the landscaping of adjacent streets. Entries shall be designed consistent with all Community Approvals including applicable provisions of the MHCSD Design Manual, and shall be reviewed and approved by the MHCSD Public Works Director concurrently with the adjacent Street Improvement Plans.

F. The roadway landscape construction plans shall be processed and approved by the MHCSD Public Works Department concurrently with the Improvement Plans.

G. The collector street network and landscape treatments shall comply with all Community Approvals including applicable provisions of the MHCSD Design Manual and MHCSD Standards.

H. Landscaping and architectural design of all parcels, designated as HOA or Landscape Maintenance District, shall be consistent with all Community Approvals, including applicable provisions of the MHCSD Design Manual and MHCSD Standards. The design plans associated with each phase of the development shall be completed and approved by the MHCSD Public Works Director prior to the approval of the Final Map for that phase.

I. Masonry walls shall be installed at the property line between residential properties and all public or private parcels not intended for residential construction unless restricted by Community Approvals. View Fencing or no fencing may be permitted in locations where residences face the Open Space, as deemed appropriate by MHCSD. Plans are to be consistent with all Community Approvals, including applicable provisions of the MHCSD Design Manual, MHCSD Standards, and any applicable Special Purpose Plan.

Improvement Plans shall be approved by CDD and MHCSD prior to issuance of the first building permit.

J. All landscape pedestrian through-block connections, if applicable, shall be a minimum of 30-foot width.

K. Public pedestrian connections from Crane Avenue to Old River Regional Park shall contain a colored concrete sidewalk (minimum of twelve feet wide to match the Park's trail), illuminated bollards or post-top lights, and landscaping consistent with MHCSD standards.

L. Along the rear property line of residential lots along the north side of Crane Avenue (which back-up to Old River Regional Park), there shall be View Fences as described within the MHCSD Design Manual. Side yards shall be contained by either a View Fence or MHCSD standard community wall and pilasters.

68. NEIGHBORHOOD PARKS

A. K and L neighborhood parks shall be either dedicated to MHCSD with the first Final Map or, if land is to be private, the developer shall provide a separate funding mechanism for maintenance acceptable to MHCSD.

B. K and L Neighborhood Parks shall be designed consistent with all Community Approvals, including applicable provisions of the Parks, Recreation and Leisure Plan and the MHCSD Design Manual. The design of the park shall be reviewed and approved by the MHCSD.

C. Construction of K and L Neighborhood Parks may begin with the construction of first homes but no later than the time at which 50% of the dwelling units for the neighborhood have been issued a building permit. The Park shall be completed no later than the time at which 80% of dwelling units for the neighborhood have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

69. COMMUNITY PARKS:

A. All implementation of public improvement projects shall comply with all Community Approvals, including applicable provisions of the MHCSD Parks, Recreation and Leisure Plan and the MHCSD Design Manual.

70. OLD RIVER REGIONAL PARK:

All implementation of public improvement projects shall comply with all Community Approvals, including applicable provisions of the MHCSD Parks, Recreation and Leisure Plan and the MHCSD Design Manual. Homes on the south side of the regional park shall be limited to allow for full view of the park from the adjacent street and construct a wide path accessible for fire trucks and other emergency vehicles with access at intermittent points. Construction of park improvements may be completed on a phased basis to correspond with the development of Neighborhoods directly adjacent to the facility. Each minimum phase shall be defined as the entire segment of the park that is directly adjacent to an abutting Neighborhood or the Old River Center area. The applicant shall evaluate the feasibility and permit requirements for a public boat launch along the Old River bank per the MHCSD Master Plan. If feasible and permitable, the applicant shall construct a public boat launch along the Old River bank with appropriate public access..

Timing: The conceptual design and programming for the Old River Regional Park adjacent Neighborhood K shall be submitted to and approved by the MHCSD prior to the first residential

building permit in Neighborhood K. Construction of Old River Regional Park adjacent Neighborhood K shall begin no later than the time at which 400 residential building permits in Neighborhood K have been issued. Old River Regional Park adjacent Neighborhood K shall be completed no later than the time at which residential 800 building permits within Neighborhood K have been issued. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.

A. ~~All implementation of public improvement projects shall comply with all Community Approvals, including applicable provisions of the MHCSD Parks, Recreation and Leisure Plan and the MHCSD Design Manual.~~

B. ~~Construction of park improvements may be completed on a phased basis to correspond with the development of Neighborhoods directly adjacent to the facility. Each minimum phase shall be defined as the entire segment of the park that is directly adjacent to an abutting Neighborhood or the Old River Center area. Construction shall begin no later than the time at which 50% of the dwelling units have been issued a building permit. The improvements to specific segment shall be completed no later than the time at which 80% of dwelling units within the adjacent neighborhood or River Center area have been issued building permits. Completion time may be modified by the MHCSD General Manager to reflect construction, weather, budget, or other public interest contingencies.~~

71. MOUNTAIN HOUSE CREEK:

All remaining required improvements to Mountain House Creek North of Byron Road shall be completed, including but not limited to all bridge crossings, utility crossings, storm facilities and connections, lake outlets and any other improvements and right of way dedications along the creek.

Timing: Prior to the first residential building permit within Neighborhood K.

A. ~~All remaining required improvements to Mountain House Creek North of Byron Road shall be completed, including but not limited to all bridge crossings, utility crossings, storm facilities and connections, lake outlets and any other improvements and right of way dedications along the creek. Timing: Prior to first building permit in K or L, whichever comes later.~~

B. ~~North Community Park: The North Community Park must be constructed no later than the time 80% of dwelling unit permits within Neighborhood K and L have had their final inspections~~.

72. IN-TRACT STREETS, LAKES, AND OLD RIVER PARK: All improvement plans for in-tract streets, lakes and Old River Park shall be in compliance with appropriate planning standards, including the Community Approvals. Timing: Improvement plans for in-tract streets, lakes and Old River Regional Park shall be approved prior to recording of final maps or start of any construction work.

A. Neighborhood K&L Lakes: If the Lakes in neighborhoods K&L are to be public lakes, owned and maintained by the MHCSD, public access shall be provided. The public access shall allow for MHCSD maintenance of the lake and pedestrian/bike access. The lake edge treatment design, such as slopes or seawalls shall be approved by the MHCSD. Furthermore, the landscape buffer between private lots and the Lake shall be approved by the MHCSD. Compliance with this condition shall be evidenced by MHCSD approved Lake improvement plans. A funding mechanism for maintenance of the lakes shall be established prior to issuance of any building permits. MHCSD approval of the lake designs is required regardless of the ownership and maintenance of the lakes.

B. Private and Public Alleys: Both private and public alleys shall be approved by the MHCSD. Alleys shall be in compliance with MHCSD and fire department standards for emergency vehicle access, solid waste removal and parking. Compliance with this condition shall be evidenced by MHCSD approved in-tract improvement plans.

C. Traffic Calming: The applicant shall implement traffic calming measures into the project, using traffic circles or other traffic calming measures approved by the MHCSD. Compliance with this condition shall be evidenced by MHCSD approved in-tract improvement plans.

D. Old River Regional Park: The applicant shall work with the MHCSD to allow for public comment regarding the design of the Old River Regional Park and any potential changes to the MHCSD Parks and Leisure Plan. Additional features that may be added by the developer shall be reviewed and approved by the MHCSD. Compliance with this condition shall be evidenced by MHCSD approved Old River Regional Park improvement plans.

E. Intersections and Driveways: The intersection of D Drive and OO Street in Neighborhood L is too close to Mountain House Parkway. The applicant shall revise the roadway configuration to achieve the minimum separation as determined by the MHCSD on the final map and in-tract improvement plans. If during the in-tract improvement plan review by the MHCSD any other intersections or driveways are found to be too close to an arterial road, the configuration shall be revised to achieve the minimum separation as required by the MHCSD. Compliance with this condition shall be evidenced by MHCSD approved in-tract improvement plans.

73. NORTH COMMUNITY PARK:

The North Community Park shall be designed and constructed as required by the MHCSD Parks, Recreation, and Leisure Plan, and shall include a Senior Center.

Timing: The North Community Park shall be constructed no later than the time 80% of dwelling unit permits within Neighborhood K have had their final inspection.

74. MOUNTAIN HOUSE COMMERCIAL, OFFICE, AND INDUSTRIAL DESIGN MANUAL UPDATE:

Mountain House Commercial, Office, and Industrial Design Manual shall be updated to provide a detailed development framework for the Old River Center. The Manual update shall provide detail relative to design to describe requirements regarding uses, locations, access, physical relationships, pedestrian and vehicular access and circulation, services, site planning, as well as architecture and landscape design requirements.

Timing: Update shall be approved by the San Joaquin County Community Development Department prior to recordation of first final map within Neighborhood K.

III. COUNTY COUNSEL

1. **HOLD HARMLESS PROVISION:** Pursuant to Section 66474.9 of the Government Code, the subdivider shall defend, indemnify, and hold harmless the local agency or its agents, officers, and employees from any claim, action, or proceeding against the local agency or its agents, officers, or employees to attack, set aside, void, or annul an approval of the local agency, advisory agency, appeal board, or legislative body concerning a subdivision, which action is brought within the time provided for in Section 66499.37 of the Government Code.

IV. DEPARTMENT OF PUBLIC WORKS (Staff Contact: Alex Chetley: 209-468-3000)

1. The developer shall obtain a Conditional Letter of Map Revision based on Fill (CLOMR-F) to remove all areas of proposed development from the special flood hazard area prior to approval of the Final Map. Additionally, the developer shall obtain a Letter of Map Revision based on Fill (LOMR-F) prior to building permit application.

   (i.) All future building permits for projects located within a Special Flood Hazard Area at the time of permit issuance shall meet the San Joaquin County flood hazard reduction requirements (Title 9, Chapter 9-1605) and all requirements of the State of California (CCR Title 23) that are in force at the time of permit issuance. As an example, these requirements may include raising the finish floor elevation one foot above the expected flood level and/or using flood resistant materials.

V. ENVIRONMENTAL HEALTH DEPARTMENT (Staff Contact: Ted Tasiopoulos (209-953-7698)

1. A qualified environmental professional shall prepare a surface and subsurface contamination report, identifying any potential source of surface or subsurface contamination caused by past or current land uses. The report shall include evaluation of non-point source of hazardous materials, including agricultural chemical residues, as well as potential point sources, such as fuel storage tanks, septic systems, or chemical storage areas. If the report indicated there is contamination, corrective action shall be taken as recommended in the report and concurred with by Environmental Health prior to recordation of Final Map (San Joaquin County Development Title, Section 9-905.12(a)(c)).

   A review fee of $244 shall be paid at the time of submittal to the Environmental Health Department.

2. Written Confirmation is required from the Mountain House community Services district that improvements have been constructed or financial arrangements have been made for any improvements for public sewer required by the agency. In addition, written confirmation from the Mountain House Community Services District that the agency has or will have the sewer capacity to serve the development is also required (San Joaquin County Development Title, Section 9-1100.3).
   .
3. This project shall be provided with public water service at the time of Final Map recordation. A letter shall be submitted from the Mountain House community Services District stating that these services either are bonded for or are in place, prior to final approval (San Joaquin County Development Title, section 9-1120.2).

4. Any geotechnical drilling shall be conducted under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

VI. **TRACY FIRE DEPARTMENT** (Staff Contact: Scott Owen 209-831-4401)

1. Fire hydrants within the residential portion of the subdivisions shall be spaced with a maximum separation of no more than 500 feet measured along a vehicular path of travel. The maximum spacing shall be reduced by 150 feet for dead end streets and the maximum distance from any point on the dead end street to a hydrant shall not exceed 200 feet.

2. Fire hydrant spacing for commercial and industrial areas shall be determined by the fire flow requirements specified by the Fire Code under adoption but in no case less than every 350 feet.

3. Fire hydrants shall be installed on both sides of the street when the streets exceed four or more lanes, has a raised median, center divider or is in excess of 88 feet in width.

4. No hydrant shall be placed within a residential alley of less than 30 feet in width. Such alleys shall be restricted to no parking, no storage or placement of garbage refuse cans or containers and shall be restricted to one way thru traffic only. All hydrants located within an alley shall be protected from physical damage in compliance with section 312 of the 2010 California Fire Code with a clear working space about the hydrant of not less than 36". Alleys shall be provided with appropriate entrance and exit approaches capable of being utilized by existing fire apparatus and equipment.

5. All alley's and streets, private or public, of less than 50 feet in width shall have restricted parking as deemed necessary by Fire Code Official. Said streets, access roads and alley's shall be provided with appropriate signage and curbs painted with red paint. Typical signage shall read "No Parking-Fire Lane"

6. Fire Department connections shall be placed within 150 feet of a hydrant.

7. All new single family residential construction shall be provided with a sprinkler system complying with the provisions of NFPA 13D, or Section R313 of the California Residential Code.

8. All multifamily residential construction shall be provided with a sprinkler system, alarms and monitoring in compliance with the provisions of Chapter 9, sections 903 & 907 of the 2010 California Fire Code.

9. All structures, residential, commercial, industrial and tenant spaces shall be provided with premises identification clearly posted on the structure, of contrasting color and of adequate dimension to be viewed from the street in either directions of travel. Minimum size of building identification shall comply with the provisions of section 505.1 of the 2010 CFC.

10. Fire apparatus access roads shall have a clear width of not less than 20 feet horizontally and a clear vertically height of 13'-6". (Planters, medians, monuments, monument strips and other decorative area that impedes the 20 foot required width shall be approved by the Fire Code Official prior to installation). Tree limbs, shrubs, hedges and bushes shall no encroach upon the required clearances.

11. Fire access roads to and about multi-family residential, commercial and industrial structures shall extend to within 150 Feet of all portions of the facilities and all portions of the exterior walls of the first story of the building as measured by an approved route around the building.

12. Dead End Fire access roads in excess of 150 feet in length shall be mitigated by the installation of additional road widths, turn-rounds, secondary access, sprinkler systems or as deemed necessary by the Fire Code Official.

VII. <u>SAN JOAQUIN VALLEY AIR POLLUTION CONTROL DISTRICT</u> (Staff Contact: Jessica Willis 559-230-5818)

1. Future developments within Neighborhoods K and L exceeding the thresholds identified in Section 2.1 of District Rule 9510 will be subject to the rule.

2. Pursuant to Section 5.0 of District 9510, an applicant subject to the rule shall submit an Air Impact Assessment Application (AIA) to the District no later than applying for final discretionary approval.

EXHIBIT 6

MOUNTAIN HOUSE DEVELOPMENT TITLE TEXT AMENDMENT

BEFORE THE BOARD OF SUPERVISORS OF THE COUNTY OF SAN JOAQUIN, STATE OF CALIFORNIA

ORDINANCE NO._____

AN ORDINANCE AMENDING TITLE 9 OF THE ORDINANCE CODE OF THE COUNTY OF SAN JOAQUIN RELATIVE TO SECTION 9-115.535M, AND TO TABLES 9-305.2M, 9-405.2M, 9-505.2M, 9-605.2M, 9-705.2M, CONCERNING THE RECREATION: NATURE PRESERVE SUB-USE TYPE, IN THE MOUNTAIN HOUSE COMMUNITY.

Section 1. Section 9-115.535M, Chapter 9-115M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

9-115.535M Recreation.

The following sub-use types shall replace the Recreation: Nature Preserve sub-use type:

Recreation: Nature Preserve. Outdoor areas used for limited impact recreational activities which involve large amounts of land in its agricultural, or improved semi-natural appearing state. The Nature Preserve may also include wildlife habitat or wetland areas. Typical uses conducted within a Nature Preserve may include the following: hiking, picnicking, fishing, bird watching. Activities and uses under the Recreation: Parks; Recreation: Outdoor Entertainment, Large Scale; Recreation: Outdoor Entertainment, Small Scale; Recreation: Marinas; sub-use types are excluded.

Section 2. Table 9-305.2M, Chapter 9-305M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

TABLE 9-305.2M

USES IN RESIDENTIAL ZONES

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Residential Use Types					
Family Residential					
Single-Family	P	P	P	P	-
Two-Family	-	- (P [1])	P	P	-
Small Multifamily	-	-	P	P	P
Large Multifamily	-	-	S (- [1])	S	S
Farm Employee Housing					
Small	-	-	-	-	-
Large	-	-	-	-	-
Group Care					
Small	P	P	P	P	P
Large	U	U	U	U	U

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Adult Day Care	-	U	U	U	U
Farm Related	-	-	-	-	-
Group Residential	-	S	S	S	S
Mobilehome Park	-	U (- [1])	U (- [1])	-	-
Shelters					
Small	-	-	-	-	-
Medium	-	-	-	-	-
Large	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Nonresidential Use Types					
Administrative Offices	-	-	-	S	S
Administrative Support Services	-	-	-	-	-
Adult Entertainment	-	-	-	-	-
Aerial Services					
Farm	-	-	-	-	-
Heliport	-	-	-	-	-
Agricultural Organizations	-	-	-	-	-
Agricultural Processing					
Preparation Services	-	-	-	-	-
Food Manufacturing	-	-	-	-	-
Agricultural Sales					
Feed and Grain	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Agricultural Chemicals	-	-	-	-	-
Agricultural Warehousing	-	-	-	-	-
Agricultural Wastes	-	-	-	-	-
Animal Feeding and Sales	-	-	-	-	-
Animal Raising					
Exotic Animals	-	-	-	-	-
General	-	-	-	-	-
Hogs	-	-	-	-	-
Small Animals	-	-	-	-	-
Family Food Production	P	-	-	-	-
Educational Animal Project	P	-	-	-	-
Zoo	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Petting Zoo	-	-	-	-	-
Animal Specialty Services					
Farm	-	-	-	-	-
Pet	-	-	-	-	-
Kennel	-	-	-	-	-
Kennel, Small Breeding	-	-	-	-	-
Auction Sales					
Indoor	-	-	-	-	-
Outdoor	-	-	-	-	-
Automotive Sales and Services					
Automotive Rentals	-	-	-	-	-
Automotive Repairs, Light	-	-	-	-	-
Automotive Repairs, Heavy	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Automotive Sales	-	-	-	-	-
Cleaning	-	-	-	-	-
Inoperable Vehicle Storage	-	-	-	-	-
Operable Vehicle Storage	-	-	-	-	-
Parking	-	-	-	-	-
Building Maintenance Services	-	-	-	-	-
Child Care Services					
Family Day Care Homes	P	P	P	P	P
Child Care Centers	U	U	U	U	U
Communication Services					
Type I	PI	PI	PI	PI	PI
Type II	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Type III	-	-	-	-	-
Type IV	-	-	-	-	-
Community Assembly	-	U	U	S	S
Construction Sales	-	-	-	-	-
Construction Services					
Light	-	-	-	-	-
Heavy	-	-	-	-	-
Crop Production	P	P	P	P	P
Cultural and Library Services	-	-	U	S	S
Custom Agricultural Manufacturing	-	-	-	-	-
Custom Manufacturing	-	-	-	-	-
Dairies	-	-	-	-	-
Eating Establishments					

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted					
Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Convenience	-	-	-	-	-
Full Service	-	-	-	-	-
Educational Services					
Commercial	-	-	-	-	-
General	U	U	U	U	U
Equipment Sales and Repair					
Farm Machinery, Sales	-	-	-	-	-
Farm Machinery, Repair	-	-	-	-	-
Heavy Equipment	-	-	-	-	-
Leisure	-	-	-	-	-
Aircraft	-	-	-	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted					
Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Explosives Handling	-	-	-	-	-
Farm Services	-	-	-	-	-
Funeral and Interment Services					
Cemeteries	-	-	-	-	-
Interring and Cremating	-	-	-	-	-
Undertaking	-	-	-	-	-
Gasoline Sales					
Service	-	-	-	-	-
Combination	-	-	-	-	-
General Industrial					
Limited	-	-	-	-	-
Intermediate	-	-	-	-	-
Heavy	-	-	-	-	-
Hazardous Industrial	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
High Technology Industry	-	-	-	-	-
Laundry Services	-	-	-	-	-
Liquor Sales					
On-Premises, General	-	-	-	-	-
On-Premises, Limited	-	-	-	-	-
Off-Premises	-	-	-	-	-
Lodging Services					
Bed and Breakfast	U	U	S	S	S
Motel	-	-	-	-	-
Major Impact Services	-	-	-	-	-
Medical Services	-	-	-	U	U
Nursery Sales and Services					
Wholesale	-	-	-	-	-
Retail	-	-	-	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted					
Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Landscaping Services	-	-	-	-	-
Personal Storage	-	-	-	-	-
Petroleum and Gas Extraction	U	U	U	U	U
Produce Sales					
Farm Produce Stands	-	-	-	-	-
Farm Markets	-	-	-	-	-
Professional Services	-	-	-	U	U
Public Services					
Administrative	-	-	-	U	U
Essential	U	U	U	U	U
Quarry Operations	-	-	-	-	-
Recreation					
Campgrounds	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Indoor Participant	-	-	-	-	-
Indoor Spectator	-	-	-	-	-
Marinas	-	-	-	-	-
Outdoor Entertainment, Large Scale	-	-	-	-	-
Outdoor Entertainment, Small Scale	-	-	-	-	-
Outdoor Sports Clubs	-	-	-	-	-
Parks	S	S	S	S	S
Resorts	-	-	-	-	-
Nature Preserves	-	-	-	-	-
Recycling Services					
Consumer	-	-	-	-	-
Scrap Operations	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Religious Assembly					
Neighborhood	S	S	S	S	S
Community	U	U	U	U	U
Regional	-	-	-	-	-
Research and Laboratory Services	-	-	-	-	-
Retail Sales and Services					
Primary	-	-	-	-	-
Intermediate	-	-	-	-	-
General	-	-	-	-	-
Signs—Off Premises	-	-	-	-	-
Stables					
Neighborhood	U	-	-	-	-
Commercial	-	-	-	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted					
Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Transportation Services	-	-	-	-	-
Truck Sales and Services					
Parking	-	-	-	-	-
Cleaning	-	-	-	-	-
Stops	-	-	-	-	-
Repairs	-	-	-	-	-
Sales	-	-	-	-	-
Terminals	-	-	-	-	-
Utility Services					
Minor	P	P	P	P	P
Major	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Residential Zone R-VL	Residential Zone R-L	Residential Zone R-M	Residential Zone R-MH	Residential Zone R-H
Wholesaling and Distribution					
Light	-	-	-	-	-
Heavy	-	-	-	-	-

[1]Applies within Specific Plan III area of Mountain House.

Section 3. Table 9-405.2M, Chapter 9-405M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

TABLE - 9-405.2M

USES IN COMMERCIAL ZONES

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Residential Use Types						
Family Residential						
Single-Family	-	-	-	-	-	-
Two-Family	-	-	-	-	-	-
Small Multifamily	-	-	-	-	-	-
Large Multifamily	-	-	-	-	-	-
Farm Employee Housing						
Small	-	-	-	-	-	-
Large	-	-	-	-	-	-
Group Care						
Small	P	P	P	P	P	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Large	-	PI	PI	PI	-	-
Adult Day Care	U	U	-	U	-	-
Farm Related	-	-	-	-	-	-
Group Residential	-	-	-	-	-	-
Mobile Home Park	-	-	-	-	-	-
Shelters						
Small	-	-	P	P	-	-
Medium	-	-	P	P	-	-
Large	-	-	PI	PI	-	-
Nonresidential Use Types						
Administrative Offices	S	PI	PI	PI	-	-
Administrative Support Services	S	PI	PI	PI	-	-
Adult Entertainment	-	-	S (- [1])	S	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Aerial Services						
Farm	-	-	-	-	-	-
Heliport	-	-	S	S	-	-
Agricultural Organizations	S	PI	PI	PI	-	-
Agricultural Processing						
Preparation Services	-	-	-	-	-	-
Food Manufacturing	-	-	-	-	-	-
Agricultural Sales						
Feed and Grain	-	-	-	U	-	-
Agricultural Chemicals	-	-	-	-	-	-
Agricultural Warehousing	-	-	-	-	-	-
Agricultural Wastes	-	-	-	-	-	-
Animal Feeding and	-	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Sales						
Animal Raising						
Exotic Animals	-	-	-	-	-	-
General	-	-	-	-	-	-
Hogs	-	-	-	-	-	-
Small Animals	-	-	-	-	-	-
Family Food Production	-	-	-	-	-	-
Educational Animal Project	-	-	-	-	-	-
Zoo	-	-	-	-	-	-
Petting Zoo	-	-	-	-	-	U
Animal Specialty Services						
Farm	-	-	-	-	-	-
Pet	S	S	-	S	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Kennel	-	-	-	U	-	-
Kennel, Small Breeding	-	-	-	U	-	-
Auction Sales						
Indoor	-	S	S	S	-	-
Outdoor	-	-	-	S	-	-
Automotive Sales & Services						
Automotive Rentals	-	S	-	S	P	-
Automotive Repairs, Light	-	S	-	S	S	-
Automotive Repairs, Heavy	-	-	-	-	-	-
Automotive Sales	-	-	-	S	U	-
Cleaning	-	S	-	S	S	-
Inoperable Vehicle Storage	-	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Operable Vehicle Storage	-	-	-	S	-	-
Parking	S	S	S	S	S	-
Building Maintenance Services	-	PI	-	PI	-	-
Child Care Services						
Family Day Care Homes	P	P	P	P	P	-
Child Care Centers	S	S	S	S	S	U
Communication Services						
Type I	PI	PI	PI	PI	PI	-
Type II	-	-	-	-	-	-
Type III	-	-	-	-	-	-
Type IV	-	S	S	PI	-	-
Community Assembly	S	S	S	S	-	-
Construction Sales	-	U	-	PI	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Construction Services						
Light	-	-	-	S	-	-
Heavy	-	-	-	-	-	-
Crop Production	P	P	P	P	P	P
Cultural and Library Services	S	PI	PI	PI	-	-
Custom Agricultural Manufacturing	-	-	-	-	-	-
Custom Manufacturing	-	PI	-	PI	-	-
Dairies	-	-	-	-	-	-
Eating Establishments						
Convenience	S	PI	PI	PI	S	U
Full Service	S	PI	PI	PI	S	U
Educational Services						
Commercial	S	S	S	S	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
General	S	S	S	S	-	-
Equipment Sales and Repair						
Farm Machinery, Sales	-	-	-	-	-	-
Farm Machinery, Repair	-	-	-	-	-	-
Heavy Equipment	-	-	-	-	-	-
Leisure	-	-	-	S	-	-
Aircraft	-	-	-	-	-	-
Explosives Handling	-	-	-	-	-	-
Farm Services	-	-	-	-	-	-
Funeral and Interment Services						
Cemeteries	-	-	-	-	-	-
Interring and Cremating	-	-	-	S	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Undertaking	-	PI	-	PI	-	-
Gasoline Sales						
Service	-	S	-	S	S	-
Combination	-	S	-	S	S	-
General Industrial						
Limited	-	-	-	-	-	-
Intermediate	-	-	-	-	-	-
Heavy	-	-	-	-	-	-
Hazardous Industrial	-	-	-	-	-	-
High Technology Industry	-	-	-	-	-	-
Laundry Services	-	-	-	S	-	-
Liquor Sales						
On-Premises, General	-	U	-	U	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
On-Premises, Limited	S	S	S	S	S	-
Off-Premises	S	PI	-	PI	-	-
Lodging Services						
Bed and Breakfast	-	-	-	-	-	-
Motel	-	S	-	S	S	-
Major Impact Services	-	-	-	-	-	-
Medical Services	S	PI	PI	PI	-	-
Nursery Sales and Services						
Wholesale	-	-	-	S	-	-
Retail	S	PI	-	PI	-	-
Landscaping Services	-	S	-	S	-	-
Personal Storage	-	S	-	PI	-	-
Petroleum and Gas Extraction	U	U	U	U	U	U

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Produce Sales						
Farm Produce Stands	S	PI	-	PI	PI	-
Farm Markets	S	PI	PI	PI	S	-
Professional Services	S	PI	PI	PI	-	-
Public Services						
Administrative	S	PI	PI	PI	PI	-
Essential	S	S	S	S	S	S
Quarry Operations	-	-	-	-	-	-
Recreation						
Campgrounds	-	-	-	-	-	-
Indoor Participant	S	S	-	S	-	-
Indoor Spectator	-	U	-	U	-	-
Marinas	-	U	-	U	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Outdoor Entertainment, Large Scale	-	U	-	U	-	-
Outdoor Entertainment, Small Scale	S	S	-	S	-	PI
Outdoor Sports Clubs	-	S	-	-	-	-
Parks	-	S	S	S	S	PI
Resorts	-	-	-	-	-	-
Nature Preserves	-	-	-	-	-	S
Recycling Services						
Consumer	S	PI	-	PI	PI	-
Scrap Operations	-	-	-	-	-	-
Religious Assembly						
Neighborhood	S	S	- (S [1])	S	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Community	- (U [1])	U	- (U [1])	U	-	-
Regional	-	U	-	U	-	-
Research and Laboratory Services	-	-	-	S	-	-
Retail Sales and Services						
Primary	S	PI	PI	PI	S	-
Intermediate	S	PI	-	PI	-	-
General	-	S	-	S	-	-
Signs—Off Premises	-	-	-	-	-	-
Stables						
Neighborhood	-	-	-	-	-	-
Commercial	-	-	-	-	-	-
Transportation Services	-	-	-	S	-	-
Truck Sales and Services						
Parking	-	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R
Cleaning	-	-	-	-	-	-
Stops	-	-	-	-	-	-
Repairs	-	-	-	-	-	-
Sales	-	-	-	-	-	-
Terminals	-	-	-	-	-	-
Utility Services						
Minor	PI	PI	PI	PI	PI	PI
Major	-	-	-	-	-	-
Wholesaling and Distribution						
Light	-	-	-	S	-	-
Heavy	-	-	-	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Commercial Zone C-N	Commercial Zone C-C	Commercial Zone C-O	Commercial Zone C-G	Commercial Zone C-FS	Commercial Zone C-R

[1]Applies within Specific Plan III area of Mountain House.

Section 4. Table 9-505.2M, Chapter 9-505M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

TABLE - 9-505.2M

USES IN INDUSTRIAL ZONES

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted			
Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Residential Use Types			
Family Residential			
Single-Family	-	-	-
Two-Family	-	-	-
Small Multifamily	-	-	-
Large Multifamily	-	-	-
Farm Employee Housing			
Small	-	-	-
Large	-	-	-
Group Care			
Small	-	-	-
Large	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Adult Day Care	-	-	-
Farm Related	-	-	-
Group Residential	-	-	-
Mobile Home Park	-	-	-
Shelters			
Small	-	PI	-
Medium	-	PI	-
Large	-	-	-
Nonresidential Use Types			
Administrative Offices	PI	PI	PI
Administrative Support Services	P	P	P
Adult Entertainment	-	-	-
Aerial Services			
Farm	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Heliport	U	U	U
Agricultural Organizations	PI	PI	-
Agricultural Processing			
Preparation Services	-	U	S
Food Manufacturing	-	-	S
Agricultural Sales			
Feed and Grain	-	-	PI
Agricultural Chemicals	-	-	S
Agricultural Warehousing	-	-	PI
Agricultural Wastes	-	-	-
Animal Feeding and Sales	-	-	-
Animal Raising			
Exotic Animals	-	-	-
General	-	-	-
Hogs	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Small Animals	-	-	-
Family Food Production	-	-	-
Educational Animal Project	-	-	-
Zoo	-	-	-
Petting Zoo	-	-	-
Animal Specialty Services			
Farm	-	-	-
Pet	-	U	S
Kennel	-	U	S
Kennel, Small Breeding	-	U	S
Auction Sales			
Indoor	-	S	S
Outdoor	-	S	S
Automotive Sales and Services			
Automotive Rentals	S	S	S

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Automotive Repairs, Light	-	S	S
Automotive Repairs, Heavy	-	S	S
Automotive Sales	U	-	-
Cleaning	-	S	PI
Inoperable Vehicle Storage	-	-	S
Operable Vehicle Storage	-	S	P
Parking	S	PI	PI
Building Maintenance Services	PI	PI	PI
Child Care Services			
Family Day Care Homes	P	P	P
Child Care Centers	S	S	S
Communication Services			
Type I	PI	PI	PI
Type II	-	-	-
Type III	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Type IV	PI	PI	PI
Community Assembly	-	-	-
Construction Sales	-	PI	PI
Construction Services			
Light	-	S	PI
Heavy	-	U	PI
Crop Production	P	P	P
Cultural and Library Services	-	-	-
Custom Agricultural Manufacturing	-	-	-
Custom Manufacturing	S	PI	PI
Dairies	-	-	-
Eating Establishments			
Convenience	PI	PI	PI
Full Service	PI	PI	PI
Educational Services			

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Commercial	S	PI	PI
General	-	-	-
Equipment Sales and Repair			
Farm Machinery, Sales	-	S	PI
Farm Machinery, Repair	-	S	PI
Heavy Equipment	-	U	S
Leisure	-	S	PI
Aircraft	-	U	S
Explosives Handling	-	-	-
Farm Services	-	-	-
Funeral and Interment Services			
Cemeteries	-	-	-
Interring and Cremating	-	-	-
Undertaking	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Gasoline Sales			
Service	S	PI	PI
Combination	S	PI	PI
General Industrial			
Limited	S	S	PI
Intermediate	-	U	S
Heavy	-	-	S
Hazardous Industrial	-	U	U
High Technology Industry	S	S	S
Laundry Services	-	S	S
Liquor Sales			
On-Premises, General	-	-	-
On-Premises, Limited	-	-	-
Off-Premises	-	-	-
Lodging Services			

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Bed and Breakfast	-	-	-
Motel	-	-	-
Major Impact Services	-	-	-
Medical Services	S	-	-
Nursery Sales and Services			
Wholesale	-	S	S
Retail	-	-	-
Landscaping Services	-	S	S
Personal Storage	-	S	PI
Petroleum and Gas Extraction	S	S	S
Produce Sales			
Farm Produce Stands	-	-	-
Farm Markets	-	-	-
Agricultural Store, Large	-	-	-
Professional Services	PI	PI	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Public Services			
Administrative	S	S	S
Essential	U	U	U
Quarry Operations	-	-	-
Recreation			
Campgrounds	-	-	-
Indoor Participant	PI	PI	PI
Indoor Spectator	- (PI [1])	-	-
Marinas	-	-	-
Outdoor Entertainment, Large Scale	-	-	-
Outdoor Entertainment, Small Scale	-	-	-
Outdoor Sports Clubs	-	-	U
Parks	-	-	-
Resorts	-	-	-
Nature Preserve	-	-	-

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Recycling Services			
Consumer	PI	PI	PI
Scrap Operations	-	-	U
Religious Assembly			
Neighborhood	-	-	-
Community	-	-	-
Regional	-	-	-
Research and Laboratory Service	S	S	S
Retail Sales and Services			
Primary	U	-	-
Intermediate	-	-	-
General	-	-	-
Signs—Off Premises	-	-	-
Stables			

Legend:
P Permitted Use
PI Permitted Use With Improvement Plan
S Use Permitted Subject to Site Approval
U Use Permitted Subject to Use Permit
- Use Not Permitted

Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Neighborhood	-	-	-
Commercial	-	-	-
Transportation Services	-	S	S
Truck Sales and Services			
Parking	-	S	PI
Cleaning	-	S	PI
Stops	-	U	U
Repairs	S	S	S
Sales	-	S	PI
Terminals	-	U	U
Utility Services			
Minor	PI	PI	PI
Major	PI	PI	PI

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted			
Use Types	Industrial Zone I-P	Industrial Zone I-L	Industrial Zone I-G
Wholesaling and Distribution			
Light	S (U [1])	S	PI
Heavy	-	-	S
[1]Applies within Specific Plan III area of Mountain House.			

Section 5. Table 9-605.2M, Chapter 9-605M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

TABLE 9-605.2M

USES IN AGRICULTURAL ZONES

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Residential Use Types	
Family Residential	
Single-Family	P
Two-Family	-
Small Multifamily	-
Large Multifamily	-
Farm Employee Housing	
Small	P
Large	-
Group Care	
Small	P
Large	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Adult Day Care	-
Farm Related	-
Group Residential	-
Mobilehome Park	-
Shelters	
Small	P
Medium	-
Large	-
Nonresidential Use Types	
Administrative Offices	-
Administrative Support Service	-
Adult Entertainment	-
Aerial Services	

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Farm	-
Heliport	-
Agricultural Organizations	-
Agricultural Processing	
Preparation Services	-
Food Manufacturing	-
Agricultural Sales	
Feed and Grain	-
Agricultural Chemicals	-
Agricultural Warehousing	-
Agricultural Wastes	-
Animal Feeding and Sales	-
Animal Raising	
Exotic Animals	S

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
General	P
Hogs	-
Small Animals	S
Family Food Production	P
Educational Animal Project	P
Zoo	-
Petting Zoo	-
Animal Specialty Services	
Farm	-
Pet	-
Kennel	-
Kennel, Small Breeding	-
Auction Sales	
Indoor	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Outdoor	-
Automotive Sales and Services	
Automotive Rentals	-
Automotive Repairs, Light	-
Automotive Repairs, Heavy	-
Automotive Sales	-
Cleaning	-
Inoperable Vehicle Storage	-
Operable Vehicle Storage	-
Parking	-
Building Maintenance Services	-
Child Care Services	
Family Day Care Homes	P
Child Care Centers	S

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Communication Services	
Type I	-
Type II	-
Type III	-
Type IV	-
Community Assembly	-
Construction Sales	-
Construction Services	
Light	-
Heavy	-
Crop Production	P
Cultural and Library Services	-
Custom Agricultural Manufacturing	-
Custom Manufacturing	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Dairies	-
Eating Establishments	
Convenience	-
Full Service	-
Educational Services	
Commercial	-
General	-
Equipment Sales and Repair	
Farm Machinery, Sales	-
Farm Machinery, Repair	-
Heavy Equipment	-
Leisure	-
Aircraft	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Explosives Handling	-
Farm Services	-
Funeral and Interment Services	
Cemeteries	-
Interring and Cremating	-
Undertaking	-
Gasoline Sales	
Service	-
Combination	-
General Industrial	
Limited	-
Intermediate	-
Heavy	-
Hazardous Industrial	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
High Technology Industry	-
Laundry Services	-
Liquor Sales	
On-Premises, General	-
On-Premises, Limited	-
Off-Premises	-
Lodging Services	
Bed and Breakfast	-
Motel	-
Major Impact Services	U
Medical Services	-
Nursery Sales and Services	
Wholesale	PI
Retail	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Landscaping Services	S
Personal Storage	-
Petroleum and Gas Extraction	S
Produce Sales	
Farm Produce Stands	PI
Farm Markets	S
Professional Services	-
Public Services	
Administrative	-
Essential	S
Quarry Operations	-
Recreation	
Campgrounds	U

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Indoor Participant	-
Indoor Spectator	-
Marinas	-
Outdoor Entertainment, Large Scale	-
Outdoor Entertainment, Small Scale	-
Outdoor Sports Clubs	-
Parks	U
Resorts	-
Nature Preserve	-
Recycling Services	
Consumer	-
Scrap Operations	-
Religious Assembly	

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Neighborhood	-
Community	-
Regional	-
Research and Laboratory Service	-
Retail Sales and Services	
Primary	-
Intermediate	-
General	-
Signs—Off Premises	-
Stables	
Neighborhood	S
Commercial	U
Transportation Services	-
Truck Sales and Services	

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Parking	-
Cleaning	-
Stops	-
Repairs	-
Sales	-
Terminals	-
Utility Services	
Minor	PI
Major	PI
Wholesaling and Distribution	
Light	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted	
Use Types	Agricultural Zones AU
Heavy	-

Section 6 Table 9-705.2M, Chapter 9-705M, Appendix 1, of the Ordinance Code of San Joaquin County, is hereby amended, to read as follows:

TABLE 9-705.2M

USES IN OTHER ZONES

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Residential Use Types		
Family Residential		
Single-Family	-	PI
Two-Family	-	PI
Small Multifamily	-	PI
Large Multifamily	-	S
Farm Employee Housing		
Small	-	-
Large	-	-
Group Care		
Small	-	P
Large	S	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Adult Day Care	S	-
Farm Related	-	-
Group Residential	S	U
Mobilehome Park	-	-
Shelters		
Small	-	P
Medium	-	-
Large	-	-
Nonresidential Use Types		
Administrative Offices	-	PI
Administrative Support Service	-	PI
Adult Entertainment	-	S
Aerial Services		
Farm	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Heliport	-	-
Agricultural Organizations	-	-
Agricultural Processing		
Preparation Services	-	-
Food Manufacturing	-	-
Agricultural Sales		
Feed and Grain	-	-
Agricultural Chemicals	-	-
Agricultural Warehousing	-	-
Agricultural Wastes	-	-
Animal Feeding and Sales	-	-
Animal Raising		
Exotic Animals	-	-
General	-	-
Hogs	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Small Animals	-	-
Family Food Production	-	-
Educational Animal Project	-	-
Zoo	U	-
Petting Zoo	U	U
Animal Specialty Services		
Farm	-	-
Pet	-	S
Kennel	-	-
Kennel, Small Breeding	-	-
Auction Sales		
Indoor	-	S
Outdoor	-	-
Automotive Sales and Services		
Automotive Rentals	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Automotive Repairs, Light	-	-
Automotive Repairs, Heavy	-	-
Automotive Sales	-	-
Cleaning	-	-
Inoperable Vehicle Storage	-	-
Operable Vehicle Storage	-	-
Parking	PI	S
Building Maintenance Services	-	-
Child Care Services		
Family Day Care Homes	P	P
Child Care Centers	S	S
Communication Services		
Type I	PI	PI
Type II	S	-
Type III	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Type IV	PI	PI
Community Assembly	PI	S
Construction Sales	-	-
Construction Services		
Light	-	-
Heavy	-	-
Crop Production	P	P
Cultural and Library Services	PI	PI
Custom Agricultural Manufacturing	-	-
Custom Manufacturing	S	-
Dairies	-	-
Eating Establishments		
Convenience	-	PI
Full Service	-	PI
Educational Services		

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Commercial	S	S
General	S	S
Equipment Sales and Repair		
Farm Machinery, Sales	-	-
Farm Machinery, Repair	-	-
Heavy Equipment	-	-
Leisure	-	-
Aircraft	-	-
Explosives Handling	-	-
Farm Services	-	-
Funeral and Interment Services		
Cemeteries	S	-
Interring and Cremating	S	-
Undertaking	-	S

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Gasoline Sales		
Service	-	-
Combination	-	-
General Industrial		
Limited	-	-
Intermediate	-	-
Heavy	-	-
Hazardous Industrial	-	-
High Technology Industry	-	-
Laundry Services	-	-
Liquor Sales		
On-Premises, General	-	PI
On-Premises, Limited	-	PI
Off-Premises	-	PI
Lodging Services		

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Bed and Breakfast	-	-
Motel	-	S
Major Impact Services	U	-
Medical Services	U	PI
Nursery Sales and Services		
Wholesale	-	-
Retail	-	S
Landscaping Services	-	-
Personal Storage	-	-
Petroleum and Gas Extraction	U	U
Produce Sales		
Farm Produce Stand	-	PI
Farm Markets	-	S
Professional Services	-	PI

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Public Services		
Administrative	PI	PI
Essential	U	S
Quarry Operations	-	-
Recreation		
Campgrounds	-	-
Indoor Participant	S	S
Indoor Spectator	S	U
Marinas	-	-
Outdoor Entertainment, Large Scale	S	-
Outdoor Entertainment, Small Scale	S	-
Outdoor Sports Clubs	-	-
Parks	S	S
Resorts	-	-
Nature Preserve	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Recycling Services		
Consumer	-	PI
Scrap Operations	-	-
Religious Assembly		
Neighborhood	S	S
Community	S	U
Regional	U	-
Research and Laboratory Service	-	-
Retail Sales and Services		
Primary	-	S
Intermediate	-	PI
General	-	PI
Signs—Off Premise	-	-
Stables		
Neighborhood	-	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Commercial	-	-
Transportation Services	-	-
Truck Sales and Services		
Parking	-	-
Cleaning	-	-
Stops	-	-
Repairs	-	-
Sales	-	-
Terminals	-	-
Utility Services		
Minor	P	PI
Major	S	-

Legend: P Permitted Use PI Permitted Use With Improvement Plan S Use Permitted Subject to Site Approval U Use Permitted Subject to Use Permit - Use Not Permitted		
Use Types	Other Zone P-F	Other Zone M-X
Wholesaling and Distribution		
Light	-	-
Heavy	-	-

Section 7. This Ordinance shall take effect and be in full force thirty (30) days after its adoption, and prior to the expiration of fifteen (15) days from the passage thereof, shall be published once (1) in the Stockton Record, a newspaper of general circulation published in the County of San Joaquin, State of California, with the names of the members of the Board of Supervisors voting for and against the same.

PASSED AND ADOPTED at a regular meeting of the Board of Supervisors of the County of San Joaquin, State of California, on this ____day of _____, 2018 to wit:

AYES:

NOES;

ABSENT:

_____

MIGUEL A. VILLAPUDUA, CHAIR
Board of Supervisors
County of San Joaquin
State of California

ATTEST: MIMI DUZENSKI
Clerk of the Board of Supervisors
County of San Joaquin
State of California

BY: _____

EXHIBIT 7

ENVIRONMENTAL DETERMINATION

NEGATIVE DECLARATION

TO: X Office of Planning & Research
P. O. Box 3044
Sacramento, California 95812-3044

X County Clerk, County of San Joaquin

FROM: San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, California 95205

PROJECT TITLE: PA-1800039 (MP), PA-1800040 (SP), PA-1800041 (SP), PA-1800042 (SP), PA-0600327 (SU, RAA), PA-1000267 (SU, RAA), PA-1800217 (TA)

PROPONENT: Mountain House Developers, LLC

PROJECT DESCRIPTION SUMMARY (7 APPLICATIONS): The project consists of a Master Plan Amendment (PA-1800039), a Specific Plan I Amendment (PA-1800040), a Specific Plan II Amendment (PA-1800041), a Specific Plan III Amendment (PA-1800042), a Revisions of Approved Action to Major Subdivision Application (PA-0600327), a second Revisions of Approved Actions Application to Major Subdivision Application (PA-1000267), and a Mountain House Development Title Text Amendment (PA-1800217).

The Master Plan Amendment and Specific Plan II Amendment primarily focus on changes to the map figures and text of these documents to conform to the proposed final maps for Neighborhoods J and K. A summary of the proposed modifications will include:

- Minor adjustment to land uses, acreages and boundaries; such as the configuration of K-8 School;
- Modifying the C/R land use designation by including nature preserves, and the R/MH land use designation by including detached single family units;
- Repurposing the golf course and replacing it with open space recreational uses i.e water dependent uses, hiking and walking trails; and
- Adjustments to the traffic circulation system to support additional points of connection to Central parkway from Neighborhood J and to support pedestrian movement between Neighborhoods J and K.

The Specific Plan I Amendment and Specific Plan III Amendment focus on ancillary changes to these documents to conform to, and be consistent with, changes proposed by PA-1800039 (MP), and PA-1800042 (SPII), and to be consistent with the proposed final maps for Neighborhoods J and K.

The Revisions of Approved Actions to the two existing approved Major Subdivisions in Neighborhoods J & K are to amend the conditions of approval and bring the Community Development Departments conditions of approval into consistency with the proposed final maps for Neighborhoods J and K. COA No. 9 Neighborhood J that it shall be developed as a mixed active adult and family neighborhood. In addition, COA No. 10 that residential areas within Neighborhood K have been set aside as active adult housing for seniors shall include restrictions which specifically prohibit school age persons from living in housing units within said areas.

The proposed Mountain House Development Title Text Amendment adds the Recreation: Nature Preserve sub-use type to Section 9-115.535M of the Mountain House Development Title. The proposed text will read as follows, 'Recreation: Nature Preserve. Outdoor areas used for limited impact recreational activities, which involve large amounts of land in its agricultural, natural, or semi-natural state. The Nature Preserve may also include wildlife

habitat or wetland areas. Typical uses conducted within a Nature Preserve may include the following: hiking, picnicking, swimming, boating, or fishing. Activities and uses under the Recreation: Parks; Recreation: Outdoor Entertainment, Large Scale; Recreation: Outdoor Entertainment, Small Scale; Recreation: Marinas; sub use types are excluded. This proposed Text Amendment will allow for the utilization of the proposed open space areas in Neighborhoods J & K to be used as similar recreational uses and facilities found elsewhere in the community.

Based on the attached Initial Study, it has been found that the project will not have a significant effect on the environment.

Date: June 4, 2014

Contact Person: John Funderburg

Phone: (209) 468-3160

INITIAL STUDY/NEGATIVE DECLARATION

[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: San Joaquin County Community Development Department

PROJECT APPLICANT: Mountain House Developers

PROJECT TITLE/FILE NUMBERS: PA-1800039 (MP); PA-1800040 (SPI); PA-1800041(SPII); PA-1800042(SPIII); PA-0600237 (SU-RAA); PA-1000267 (SU-RAA); and PA-1800217 (TA)

PROJECT DESCRIPTION: The project consists of a Master Plan Amendment (PA-1800039), a Specific Plan I Amendment (PA-1800040), a Specific Plan II Amendment (PA-1800041), a Specific Plan III Amendment (PA-1800042), a Revisions of Approved Action to Major Subdivision Application (PA-06000327), a second Revisions of Approved Actions Application to Major Subdivision Application (PA-1000267), and a Mountain House Development Title Text Amendment (PA-1800217).

The Master Plan Amendment and Specific Plan II Amendment primarily focus on changes to the map figures and text of these documents to conform to the proposed final maps for Neighborhoods J and K. A summary of the proposed modifications will include:

- Minor adjustment to land uses, acreages and boundaries; such as the configuration of K-8 School;
- Modifying the C/R land use designation by including nature preserves, and the R/MH land use designation by including detached single family units;
- Repurposing the golf course and replacing it with nature preserves and open space recreational uses i.e. water dependent uses, hiking and walking trails; and
- Adjustments to the traffic circulation system to support additional points of connection to Central parkway from Neighborhood J and to support pedestrian movement between Neighborhoods J and K.

The Specific Plan I Amendment and Specific Plan III Amendment focus on ancillary changes to these documents to conform to, and be consistent with, changes proposed by PA-1800039 (MP), and PA-1800042 (SPII), and to be consistent with the proposed final maps for Neighborhoods J and K.

The Revisions of Approved Actions to the two existing approved Major Subdivisions in Neighborhoods J & K are to amend the conditions of approval and bring the Community Development Departments conditions of approval into consistency with the proposed final maps for Neighborhoods J and K.

The proposed Mountain House Development Title Text Amendment adds the Recreation: Nature Preserve sub-use type to Section 9-115.535M of the Mountain House Development Title. The proposed text will read as follows, 'Recreation: Nature Preserve. Outdoor areas used for limited impact recreational activities, which involve large amounts of land in its agricultural, natural, or semi-natural state. The Nature Preserve may also include wildlife habitat or wetland areas. Typical uses conducted within a Nature Preserve may include the following: hiking, picnicking, swimming, boating, or fishing. Activities and uses under the Recreation: Parks; Recreation: Outdoor Entertainment, Large Scale; Recreation: Outdoor Entertainment, Small Scale; Recreation: Marinas; sub use types are excluded.

This proposed Text Amendment will allow for the utilization of the proposed open space areas in Neighborhoods J & K to be used as similar recreational uses and facilities found elsewhere in the community.

ASSESSOR PARCEL NOS.: **258-030-01, -02, -03; 258-040-01**

ACRES: **723.49**

GENERAL PLAN: **M-X (Mixed Use)/C-C (Community Commercial)/ R-H(High-Density Residential)/ R-MH (Medium High Density Residential)/R-M(Medium-Density Residential)/ R-L(Low-Density Residential)/P(Public)/OS/PR (Parks and Recreation)**

ZONING: **M-X (Mixed Use)/C-C (Community Commercial)/ P-F(Public Facilities)/R-H(High-Density Residential)/ R-MH (Medium High Density Residential)/R-M(Medium-Density Residential)/R-L(Low-Density Residential)**

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):

723.49-acre Mixed Use, Commercial, Nature Preserve, Parks and Recreation, and Residential land use project

SURROUNDING LAND USES:

NORTH: **Old River/Agriculture**
SOUTH: **Residential/Byron Road**
EAST: **Mountain House Pkwy/Agriculture/Mountain House Creek Park**
WEST: **Water Treatment Park/Agriculture**

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc. Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (note report title, date, and consultant).

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No Nature of concern(s): _____

2. Will the project require approval or permits by agencies other than the County?

   ☒ Yes ☐ No Agency name(s): **Mountain House Community Services District**

3. Is the project within the Sphere of Influence, or within two miles, of any city?

☒Yes ☐ No City: **City of Tracy**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture and Forestry Resources	☐ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gases Emissions	☐ Hazards & Hazardous Materials	☒ Hydrology/Water Quality
☒ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☒ Recreation
☒ Transportation/Traffic	☒ Utilities/Service Systems	☐ Mandatory Findings of Significance

DETERMINATION:

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

PREPARED BY: John Funderburg

TITLE: Principal Planner

DATE: June 4, 2019

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS				
Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☒	☐
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Impact Discussion:

a–d) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for Neighborhoods J & K will not affect the existing visual character or quality of the site and its surroundings. The proposed residential, recreation, public, and commercial land use improvements for the project site area (Neighborhoods J & K) are subject to Design Review and the Mountain House Community Services District Parks and Recreation Leisure Plan to ensure the character and quality envisioned for the community are maintained. Therefore, there will be a less than significant impact on aesthetics from the proposed amendments and revisions.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact

II. AGRICULTURE AND FORESTRY RESOURCES

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agriculture use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Impact Discussion:

a-e) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions will not affect adjacent agricultural uses, agricultural zoning within or adjacent to Mountain House. Therefore, the proposed application request(s) will have no impact on agriculture and forestry resources.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY				
Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☐	☒	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

Impact Discussion:

a-e) The proposed amendments and revisions would facilitate the development of Neighborhoods J& K. These development areas (Neighborhoods J & K) are similar to the approved project design as provided for in the existing Master Plan and Specific Plan II documents. The project area for Neighborhoods J & K are within the San Joaquin Valley Air Basin, which has been classified as "non-attainment" for ozone and fine particulate matter - dust (PM-10) as defined by the Federal Clean Air Act. The San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution. The District maintains permit authority over stationary sources and the proposed project may be subject to District Rules and Regulations. Based on information provided to the District, the proposed project would equal or exceed 50 residential dwelling units and the proposed project is subject to District Rule 9510 (Indirect Source Review). Mountain House Developers has indicated that they will comply with District 9510 and mitigate the project's impact on air quality through product design elements or by payment of applicable off-site mitigation fees.

Therefore, as a result of the project applicant complying with the rules and regulations of the San Joaquin Air Pollution Control District, the projects impact on air quality standards will be reduced to less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES				
Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☒	☐

Impact Discussion:

a-e) Referrals have been sent to the San Joaquin Council of Governments (SJCOG) and SJCOG determined that the Major Subdivision application is subject to and may participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). If the applicant chooses to participate, then the proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the Final EIR/EIS for San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), dated November 15, 2000, and

certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. If the applicant chooses not to participate, then the applicant will be required to participate in a similar mechanism that provides the same level of mitigation.

c) A number of wetland delineations have been conducted that have documented the types, locations, and areal extent of waters of the U.S. within the Mountain House Community. The current repurposing project for Neighborhoods J & K avoids any disturbances or discharges to any jurisdictional areas and uses the park and detention basins a exclusive areas for stormwater treatment. Therefore, there will be a less than significant impact on wetlands.

f) The project will not conflict with the provisions of an adopted Habitat Conservation Plan, natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan, because the project applicant will participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☒	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	☐	☐	☒	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☒	☐

Impact Discussion:

a – d) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions will have no impact on Cultural Resources. All development approval of the Major Subdivision applications include conditions of approval and mitigation measures to avoid potential impacts to cultural resources. In the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5).

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS				
Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☒	☐
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐

Impact Discussion:

a-e) The geology of San Joaquin County is composed of high organic alluvium, which is susceptible to earthquake movement. The project will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GASES EMISSIONS				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Impact Discussion:

a-b) The San Joaquin Valley Air Pollution Control District (SJVAPCD) has published the "Guidance for Assessing and Mitigating Air Quality Impacts", that would be used to analyze air quality and greenhouse gas (GHG) impacts associated with the project. With the rules and regulations of the San Joaquin Air Pollution Control District added to the Conditions of Approval for the project, the impact of the proposed application request on greenhouse gas emissions will be less than significant.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☒	☐
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

Impact Discussion:

a–h) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for the Major Subdivision applications will not create or induce hazards and associated risks, since they do not affect emergency response and use, exposure to or risk of hazards.

During project construction, minor amounts of hazardous materials would be transported through the project area. Construction activities typically involve the use of potentially toxic substances, such as paints, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid the potential health and safety risks associated with hazardous materials. Furthermore, a Stormwater Pollution Prevention Plan (SWPPP) is required and will outline methods to protect against the accidental release of construction-related chemicals into site runoff.

The J & K Neighborhoods are located within the Specific Plan II Planning area for Mountain House. All but one of the six existing fuel-related pipelines that traverse the Specific Plan II area would remain in their existing alignments. The 6- and 8-inch diameter PG&E gas pipeline that runs northwest through Neighborhood J would be rerouted to follow future MHCSD arterial roadway alignments. All development would conform to state and local regulations for proximity to gas and petroleum lines.

The J & K Neighborhoods are not located within the boundaries of an airport land use plan. The nearest airport is the Byron Airport, located approximately 5 miles northwest of the project site. A project referral has been sent to the Contra Costa ALUC for review.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f) Otherwise substantially degrade water quality?	☐	☐	☒	☐
g) Place housing within a 100-year floodplain hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☒	☐
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☒	☐

Impact Discussion:

a-j) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for Neighborhood J & K will have a less than significant impact on hydrology and water quality. Hydrology and water quality impacts of the underlying Neighborhoods J& K projects will be reviewed to ensure any impacts are reduced to less than significant.

The proposed underlying Major Subdivisions for Neighborhoods J & K would not result in, create or induce hazards and associated risks to the public. Construction activities for the project typically involve the use of toxic or hazardous materials such as paint, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid potential health and safety risks associated with hazardous materials. No significant impacts are anticipated related to the transport, use, or storage of hazardous materials during construction activities are anticipated.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☒	☐
d) Result in land use/operational conflicts between existing and proposed on-site or off-site land uses?	☐	☐	☒	☐

Impact Discussion:

a-d)

Application(s) and Project Summary

The proposed amendments (applications) primarily focus on changes to Neighborhoods J & K residential layout and traffic circulation system, with a repurposing of the Golf Course to a Nature Preserve to allow for outdoor recreation uses consisting of hiking, picnicking, swimming, boating, or fishing. The revised design respects the underlying land plan but improves the spatial diversity of home sites, enhances the relationship of homes and people to open space and recreation areas. The overall approved site area acreage and the existing approved land use plan for neighborhood commercial, retail, recreation, parks, open space and residential for Neighborhoods J & K will not be affected by these proposed amendments and applications.

Master Plan Amendment Summary

The Master Plan Amendment will make changes to the Master Plan in order to bring it into consistency with the proposed final maps for Neighborhoods J and K (*see attachment, Table A*); the proposed changes include:

a) Converting the golf course in Neighborhoods I & J to nature preserves (which retain the lakes of the original golf course as amenities & drainage basins; open space which provides walking trails, picnicking, & other passive recreational activities;

b) Modifying the C/R (Recreation Commercial) land use designation by including nature preserves, and the R/MH (Medium High Density residential) land use designation by including detached single family units;

c) Requiring R/MH (Medium High Density residential) projects consisting of single family detached units to provide second unit dwellings (at a rate of at least 6.5% of total (primary) project units);

d) Changing Neighborhood J from an age-restricted neighborhood centered on the golf course, to a mixed "active adult" and family neighborhood centered on the proposed nature preserve;

e) Changing Neighborhood K from a family neighborhood to a mixed active adult and family neighborhood;

f) Revising the number of original Neighborhood K age-restricted (i.e., active adult) dwelling units and redistributing said units between the proposed Neighborhood J and Neighborhood K mixed active adult and family neighborhoods;

g) Allowing the K-8 school in Neighborhood K to serve both the proposed Neighborhoods J & K mixed active adult and family neighborhoods;

h) Adjusting the Arterial roadway system by providing an additional intersection on Central Parkway to support pedestrian movements (e.g., for school-age children) between Neighborhoods J & K;

i) Modifying the internal roadway systems in Neighborhoods J & K, including the addition of a second Collector street in Neighborhood J;

j) Eliminating the 2.5-acre Community Park in Neighborhood K and combining said area with the adjacent M/X area;

k) Revising other Neighborhood K land use designations, as follows: changing 5.0 acres, located in the Northwest corner of Central Parkway and Old River Regional Park, from R/MH to R/H; changing 4.7 acres, located on the east side of Central Parkway and on the lake, from R/MH to M/X;

l) Eliminating the centrally located Neighborhood Park in Neighborhood J and replacing it with a 5.0 acre Neighborhood Park located on the east side of the neighborhood; and

m) Revising the size of Village Centers from 15-20 acres to 10-20 acres; and

o) Make changes to text (Sections 2.1, 2.2, 2.3, 3.1.3, 3.2.6, 3.3.4, 3.4.1, 3.6.2,3.6.3, 3.9.3, 5.1.2, 5.1.3, 5.1.4, 7.2.6, 7.2.9, 7.2.11, and 7.5.1), map figures (Figures 3.2, 3.3, 3.5, 3.6, 4.1, 4.3, 4.18, 4.24, 7.1, 7.2, 7.6, 7.7, 9.3, 9.4,9.30, 9.32, and 9.33), and tables (Tables 3.1, 3.2, 3.3, 5.1, 5.2, 7.1, and 9.4)

In summary, the proposed Master Plan Amendment will not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. As such, the underlying development project is consistent with all applicable Master Plan, Specific Plan(s), land use policies and regulations of the County Development Code and 2035 General Plan and will not result in land use/operational conflicts between existing and proposed on-site or off-site land uses.

Specific Plan II Amendment Summary

Specific Plan II Amendment makes changes to the Specific Plan II (*see attachment for Figure 8*) document in order to bring it into consistency with the proposed final maps for Neighborhoods J and K; proposed changes include:

a) Converting the golf course in Neighborhoods I & J to nature preserves (which retain the lakes of the original golf course as amenities & drainage basins; provides walking trails, picnicking, & other passive recreational activities; and alters both the size and shape of the original golf course for the nature preserves);

b) Modifying the C/R land use designation by including nature preserves, and the R/MH land use designation by including detached single family units;

c) Requiring R/MH projects consisting of single family detached units to provide second unit dwellings (at a rate of at least 6.5% of total [primary] project units);

(d) Changing Neighborhood J from an age-restricted neighborhood centered on the golf course, to a mixed "active adult" and family neighborhood centered on the proposed nature preserve;

e) Changing Neighborhood K from a family neighborhood to a mixed active adult and family neighborhood;

f) Redistributing most of the Neighborhood K age-restricted (i.e., active adult) dwelling units between the proposed Neighborhoods J & K mixed active adult and family neighborhoods;

g) allowing the K-8 school in Neighborhood K to serve both the proposed Neighborhoods J & K mixed active adult and family neighborhoods;

h) Adjusting the Arterial roadway system by providing an additional intersection on Central Parkway to support pedestrian movements (e.g., for school-age children) between Neighborhoods J & K;

i) Modifying the internal roadway circulation system in Neighborhoods J & K to accommodate the lotting revisions and other changes of the proposed final maps for Neighborhoods J & K, including the addition of a second Collector street in Neighborhood J;

j) Eliminating the 2.5-acre Community Park in Neighborhood K and combining said area with the adjacent M-X area;

k) Revising other Neighborhood K zoning designations, as follows: changing five acres, located at the Northwest corner of Central Parkway and Old river Regional Park, from R-MH to R-H; changing 4.7 acres, located on the east side of Central Parkway and on the lake, from R-MH to M-X; and relocating the Neighborhood Commercial area in Neighborhood K to a location at the entry of Neighborhood K, on Central Parkway;

l) Eliminating the (centrally located) Neighborhood Park in Neighborhood J and replacing it with a 5.0 acre Neighborhood Park located on the east side of the neighborhood;

m) Modifying the language regarding Mixed Use areas by adding the following to its description:

'Residential uses may be accommodated within vertically integrated, mixed use buildings or as stand alone structures. Residential density shall be the same as that for R-H areas'; and

n) Makes changes to text (Sections 2.1.1, 2.1.2, 2.2.1, 2.2.2, 3.3.1, 4.3.3, 4.5, 4.6, 4.7, 5.2, 7.2.1, 7.2.3, 7.2.5, 7.2.6, 7.2.7, 9.5, and 9.6), map figures (Figures 1.1, 1.2, 3.1, 3.2, 3.3, 3.6, 3.7, 3.8, 4.2, 4.5, 4.6, 4.18, 4.20, 4.24, 4.26, 4.27, 7.1, 7.2, 7.5, 7.7, 7.8, 9.1, 9.2, and 9.3), and tables (Tables 3.1, 3.2, 3.4, 3.5, 5.1, and 5.2)

The Specific Plan II Amendment would make changes to the existing Specific Plan II document to conform to the proposed Master Plan changes and to conform to the proposed Final Map for Neighborhoods J & K . The proposed amendments would not create any transportation and circulation issues or conflicts with existing or proposed uses either on-site in the project area or off-site.

The proposed amendments would not conflict with any existing 2035 General Plan goals and polices regarding Transportation and Mobility or the Master Plan (Chapter 9-Transportation and Circulation policies).

Specific Plan I and Specific Plan III

The Specific Plan I and Specific Plan III Amendments have been included by the Community Development Department to ensure conformity and continuity with changes to the Master Plan and Specific Plan II planning documents and with other planning documents for the Mountain House Community. This request by staff will ensure consistency with existing approved Mountain House documents.

Revisions of Approved Actions (Neighborhoods I & J)

The Revisions of Approved application request revises Community Development Department 'CDD' and Mountain House Community Services District 'MHCSD' Conditions of Approval "COA", and is primarily a clean-up and clarification to the conditions of approval to ensure consistency with existing community approvals and community design manuals regarding the following:

- Development of Neighborhoods I & J as age-restricted (aka 'active adult') neighborhoods for seniors, by applying the active adult restriction to Neighborhood I only and by clarifying that Neighborhood J shall be developed as a mixed active adult and family neighborhood
- Infrastructure and transportation triggers for roadway improvements
- Second unit dwellings
- Public Lands acreage(s) determination
- View fencing standards for residences abutting Nature Preserves and Trails
- Fire Station construction
- Police Substation construction
- Traffic signal improvement plans for Central Parkway and Great Valley Parkway
- Railroad crossings and at grade improvements Great Valley Parkway, Central Parkway and Byron Road
- Byron Road widening
- Nature Preserves and Parks within Commercial Recreation zones.
- MHCSD Parks, Recreation, and Leisure Plan and Design Manual updates

Again, the above revisions to CDD and MHCSD COA are to bring them into consistency with the proposed final maps for Neighborhoods J and K. [*Note: See attachment for related Tables A, B, C, and D*]

Revisions of Approved Actions (Neighborhood K)

The Revisions of Approved application request revises Community Development Department 'CDD' and Mountain House Community Services District 'MHCSD' Conditions of Approval "COA", and is primarily a clean-up and clarification to the conditions of approval to ensure consistency with existing community approvals and community design manuals regarding the following:

- Development of Neighborhood K that have been set aside as active adult housing for seniors shall include restrictions which specifically prohibit school age persons from living in housing units within said areas

- Second unit dwellings
- Public Lands acreage(s) determination
- Changing the minimum number of R-H units from 84 to 69
- View fencing standards for residences abutting Nature Preserves and Trails
- Neighborhood Commercial site shall be generally reserved for retail uses may be waived for child care centers is at least one (1) acre in size.
- Traffic signal improvement plans for
- Old River Regional Park – Implementation and Park Improvements
- Mountain House Creek – Implementation and Crossings
- North Community Park- Implementation and Construction
- Nature Preserves and Parks within Commercial Recreation zones.
- Commercial, Office, and Industrial Design Manual updates

Again, the above revisions to CDD and MHCSD COA are to bring them into consistency the CDD COAs into consistency with the proposed final maps for Neighborhoods J and K. [*Note: See related Tables A, B, C, and D*]

Mountain House Development Title Text Amendment

Adds the Recreation: Nature Preserve sub-use type to Section 9-115.535M of the Mountain House Development Title (as a modification of the Recreation: Nature Preserve sub-use type of the County Development Title), to read as follows: 'Recreation: Nature Preserve. Outdoor areas used for limited impact recreational activities which involve large amounts of land in its agricultural, natural, or semi-natural state. The Nature Preserve may also include wildlife habitat or wetland areas. Typical uses conducted within a Nature Preserve may include the following: hiking, picnicking, swimming, boating, or fishing. Activities and uses under the Recreation: Parks; Recreation: Outdoor Entertainment, Large Scale; Recreation: Outdoor Entertainment, Small Scale; Recreation: Marinas; sub use types are excluded.'

Adds 'Nature Preserves' as a use/use-type to Table 9-305.2M (Uses in Residential Zones), Table 9-405.2M (Uses in Commercial Zones), Table 9-505.2M (Uses in Industrial Zones), Table 9-605.2M (Uses in Agricultural Zones), and Table 9-705.2M (Uses in Other Zones); 3) adds the C-R Commercial Zone to the commercial zone headings in Table 9-405.2M; and 4) allows the following uses/use types in the C-R Commercial Zone of Table 9-405.2M: Petting Zoo (Use Permit); Child Care Centers (Use Permit); Crop Production (Permitted); Eating Establishments (Use Permit); Petroleum and Gas Extraction (Use Permit); Public Services: Essential (Site Approval); Recreation: Outdoor Entertainment , Small Scale (Site Approval); Recreation: Nature Preserves (Site Approval); and Utility Services: Minor (Improvement Plan).

Land Use Planning Summary discussion

Land Uses for Neighborhoods J & K would consist of mixed uses i.e. office, retail, recreation, residential, and public facilities. Specific Plan II, Chapter 4 contains implementation measures that addresses Neighborhoods J &K overall character, building design, landscaping, streets, and other aspects of the development in the area. The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions are consistent with the goals, objectives, and implementation measures of the 2035 General Plan and of the Mountain House Master Plan and will ensure consistency with the existing language and land uses already adopted for these documents.

Again, many of the changes are minor updates to graphics, tables and figures for these existing approved Neighborhoods. Therefore, the proposed amendments and applications will have a less than significant impact on existing land use planning policies and plans. [*Note: See attachment for related Figures and Tables*]

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Impact Discussion:

a, b) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions relate to the proposed land use map configurations and final maps for Neighborhoods J and K. No known mineral resources are located within the Neighborhood J & K project site. The 2035 General Plan Volume II, Chapter 10-Mineral Resources, Figure 10-9 does not identify any mineral resources in the Mountain House Community project area. The project will have no impact on the availability of mineral resources within the region and the Mountain House Community.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐

Impact Discussion:

a-f) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for Neighborhood J & K will not affect noise generation or exposure in general, since they do not change approved noise standards or density. The underlying projects may have equipment utilized in the grading of the site that will temporarily increase the area's ambient noise levels. Underlying projects when approved will be required to comply with Development Title Section 9-1025.9 (c) (3) which states that:

> **Noise sources associated with construction are exempt from the provisions of the Noise Ordinance provided such activities do not take place before 6:00 a.m. or after 9:00 p.m. on any day.**

As such, noise generation from the proposed underlying projects will be reduced to less than significant with this added condition.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐

Impact Discussion:

a-c) 1,751 residential units are anticipated as part of the final buildout for Neighborhoods J & K and Mountain House was a Master Planned Community with a mix of residential, commercial, and industrial land uses and to be a "self-contained community, thus to minimize growth-inducing impacts.

Also, because the capacity of the onsite water and wastewater plants would serve no more than the projected onsite population as specified in the existing community approvals this would eliminate the potential growth-inducing impact.

Additionally, the proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for Neighborhood J & K will have no impact or necessitate the construction of replacement housing or reduce the amount of available second-unit dwelling housing as permitted within the Mountain House Community.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☐	☒	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☒	☐

Impact Discussion:

a) The proposed amendments to the Master Plan, Specific Plan, Development Title documents and revisions to the approved conditions for Neighborhood J & K will have a less than significant impact on public services. The proposed underlying project is for a 1,757 family residential project and this is substantially the same residential development potential assumed under the existing approved Specific Plan II document. The Mountain House Community Services District will provide sewer, storm drainage and water services to the neighborhood project sites. Therefore, the underlying project would result in a less than significant impact on public services and no additional mitigation measures are necessary.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Impact Discussion:

a-b) The proposed request would repurpose the existing approved acreage for the Golf Course into a Nature Preserve that would include outdoor areas used for limited impact recreational activities, that involve large amounts of land in its natural, or semi-natural state. Typical uses for the project site include hiking, picnicking, swimming, boating, or fishing. Utilization of these lands as Nature Preserve and Open Space recreational uses will not result in any discernible changes in the overall implementation of the Master Plan, Specific Plan Parks and Open Space Plan objective, goals, and policies. Master Plan Chapter 7, Recreation and Opens Space, 7.2.5 Overall Objectives and Policies, Objectives a) and b) state:

a) To provide a full range of recreational facilities and open space areas that exceed minimum County standards, and are made available to residents in a timely manner.
b) To provide the community with both public and private open space areas that reflect the needs and desires of the community.

The repurposing of the golf course to a nature preserve for recreational community open space uses to include and walking trails will provide greater community value and will not conflict with already approved recreational uses identified in the Master Plan e.g. Old River Regional Park, Mountain House Creek Community Park or approved Recreation and Open Space Plan. Again, this proposed repurposing project will allow for the utilization of the proposed open space areas in Neighborhoods J & K to be used as similar recreational uses and facilities found elsewhere in the community e.g. Mountain House Creek Park. Additionally, as a condition of approval the Mountain House Community Services District is requiring that the MHCSD Parks, Recreation and Leisure Plan be amended to include the proposed repurposing project of the Golf Course to a Nature Preserve. Therefore, the proposed project amendments and revisions to existing Master Plan text, tables, figures to include a Nature Preserve and Open Space with trails for hiking, picnicking, etc. will have a less than significant impact on existing and proposed recreational facilities within the community.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC				
Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☒	☐
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☐
e) Result in inadequate emergency access?	☐	☐	☒	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☒	☐

Impact Discussion:

a-f) Master Plan Chapter Nine, Transportation and Circulation addresses the expected traffic volumes and anticipates the need for and timing of circulation improvements required to serve the community and project area through buildout. The proposed project is within the scope of the existing Transportation Demand Management approval for the Mountain House Community; and the conditions of approval include all applicable mitigation measures and policies of the Master Plan and Specific Plan II documents. Additionally, a traffic analysis for the proposed layout (final maps) of Neighborhoods J and K was conducted by TJKM on June 22, 2018 with an evaluation of the traffic control needed at each intersection.

The intersections are located on Great Valley Parkway and Central Parkway arterials. The traffic analysis identified that the proposed final map layouts and revisions are not in conflict with any existing community approvals and all intersections would operate acceptably at the County's level of service (LOS) when signalized and that a one-way stop sign is recommended at Great Valley Parkway and I Street. Also, through the collection of local and regional traffic impact fees, the project would generate funds to be collected by the County Transportation Impact Mitigation Fee (TIMF) and MHTIF to pay for future roadway and transportation program responsibilities of the project. Therefore, the proposed residential project, amendments, and revisions to approved conditions are not in conflict with any adopted polices or plans and will have a less than significant impact on existing traffic and roadway levels of service.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. UTILITIES AND SERVICE SYSTEMS				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☒	☐
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☒	☐

Impact Discussion:

a-g) The project site will be served by the Mountain House Community Services District for sewer, water and terminal storm drainage. The utility infrastructure consisting of a water distribution system, a sanitary sewer drain system, and storm drainage system and these systems would be extended to the proposed project site. An updated technical memorandum of the utilities and services system was prepared by Carlson, Barbee, and Gibson (CBG) on June 3, 2019. The memorandum included a review and analysis to determine if the adjustments to the proposed land plans for Neighborhoods I, J, and K will impact the following:

- Wastewater Generation and Wasterwater Treatment Plan Capacity
- Domestic Water Demand and Water Storage Capacity
- Existing Sanitary Sewer and Water Facilities previously constructed

The review determined the changes to the land plans for Neighborhoods I, J, and K would not result in any impacts on existing or future facilities. Therefore, the project would not result in significant impacts on utilities and service systems and no additional mitigation measures are necessary.

ISSUES:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

Impact Discussion:

a-c) The proposed amendment and applications will have no impact on a number of areas: Agriculture, Cultural Resources, Geology and Soils, Hydrology and Water Quality, Hazards and Hazardous Materials, and Mineral Resources.

ATTACHMENTS (MAPS, LOTTING PLANS, AND FIGURES)

TABLE A: J & K Proposed Final Map Comparisons with Community Approvals

MASTER PLAN V. SP II COMPARISON						
Neighborhood	Master Plan Expected units	SP II units	Difference	MP Population	SP II Population	Difference
K	1,175	1,176	1	3,055	3,058	3
J	1,197	1,197	-	3,112	2,155	(958)
Total	2,372	2,373	1	6,167	5,212	(955)
MASTER PLAN V. APPROVED TMAP COMPARISON						
Neighborhood	Master Plan Expected units	TMAP Units	Difference	MP Population	TMap Population	Difference
K	1,175	1,126	(49)	3,055	2,928	(127)
J	1,197	1,083	(114)	3,112	1,949	(1,163)
Total	2,372	2,209	(163)	6,167	4,877	(1,290)
Assumes 1.8 persons per household for active adults & 2.6 for family housing						
MASTER PLAN V. PROPOSED FINAL MAP COMPARISON						
Neighborhood	Master Plan Expected units	Final Map Units	Difference	MP Population	Final Map Pop	Difference
K	1,175	1,099		3,055	2,297	(758)
J	1,197	1,100		3,112	2,385	(727)
Total	2,372	2,199	(173)	6,167	4,681	(1,486)
SPECIFIC PLAN II V. PROPOSED FINAL MAP COMPARISON						
Neighborhood	Specific Plan Expected units	Final Map Units	Difference	MP Population	Final Map Pop	Difference
K	1,176	1,099	(77)	3,058	2,297	(761)
J	1,197	1,100	(97)	3,112	2,385	(727)
Total	2,373	2,199	(174)	6,170	4,681	(1,488)
APPROVED TMAP V. PROPOSED FINAL MAP COMPARISON						
Neighborhood	Approved Tmap Units	Final Map Units	Difference	Approved Tmap Pop	Final Map Pop	Difference
K	1,126	1,099	(27)	2,928	2,297	(631)
J	1,083	1,100	17	1,949	2,385	435
Total	2,209	2,199	(10)	4,877	4,681	(196)

Table B: Neighborhood J Approved Tentative Map versus Proposed Final Map

J Approved vs Proposed

			APPROVED		PROPOSED		VARIANCE	
	ZONING	LOT DIMENSION	UNITS	ACRES	UNITS	ACRES	UNITS	ACRES
	RM	48 x 100	350	86.4			-350	-86.4
	RL	58 x 100	348	68.4			-348	-68.4
	RL	68 x 100	167	33.3			-167	-33.3
	RL	75 x 100	78	15.5			-78	-15.5
	RL	60 x 100			116	26.7	116	26.7
	RL	55 x 100			87	19.1	87	19.1
	RL	55 x 100			54	12.3	54	12.3
	RM	50 x 100			109	20.6	109	20.6
	RL	45 x 85			87	13.5	87	13.5
	RL	60 x 100			86	21.6	86	21.6
	RL	55 x 100			50	13.2	50	13.2
	RM	50 x 100			27	5.2	27	5.2
	RL	45 x 90			64	12.5	64	12.5
	RL	55 x 100			29	6	29	6
	RL	50 x 100			33	6.6	33	6.6
	RM	45 x 90			68	10.3	68	10.3
	RL	50 x 100			51	8.4	51	8.4
	RL	55 x 100			45	9.4	45	9.4
	RL	60 x 100			50	11.6	50	11.6
SUBTOTAL			943	203.6	956	197	13	-6.6
	RMH		140	11.7	168	14	28	2.3
	RH							
	Golf/OS			99.2		98.9		-0.3
	Parks			1.1		5.3		4.2
	K-8							0.0
SUBTOTAL			140	112.0	168	118.2	28	6.2
TOTAL			1,083	315.6	1,124	315.2	41	-0.4

Table C: Neighborhood K Approved Tentative Map versus Proposed Final Map

Nh K Approved vs Proposed

			APPROVED		PROPOSED		VARIANCE	
	ZONING	LOT DIMENSION	UNITS	ACRES	UNITS	ACRES	UNITS	ACRES
	RM	40 X 90			61	10.93	61	
	RL	42 X 85	104				-104	
	RM	45 X 90			82	13.46	82	
	RM	45 X 80	104				-104	
	RM	45 X 100	79				-79	
	RM	45 X 90			87	15	87	
	RL	60 x 100			55	12.57	55	
	RL	50 x 90	126				-126	
	RL	50 x 100			136	26.09	136	
	RL	55 x 95	64				-64	
	RM	48 x 90			107	18.81	107	
	RL	50 X 100	115		97	20.71	-18	
	RL	55 x 100	121				-121	
	RL	65 X 100	50		71	16.52	21	
	RL	60 x 100	51		99	22.66	48	
SUBTOTAL			814	150.8	795	156.75	-19	5.9
	RH		72	4.0	176	8.98	104	5.0
	RMH		240	20.0	219	15.63	-21	-4.4
SUBTOTAL			312	24.0	395	24.61	83	0.6
	CC			15.0		9.88		-5.1
	NC			1.2		1.73		0.6
	MX			14.0		18.35		4.3
	PF			6.0		5.99		0.0
	Lakes			47.3		48.32		1.0
	Parks			47.6		48.07		0.4
	School			16.0		16.04		0.0
SUBTOTAL				147.2		148.38		1.2
TOTAL			1,126	322.0	1,190	329.74	64	7.8

Table D: Neighborhood J & K Approved Tentative Map versus Proposed Final Map

		NEIGHBORHOOD J						NEIGHBORHOOD K					
ZONING	LAND USE	APPROVED		PROPOSED		VARIANCE		APPROVED		PROPOSED		VARIANCE	
		UNITS	ACRES	UNITS	ACRES	UNITS	ACRES	UNITS	ACRES	UNITS	ACRES	UNITS	ACRES
RL/RM	Single-Family	943	203.6	956	197.0	13	-6.6	814	150.8	795	156.8	-19	5.9
RMH	Duplex/Town homes	140	11.7	168	14.0	28	2.3	240	20.0	219	15.6	-21	-4.4
RH	Apartments							72	4.0	176	9.0	104	5.0
CC	Commercial								15.0		9.9		-5.1
NC	Commercial								1.2		1.7		0.6
MX	Mixed Use								14.0		18.4		4.3
PF	Public Facilities								6.0		6.0		0.0
OS	Lakes								47.3		48.3		1.0
OS	Golf/OS		99.2		99.0		-0.2						
OS	Parks		1.1		5.3		4.2		47.6		48.1		0.4
K-8	School						0.0		16.0		16.0		0.0
	TOTAL	1,083	315.6	1,124	315.3	41	-0.3	1,126	322.0	1,190	329.7	64	7.8

NEIGHBORHOOD J & K COMBINED							
ZONING	LAND USE	APPROVED		PROPOSED		VARIANCE	
		UNITS	ACRES	UNITS	ACRES	UNITS	ACRES
RL/RM	Single-Family	1,757	354.4	1,751	353.8	(6)	(1)
RMH	Duplex/Town homes	380	31.7	387	29.6	7	(2)
RH	Apartments	72	4.0	176	9.0	104	5
CC	Commercial		15.0		9.9		(5)
NC	Commercial		1.2		1.7		1
MX	Mixed Use		14.0		18.4		4
PF	Public Facilities		6.0		6.0		(0)
OS	Lakes		47.3		48.3		1
OS	Golf/OS		99.2		99.0		(0)
OS	Parks		48.7		53.4		5
K-8	School		16.0		16.0		0
	TOTAL	2,209	637.53	2,314	645.0	105	7.51

Table E: Neighborhood J & K Age-Restricted Reallocation

		NEIGHBORHOODS J + K ACTIVE-ADULT MARKET RATE REALLOCATION								
		NEIGHBORHOOD J			NEIGHBORHOOD K			J&K Combined		
		Approved	Proposed	Variation	Approved	Proposed	Variation	Approved	Proposed	Variation
RL/RM	SF Active-Adult	943	453	-490	0	239	239	943	692	-251
RMH	Active-Adult	140	168	28	0		0	140	168	28
Subtotal		1083	621	-462	0	239	239	1083	860	-223
RL/RM	Family/Market	0	503	503	814	556	-258	814	1059	245
RMH	Family/Market	0	0	0	240	219	-21	240	219	-21
Subtotal		0	503	503	1054	775	-279	1054	1278	224
TOTAL		1,083	1,124	41	1,054	1,014	(40)	2,137	2,138	1
ACTIVE ADULT			J			K		J&K Combined		
		Acres	Units		Acres	Units		Acres	Units	
RL		78.7	366		52.74	239		131.44	605	
RM		13.5	87		0	0		13.5	87	
RMH		14	168					14	168	
		106.2	621		52.74	239		158.94	860	
FAMILY/MARKET RATE										
RL		82	371		45.81	219		127.81	590	
RM		22.8	132		58.2	337		81	469	
RMH					15.63	219				
RH		0	0		8.98	176		8.98	176	
		104.8	503		128.62	951		233.42	1454	
TOTAL		211	1124		181.36	1190		392.36	2314	

Table F: Neighborhood J & K Jobs Comparison

	APPROVED			PROPOSED		
	Acres	Jobs/ac	Jobs	Acres	Jobs	Job Diff
Commercial	15	24	360	9.9	237.6	-122.4
Commercial	1	24	24	1.7	40.8	16.8
Mixed Use	14	51	714	18.4	938.4	224.4
Public Facilities	6	5	30	6	30	0
TOTAL			**1,128**		**1,247**	**118.8**

Figure 3: Neighborhood J Revised Lotting Study

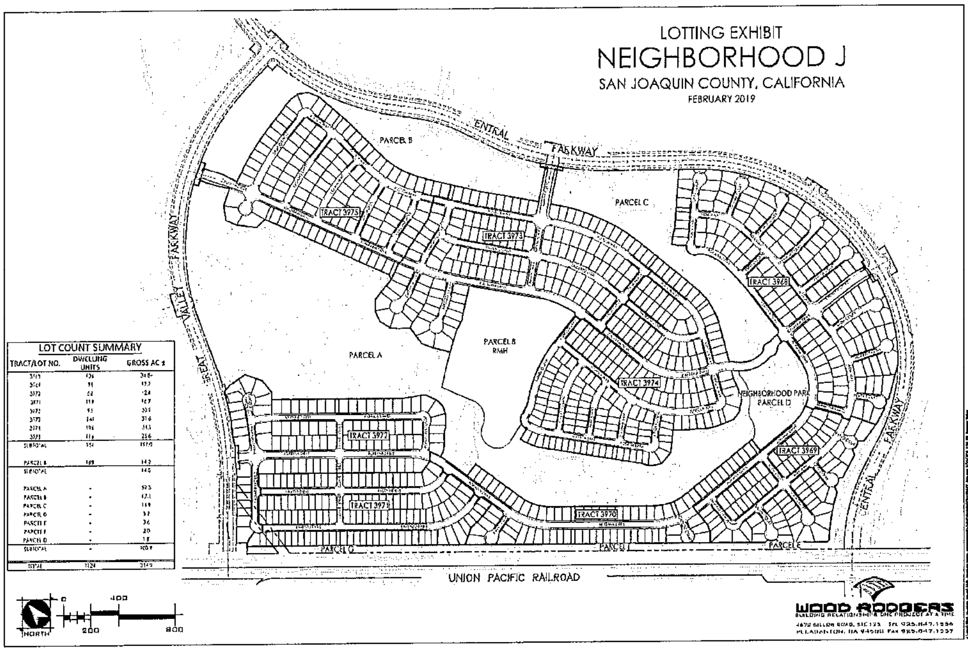


Figure 4: Neighborhood J Approved Lotting Study

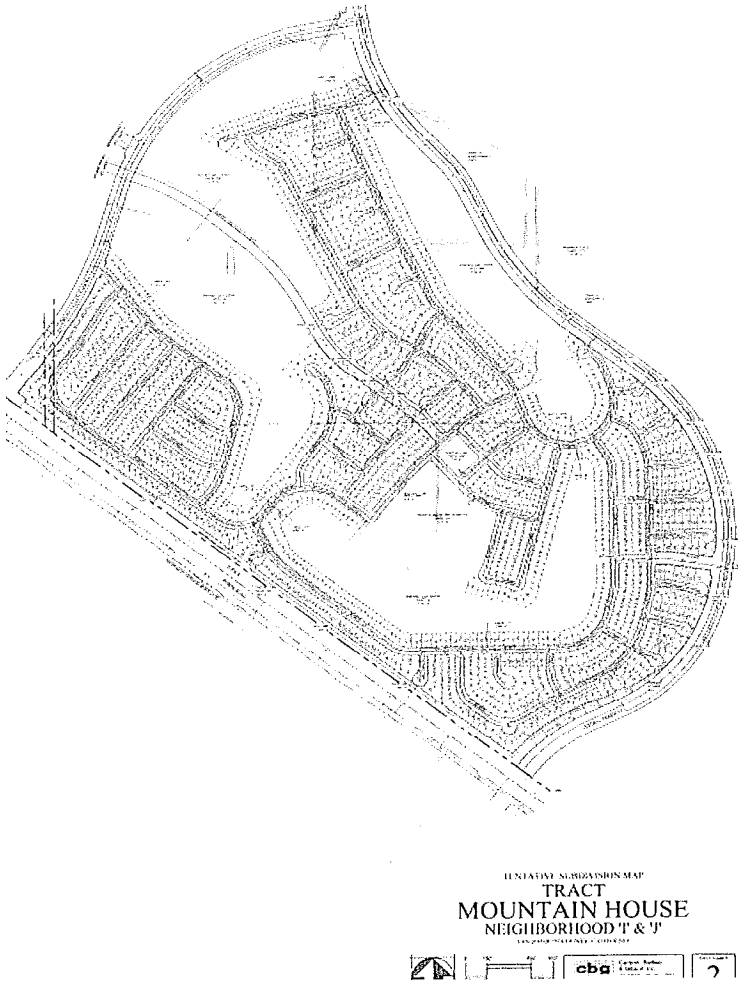


Figure 5: Neighborhood K Revised Lotting Study

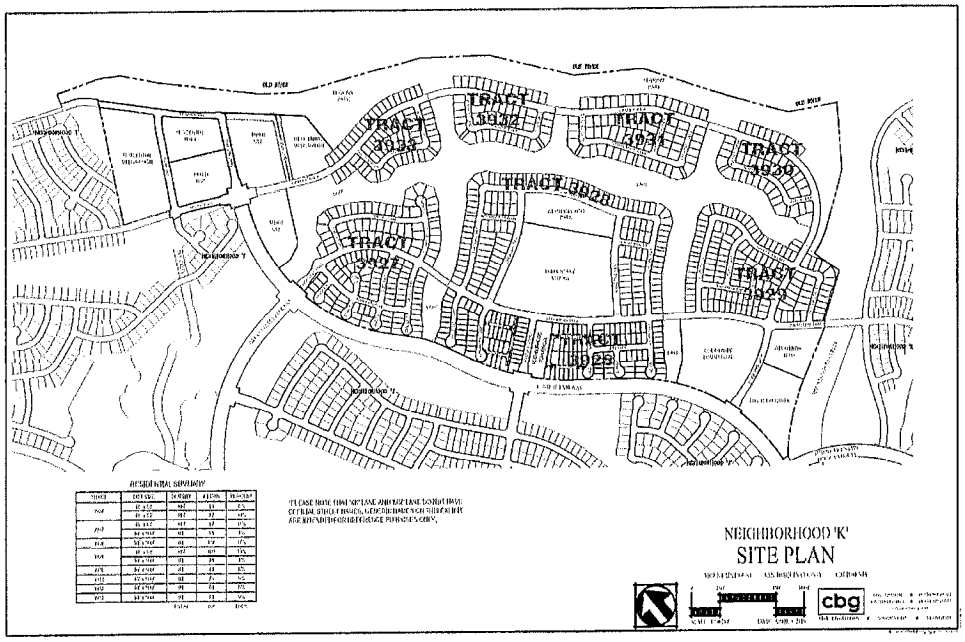


Figure 6: Neighborhood K Approved Lotting Study

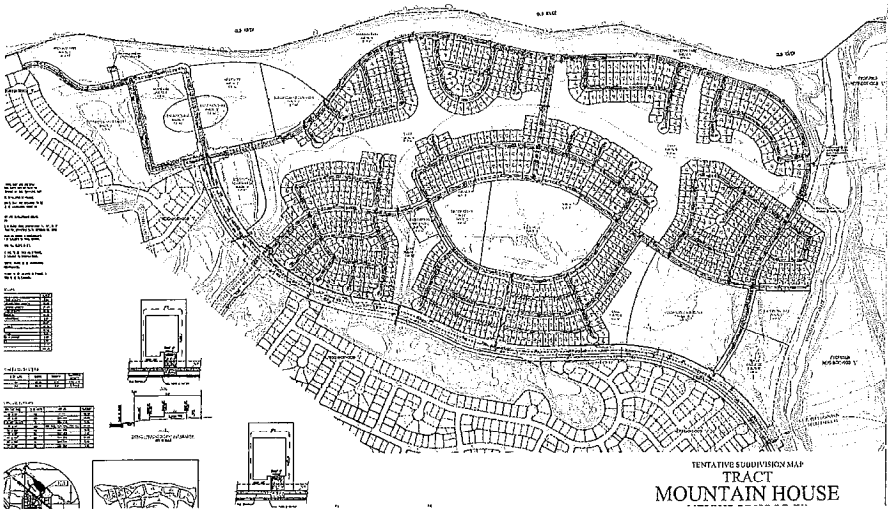


Figure 7: Neighborhood J and K Illustrative Color Map

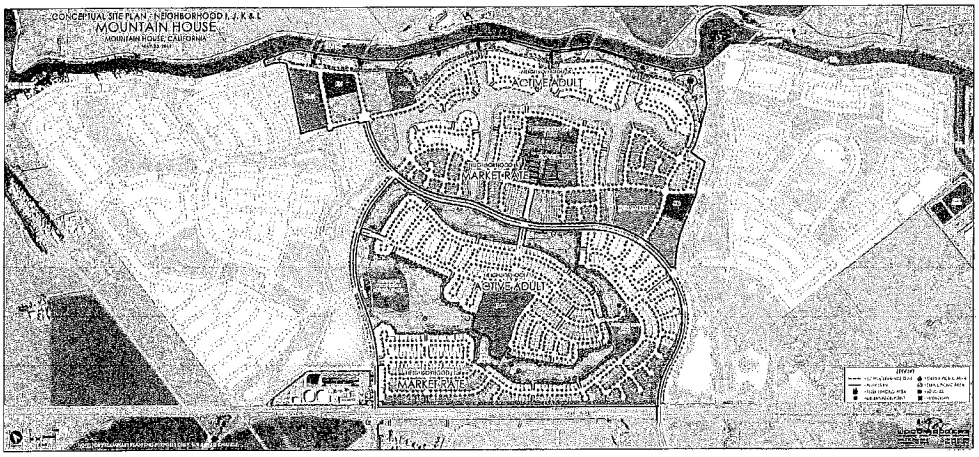


Figure 8: SP II Figures 4.5 & 4.6

MOUNTAIN HOUSE SPECIFIC PLAN II

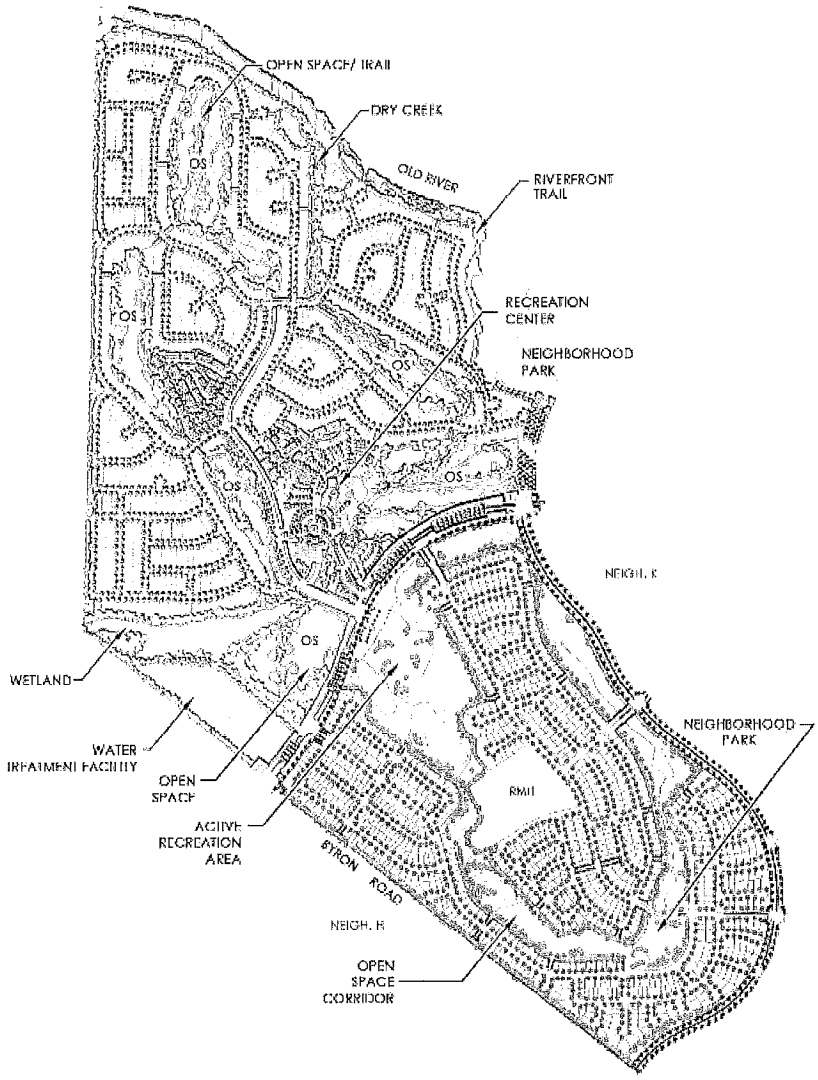


FIGURE 4.5 - SP II ILLUSTRATIVE CONCEPT (NEIGH. 'I' & 'J')

SPECIFIC PLAN II FIGURE 4.6

MOUNTAIN HOUSE SPECIFIC PLAN II

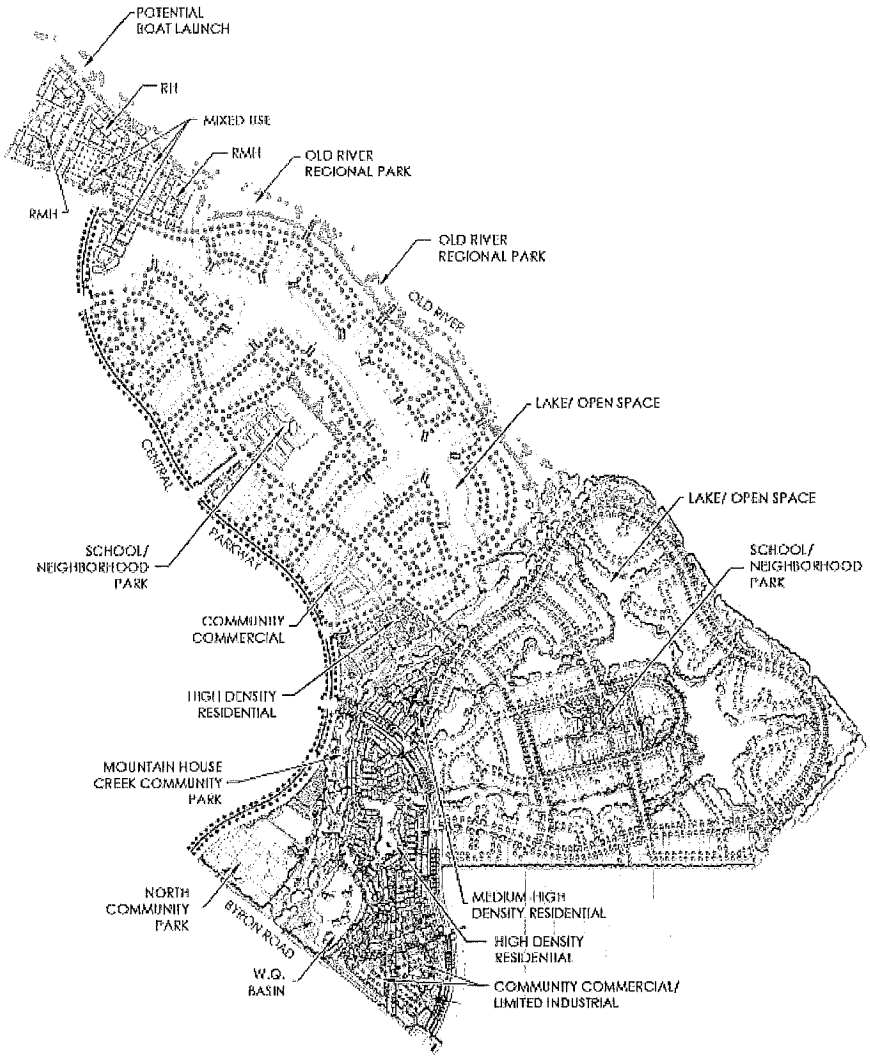


FIGURE 4.6 - SP II ILLUSTRATIVE CONCEPT (NEIGH. 'K' & 'L')

Zimbra

Architectural style selection

From : <DSargent@mountainhousedevelopers.com>

3 attachments

Subject : Architectural style selection

To : 'John Funderburg' <jfunderburg@sjgov.org>

Cc : Bill Factor <gis1@co.san-joaquin.ca.us>, George Djan <georgedjan@sbcglobal.net>

According to Specific Plan II Section 4.6 Implementation Measure 13 the Develop is supposed to establish the "Common Architectural Theme" for the Neighborhood (See below).

Mountain House Developers LLC hereby establishes the Common Architectural Theme for Neighborhoods J and K as follows;
J: Farmhouse
K: Italianate

Please respond with an acknowledgement that the styles have been established for

Thanks,

David Sargent
Development Manager
Mountain House Developers LLC
230 South Sterling Drive, Suite 246
Mountain House, CA 95391
(209) 689-0201 (office)
(925) 580-0777 (mobile)
dsargent@mountainhousedevelopers.com<mailto:dsargent@mountainhousedevelopers.com>

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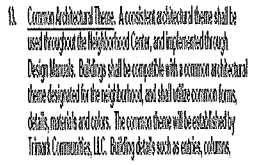
11. Common Architectural Theme. A consistent architectural theme shall be used throughout the Neighborhood Center, and implemented through Design Manuals. Buildings shall be compatible with a common architectural theme designated for the neighborhood, and shall utilize common forms, details, materials and colors. The common theme will be established by Trimark Communities, LLC. Building details such as eaves, columns,

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COUNTY
Greatness grows here.

Public Works
Working for YOU

Department of Public Works

Kris Balaji, Director of Public Works

Fritz Buchman, *Deputy Director/Development*
Michael Selling, *Deputy Director/Engineering*
Jim Stone, *Deputy Director/Operations*
Kristi Rhea, *Manager of Strategic Initiatives*

December 31, 2018

RECEIVED
JAN - 3 2018
San Joaquin County
Community Development

MEMORANDUM

TO: Community Development Department
CONTACT PERSON: John Funderburg

FROM: Alex Chetley, Engineering Services Manager AC
Development Services Division

SUBJECT: PA-1800039; The project consists of a Master Plan Amendment (PA-1800039), a Specific Plan I Amendment (PA-1800040), a Specific Plan II Amendment (PA-1800041), a Specific Plan III amendment (PA-1800042), a Revisions of Approved Action to Major Subdivision Application (PA-0600327), a second Revisions to Approved Actions Application to Major Subdivision (PA-1000267) and a Mountain House Development Title Text Amendment (PA-1800217).

PROPERTY OWNER: San Joaquin County & Mountain House Developers, LLC

APPLICANT: Mountain House Developers, LLC

ADDRESS: Mountain House, CA

APN: None

RECOMMENDATIONS:

1. None.

AC: CH

SAN JOAQUIN
COUNTY
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Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

December 31, 2018

To: San Joaquin County Community Development Department
Attention: John Funderburg

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800039 (MP), SU0012008**
17590 S. Kelso Rd, Mountain House

The Environmental Health Department has no comments or recommendation for this application at this time.

SAN JOAQUIN
COUNTY
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Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

December 31, 2018

To: San Joaquin County Community Development Department
Attention: John Funderburg

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800040 (SP), SU0012009**
17590 S. Kelso Rd, Mountain House

The Environmental Health Department has no comments or recommendation for this application at this time.

SAN JOAQUIN
COUNTY
Greatness grows here.

Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

December 31, 2018

To: San Joaquin County Community Development Department
Attention: John Funderburg

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800041 (SP), SU0012010**
17590 S. Kelso Rd, Mountain House

The Environmental Health Department has no comments or recommendation for this application at this time.

SAN JOAQUIN
COUNTY
Greatness grows here.

Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

December 31, 2018

To: San Joaquin County Community Development Department
Attention: John Funderburg

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800042 (SP), SU0012011**
17590 S. Kelso Rd, Mountain House

The Environmental Health Department has no comments or recommendation for this application at this time.

SAN JOAQUIN
COUNTY
Greatness grows here.

Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Willy Ng, REHS
Muniappa Naidu, REHS
Michael Kith, REHS

December 31, 2018

To: San Joaquin County Community Development Department
Attention: John Funderburg

From: Naseem Ahmed; (209) 468-3436
Environmental Health Specialist

RE: **PA-1800217 (TA), SU0012014**
17590 S. Kelso Rd, Mountain House

The Environmental Health Department has no comments or recommendation for this application at this time.

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

San Joaquin County Airport Land Use Commission/Congestion Management Agency

Robert Rickman
CHAIR
Doug Kuehne
VICE CHAIR
Andrew T. Chesley
EXECUTIVE DIRECTOR
Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF SAN
JOAQUIN

January 10, 2019

John Funderburg
Development Services Department
333 Civic Center Drive
Tracy, CA 95376

Re: PA-1800039 (MP) PA-1800040 (SP) PA-1800041 (SP), PA-1800042 (SP) PA-0600327 (SU, RAA) PA-1000267 (SU, RAA) PA-1800217 (TA) (Deadline: 1/10/2019)

Dear John Funderburg,

The San Joaquin Council of Governments (SJCOG), acting as the Airport Land Use Commission (ALUC) and Congestion Management Agency (CMA), has reviewed an application with multiple master plan and specific plan amendments, and revisions of approved actions to major subdivision applications, and a Mountain House Development Title Text Amendment. The project is located within Neighborhoods J and K in Mountain House, CA.

AIRPORT LAND USE COMMISION'S REVIEW

This project is not located within any airport influence area. However, this project includes the repurposing of a planned golf course. The project plans to replace it with an open space nature preserve with recreational uses i.e. water dependent uses, hiking, and walking trails. SJCOG Staff recommends the applicant contact the Airport Land Use Commission of Contra Costa County (http://www.co.contra-costa.ca.us/4307/Airport-Land-Use-Commission-ALUC) about the land use changes, as the open space could include wildlife habitat or wetland areas which may be hazardous to flight.

SJCOG would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan (https://www.sjcog.org/ALUC) as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
    a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
    b. Sources of dust, steam, or smoke which may impair pilot visibility.

c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel(dB) according to State guidelines.
e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for any proposal for construction or alteration under the following conditions:

    a. If requested by the FAA.
    b. Any construction or alteration that is more than 200 ft. AGL at its site.
    c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
        i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
        ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
        iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take off and landing area of a public use heliport
    d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
    e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

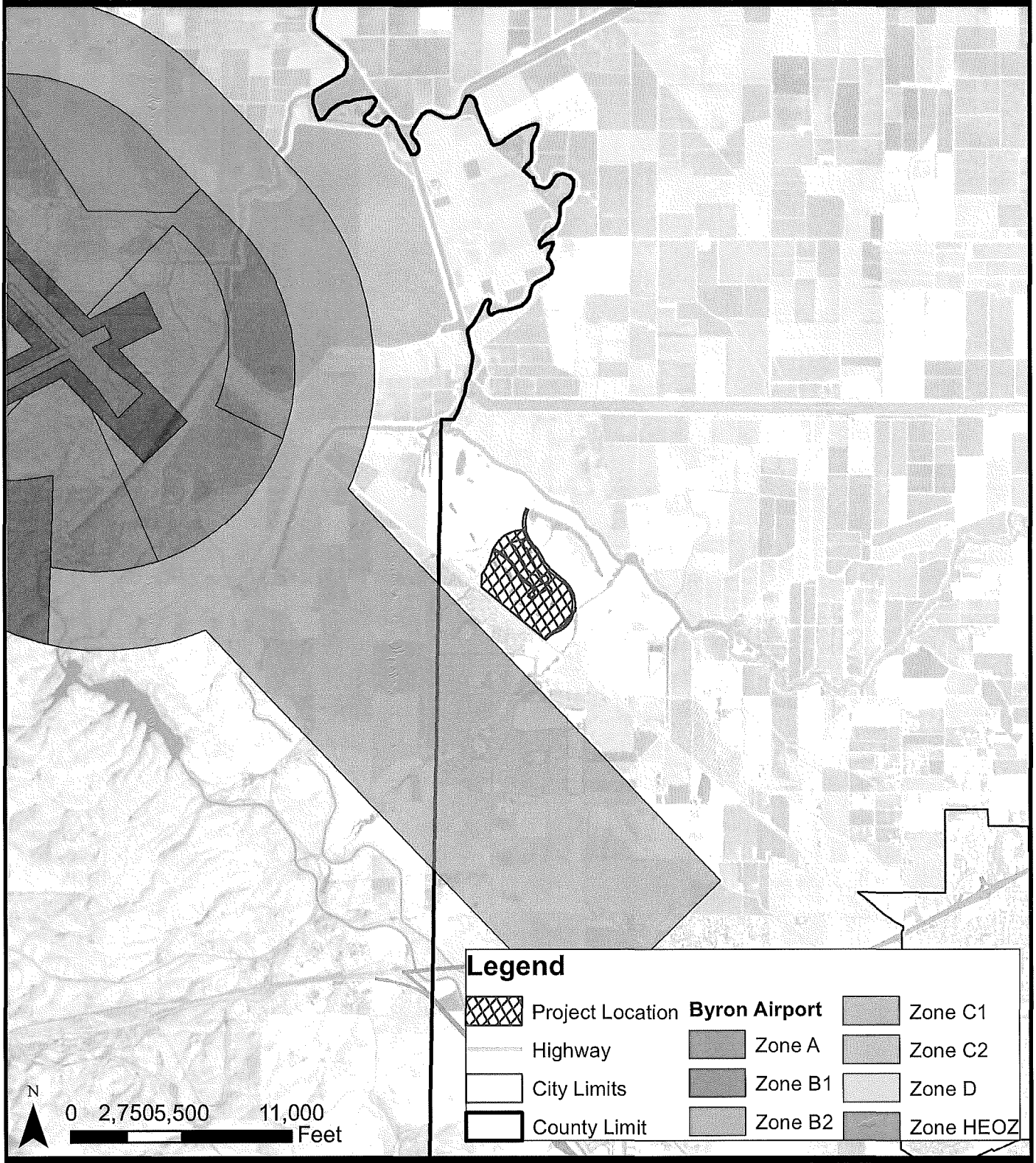
Thank you again for the opportunity to comment. Please contact ALUC staff Joel G. Campos (209-235-1090 or campos@sjcog.org) if you have any questions or comments.

Sincerely,

Joel G. Campos

ATTACHMENT A – Exhibit of Project Site Location in relation to ALUC

AIRPORT LAND USE CONSISTENCY REVIEW



PERMIT NUMBER / PROJECT TITLE:	PA-1800039 (MP) PA-1800040 (SP) PA-1800041 (SP), PA-1800042 (SP) PA-0600327 (SU, RAA) PA-1000267 (SU, RAA) PA-1800217 (TA)
ADDRESS:	505 E. Arnaudo Boulevard, Mountain House
APN:	N/A
AIRPORT / "HAZARD TO FLIGHT"	Byron Airport

STAFF REPORT - Site Approval

Application Information

Owner:	**Janet S. Blincoe**
Applicant:	**BP West Coast Products, LLC**
File Number:	**PA-1800043**
Location:	**On the southeast corner of South State Route 99 West Frontage Road and South Mariposa Road, Stockton**
Address:	**2510 South State Route 99 West Frontage Road, Stockton**

General Plan:	**I/L**	Community:	**Stockton**
Zoning:	**I-L**	APN:	**171-300-24**
Project Size:	**2.00-acres**	Parcel Size:	**2.00-acres**
Water Supply:	**Public**	Sewage Disposal:	**Public**
Storm Drainage:	**On-site**	100-Year Flood:	**No**
Williamson Act:	**No**	Supervisorial District:	**1**
Staff:	**Giuseppe Sanfilippo**	CEQA Determination	**Mitigated Negative Declaration**

Project Description

This project is a Site Approval application for a fueling station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The project proposes direct access from South State Route 99 West Frontage Road. The project will be served by California Water Company for water supply, the City of Stockton for sanitary sewer service, and storm water will be retained on-site. (Use Type: Gasoline Sales and Service-Combination)

Recommendation

Approval.

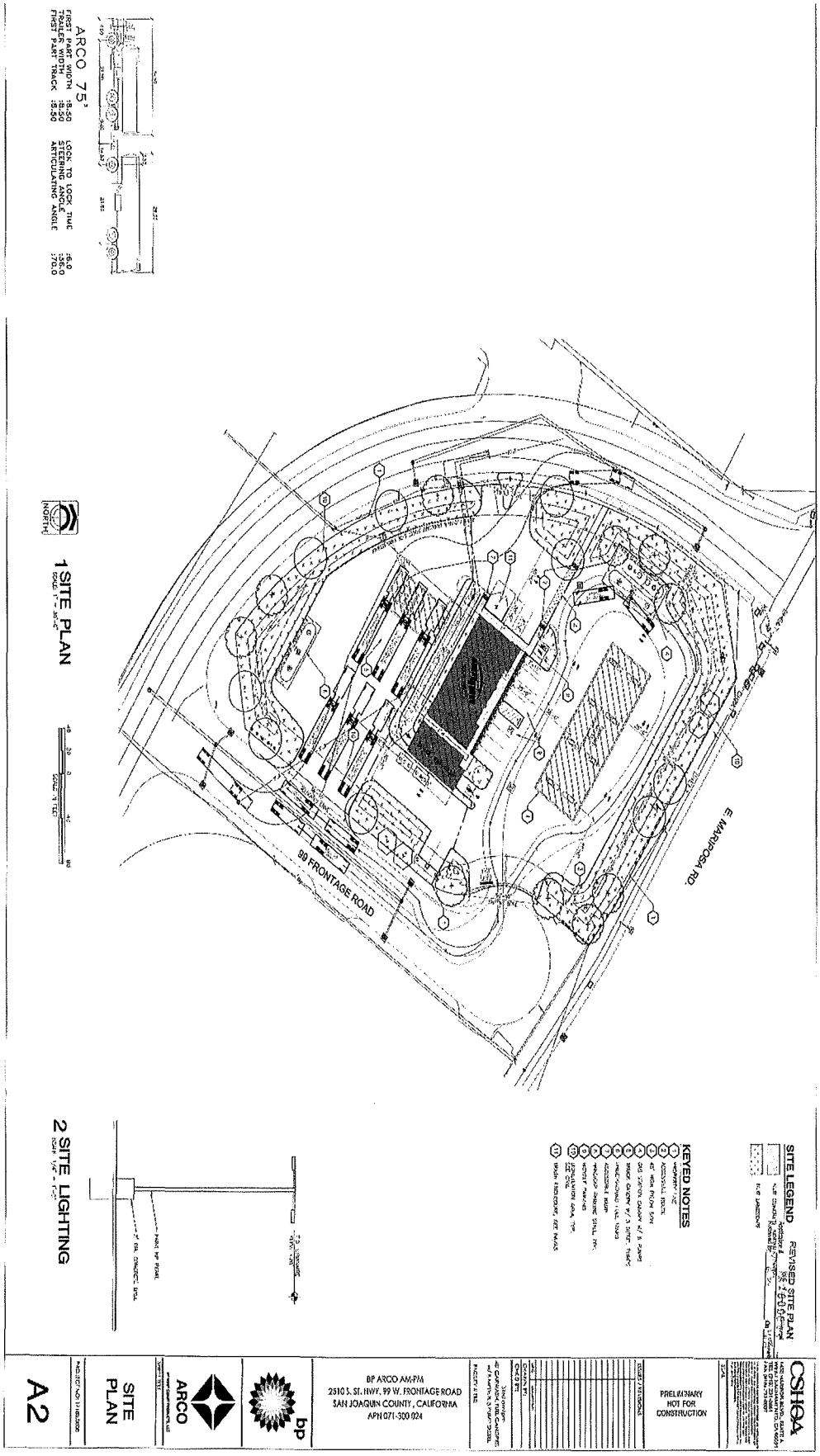
Referrals and Replies

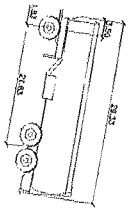
The agency referrals were mailed on April 13, 2019, with responses due by May 15, 2019

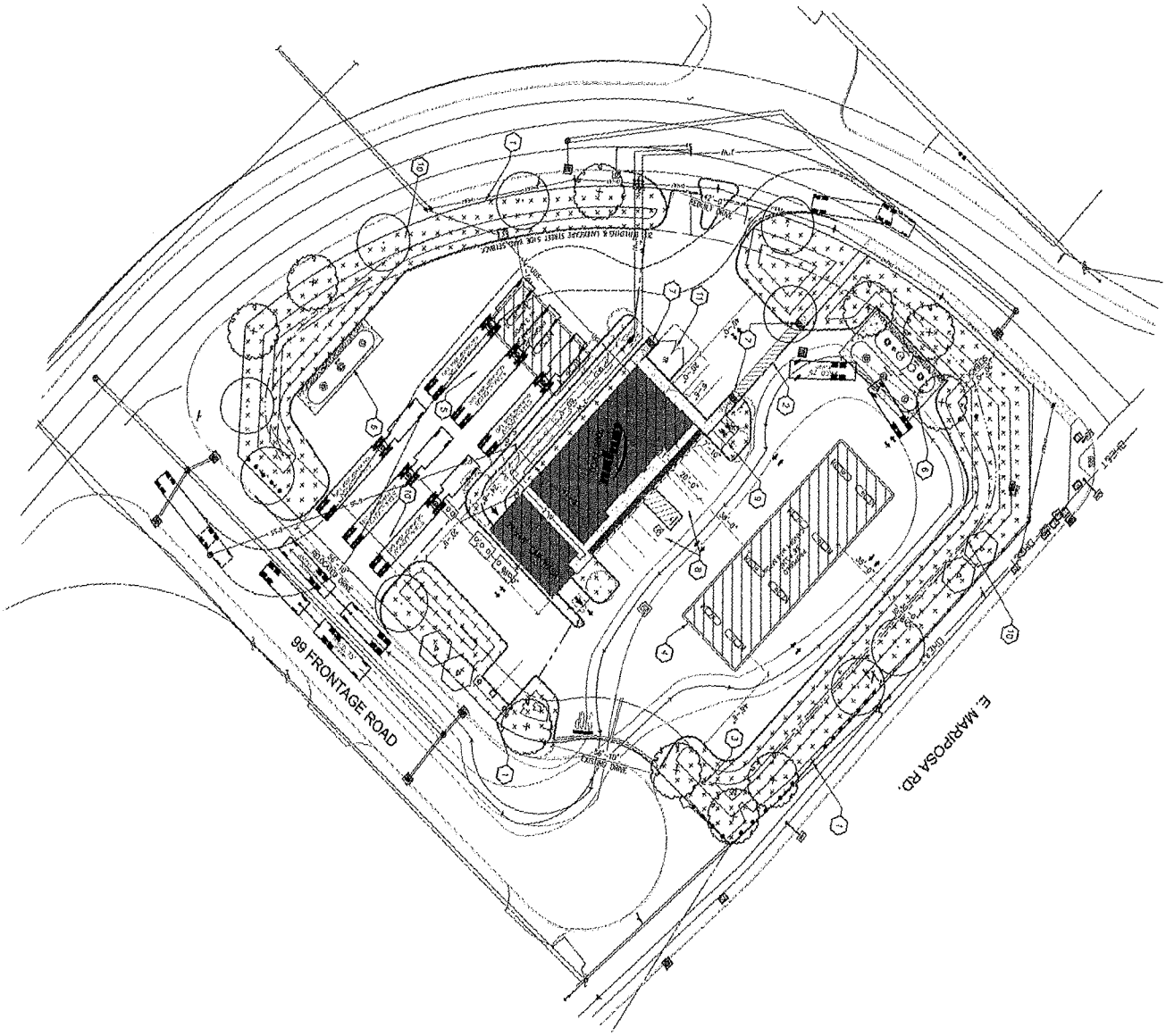
AGENCY	**RESPONSE DATE** (through July 5, 2019)
Department of Public Works	May 11, 2018, December 21, 2018
Environmental Health Department	May 7, 2018
Assessor	
Surveyor	
Sheriff's Office	
Ag Commissioner	
General Services	
Building Plan Check	
Building Inspection	
Building Division	July 6, 2018
Fire Prevention Bureau	April 18, 2018
Council of Governments	May 4, 2018
Mosquito and Vector Control	
San Joaquin Valley Air Pollution Control District	July 23, 2018
Stockton Unified School District	
CA Office of Emergency Services	March 8, 2019
Caltrans	February 20, 2019
City of Stockton	
Montezuma Fire District	
Airport Land Use Commission	May 15, 2018
Farm Bureau	
AT&T	
A.B.C.	
Private Cal Water	
Stockton Municipal Airport	
F.A.A.	
Division of Aeronautics	
C.H.P.	
C.R.W.Q.C.B.	May 9, 2018
C.V.F.P.B.	
F.E.M.A.	
Builders Exchange	
BIA	
Carpenters Union	
S.E.W.D. Irrigation District	
U.S. Army Corps of Engineers	
C.A. Department of Fish & Wildlife	
P.G.&E.	April 25, 2019
Carpenters Union	
Sierra Club	
Haley Flying Service	
Kathy Perez	
Precissi Flying Service	
Sierra Club	

A legal ad for the public hearing was published in the **Stockton Record** on July 15, 2019 .

22 Public hearing notices were mailed on July 5, 2019.


ARCO 75'
FIRST PART WIDTH 8.50
TRACK WIDTH 8.50
FIRST PART TRACK 8.50
LOCK TO LOCK TIME 6.0
STEERING ANGLE 30.0
ARTICULATING ANGLE 70.0
1 SITE PLAN
SCALE 1" = 30'-0"
NORTH
99 FRONTAGE ROAD
E MARIPOSA RD.
2 SITE LIGHTING
SCALE 1/4" = 1'-0"
SITE LEGEND
REVISED SITE PLAN
KEYED NOTES
PRELIMINARY
NOT FOR
CONSTRUCTION
CSHQA
BP ARCO AM-PM
2510 S. ST. HWY. 99 W. FRONTAGE ROAD
SAN JOAQUIN COUNTY, CALIFORNIA
APN 071-300 024
bp
ARCO
SITE
PLAN
A2




99 FRONTAGE ROAD
E. MARIPOSA RD.

Analysis

Background

On July 2, 1958, the Planning Commission approved Use Permit application No. UP-0881 for the construction of two (2) buildings, one (1) for the sales and service of trucks and trailers, and the second building for furniture storage. On December 17, 1958, the Planning Commission approved Use Permit application No. UP-1062 for the construction of an 800 square foot building for the storage and repair of tractors, and expansion of the existing truck and trailer repair facility. This use was in operation consistently until 2015.

On November 1 2016, Building Permit application No. BP-1604286 was applied for to demolish the existing truck and trailer repair facility. The building was demolished as a part of the State Route 99 West Frontage Road realignment project. The demolition permit was final on February 1, 2017. On May 12, 2017, the Community Development Department approved Certificate of Compliance application No. PA-1600289 to recognize a two (2) acre remainder parcel that was created as a result of the roadway realignment of South State Route 99 West Frontage Road by the California Department of Transportation.

On February 23, 2018, Site Approval application PA-1800043 was applied for to construct a fueling station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The proposed fueling station is an infill project within a developed industrial area.

This project is a Site Approval application, which would typically be processed at the staff level. However, pursuant to Development Title Section 9-215.9, the Director may refer the application to the Planning Commission for determination based on the response from notifications. Due to neighborhood opposition for this application, the Director has referred this item to the Planning Commission pursuant to Development Title Section 9-215.9.

Traffic

On May 11, 2018, the Department of Public Works submitted a response letter to staff referral requiring a Traffic Impact Analysis be completed to determine if the proposed fueling station would have a significant environmental impact regarding traffic. Additionally, the Community Development Department received an opposition letter dated May 15, 2018 stating specific concerns regarding trip generation, sight distance safety issues, traffic controls, high truck trip counts, level of service impacts, and truck access.

The Traffic Impact Analysis was completed by Kimley-Horn. The Traffic Impact Analysis, dated November 12, 2018, reviewed potential traffic impacts as a result of the project and found that the project would not result in significant impacts. However, Kimley-Horn provided recommendations to reduce impacts as a result of the project. These recommendations include:

- The northwest driveway with access to South State Route 99 West Frontage Road should be limited to right in/right out movements.
- The northwest driveway design should include a channelizing raised median island to facilitate right in/right out movements.
- The northwest driveway should include signage indicating "right turn only" viewable to traffic exiting the site. The sign facing the public roadway should indicate no left turns into the site (i.e. entrance farther to the east, no left turn, or similar).

These recommendations have been included as requirements in the recommended Conditions of Approval.

Upon completion and review of the Traffic Impact Analysis, the citizen that submitted the letter of opposition submitted another letter, this one dated March 6, 2019, which challenged the findings of the approved Traffic Impact Analysis. The citizen stated concerns regarding the specific methodology and analysis contained in the Traffic Impact Analysis, including the time of trip counts, assumed traffic speed and volume, and the scope of the study.

This Department of Public Works, and the traffic consultant Kimley-Horn, reviewed the March letter, and discussed the issues raised. Ultimately, the Department of Public Works determined that the study sufficiently addressed the concerns raised in the March letter and no additional analysis was required.

Fair Argument

An initial study was prepared for this application, which found that all project impacts could be reduced to less than significant impacts through implementation of mitigation measures. Pursuant to the California Environmental Quality Act (Public Resource Code Sections 20180[d]), if significant evidence that the project may have a significant effect on the environment, an EIR is required. As a result, if substantial evidence of significant impacts is presented to a lead agency, an EIR must be prepared. This provision, called the fair argument standard, allows for anyone to challenge an environmental determination if new information that was not studied through the environmental review process is presented.

The Community Development Department and the Department of Public Works reviewed the opposition letter dated March 6, 2019, in detail, and determined that, although the opposition provided comments from an expert regarding traffic, no new environmental concerns were raised that were not addressed in the Traffic Impact Analysis. As a result, the fair argument standard does not apply to this application, and an Environmental Impact Report is not required. The Community Development Department has proposed a Mitigated Negative Declaration for adoption by the Planning Commission, as all impacts can be reduced to less than significant with the mitigation measures contained in the recommended Conditions of Approval.

Opposition

In addition to the comments regarding traffic, the opposition submitted another letter dated May 15, 2018, which stated concerns regarding stormwater runoff, impacts of the proposed development on existing private services, noise, pollution, blight, homelessness, alcohol sales, safety, jurisdiction, and the site plan.

Stormwater Runoff: The opposition expresses concerns with groundwater runoff and the "bio-detention area". No bio-detention area is depicted on-site, however the project site is not served by a stormwater drainage district and the site plan depicts a stormwater retention pond. Pursuant to Development Title Section 9-1135, the project must retain all stormwater on-site. The following has been included in the recommended Conditions of Approval:

2.(j). The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

Impacts to exiting on-site services: The opposition expresses concerns regarding impacts to septic and wells on adjacent parcels. Although the proposed project will be served by public water and sewer, the fueling station proposes underground storage tanks for gasoline and diesel fuel. The Environmental Health Department provided a letter dated May 7, 2018, which included a requirement for the developers to participate in the Environmental Health Department Underground Storage Tank program, and the tanks are required to be installed under permit. This has been included with the recommended Conditions of approval:

3.(e).4 Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report to the California Environmental Reporting System (CERS) which can be found at cers.calepa.ca.gov/ for the following:

Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program.

Noise: The opposition expresses concerns regarding noise pollution. The project will be subject to the county noise standards pursuant to Development Title Section 9-1025.9. Additionally, noise sources associated with construction are exempt from noise standards provided they do not take place before 6:00 a.m. or after 9:00 p.m. pursuant to Development Title Section 9-1025.9(c)(3). Additionally, the project site is in a developed industrial area, just outside of the State Route 99 noise contour.

Pollution: The opposition expresses concerns regarding air pollution and odors generated by the proposed project. The proposed project is a gas station and mini-mart. The Air Pollution Control District reviewed the project, and stated the project was not anticipated to have a significant impact, with compliance with existing laws and regulations. Therefore, impacts from pollution are expected to be less than significant.

Blight: The opposition expresses concerns the proposed project would facilitate further blight and nuisance in the surrounding area. The project site is currently a vacant parcel. The recommended Conditions of Approval will ensure that the proposed development will meet the development standards of San Joaquin County. There is no basis to the claim that the approval and development of the proposed project will result in blight within the area.

Homelessness: The opposition expresses concerns the proposed project would increase loitering and homelessness in the area. Homelessness is a countywide issue, and not exclusive to the project area. There is no basis in the claim that the construction of gas station and convenience store will increase loitering and homelessness.

Alcohol Sales: The opposition expresses concerns about the sale of alcohol as a result of the proposed project. The sales of alcoholic beverages is a permitted use accessory to a gas station and convenience store. The sales of alcohol at the convenience store will be licensed and regulated by the California Department of Alcoholic Beverage Control.

Site Plan: The opposition expresses concerns regarding the site plan. The opposition states that the included truck turn dimensions encroach on adjacent properties, and that the project improvements are not fully contained within the property lines of the subject parcel. The revised site plan, dated February 15, 2019, depicts all the project improvements within the property boundaries of the subject parcel. The project site is encompassed by Mariposa road to the north, South State Route 99 West Frontage road along the west and the south, and the cul-de-sac vacated as a result of the Caltrans road realignment to the east. The revised site plan depicts truck turning dimensions, which shows that the trucks accessing the proposed development will be able to safely enter and exit onto public roads. These dimensions extend onto the public roads in order to depict safe and legal ingress/egress. No development is proposed outside of the proposed project site.

Security Concerns: The opposition expresses concerns regarding security for the neighboring properties However, the opposition did not provide specific information including the basis for these concerns. Project referrals were mailed to the San Joaquin County Sheriff's office, and no response was received. The recommended Conditions of Approval include the following condition for security lighting:

f. **LIGHTING:** Lighting shall be provided and comply with the following:

1) If the parking area is to be used at night, parking lot and security lighting shall be installed. (Development Title Section 9-1015.5[g])

Jurisdiction: The opposition questioned the location of the subject parcel, and whether it fell within the jurisdiction of San Joaquin County or the City of Stockton. The project site is located within

unincorporated San Joaquin County, and within the jurisdiction of San Joaquin County, immediately adjacent to the City of Stockton along Mariposa Road, which falls within the City's jurisdiction. The project was referred to the City of Stockton, and no response was received.

Recommendations

Action

It is recommended that the Planning Commission:

1. **Approve the Mitigated Negative Declaration; and**

2. **Approve Site Approval No. PA-1800043 with the Findings and Conditions of Approval contained in the staff report.**

Findings

1. The proposed use is consistent with the General Plan, any applicable Master Plan, Specific Plan, and Special Purpose Plan and any other applicable plan adopted by the County.

   - **This finding can be made because the Gasoline Sales and Service-Combination use type is consistent with the General Plan's Limited Industrial (I/L) designation and in turn may be conditionally permitted with a Site Approval application in the Limited Industrial (I-L) zone. The proposed gasoline station is consistent with the goals, policies, standards, and maps of the General Plan, and there are no Master Plans or Special Purpose Plan applicable to this site.**

2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.

   - **This finding can be made because the necessary facilities and improvements are existing or proposed. The applicant has supplied will-serve letters from the City of Stockton for public sanitary sewer service, and the California Water Company for public water supply. Also as a Condition of Approval, the Department of Public Works is requiring the developer to provide drainage facilities that meet the requirements of San Joaquin County Development Standards for any additional runoff attributed to this project development. As a Condition of Approval, the applicant must comply with the Underground Storage Tank Program through the Environmental Health Department for the proposed underground storage tanks. Additionally, as a Condition of Approval, the Community Development Department will require a minimum ten (10) foot landscaped strip respecting the ultimate Right-of-Ways of South State Route 99 West Frontage Road and South Mariposa Road. As a result, the project will improve the aesthetics of the general vicinity.**

3. The site is physically suitable for the type of development and for the intensity of development.

   - **This finding can be made because the 2.00-acre parcel is of adequate size and shape to accommodate the proposed fuel station and convenience store and all necessary improvements. The site plan shows that there is sufficient area for parking and circulation, in compliance with Standards of the Development Title. The access driveways meets the twenty-five (25) foot minimum requirement for two-way access. In addition, the Department of Public Works is requiring the northwest driveway with access on South State Route 99 West Frontage Road be limited to right in/right out movements, include a channelizing raised median island to facilitate right in/ right out movements, and include signage indicating "right turn only" viewable to traffic exiting the site. An additional sign facing the public roadway shall indicate "no left turns" into the site will be required. These measures will ensure the project will have less than significant impacts on traffic levels of service.**

4. Issuance of the permit will not be significantly detrimental to the public health, safety, or welfare or be injurious to the property or improvements of adjacent properties

   - **This finding can be made because the Initial Study prepared for the project found no potentially significant environmental impacts. In addition, a Traffic Impact Analysis was completed by Kimley-Horn on November 12, 2018 which found there were no traffic impacts as a result of the project. The Department of Public Works is has incorporated the recommendations from the Traffic Impact Analysis in their recommended Conditions of Approval.**

5. The use is compatible with adjoining land use.

   - **This finding can be made because the proposed use will not interfere with nor alter the current land uses on adjacent properties. The surrounding parcels include industrial uses to the east and the south; and residential, industrial, and commercial uses to the north and west.**

Conditions of Approval

Site Approval application No. PA-1800043 was approved by the Planning Commission on . The effective date of approval is . This approval will expire on , which is 18 months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been issued and remain in force, and (3) all necessary permits from other agencies have been issued and remain in force.

Unless otherwise specified, all Conditions of Approval and ordinance requirements shall be fulfilled prior to the establishment of the use and the issuance of any building permits. Those Conditions followed by a Section Number have been identified as ordinance requirements pertinent to this application. Ordinance requirements cannot be modified, and other ordinance requirements may apply

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact Staff: Giuseppe Sanfilippo, [209] 468-0227)

a. **BUILDING PERMIT:** Submit an "APPLICATION-COMMERCIAL BUILDING PERMIT". The Site Plan required as a part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). A fee is required for the Site Plan review. (Development Title Section 9-884)

b. **APPROVED USE:** A fueling station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy as shown on the revised Site Plan dated February 15, 2019 (Use Type: Gasoline Sales and Service-Combination)

c. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-1245.2)

d. **PARKING:** Off-street parking shall be provided and comply with the following:

1) All parking spaces, driveways, and maneuvering areas shall be surfaced and permanently maintained with base material of appropriate depth and asphalt concrete to provide a durable, dust free surface. Bumper guards shall be provided where necessary to protect adjacent structures or properties. (Development Title Section 9-1075.6[i])

2) A minimum of twenty-five (25) parking spaces shall be provided (Development Title Section 9-1015.9)

3) Each parking stall shall be an unobstructed rectangle, minimum nine (9) feet wide and twenty (20) feet long. (Development Title Section 9-1015.5[b])

4) All parking stalls and directional arrows must be delineated with paint. (Development Title Section 9-1015.5[d])

e. **ACCESS AND CIRCULATION:** The following requirements apply and shall be shown on the Site Plan:

1) Access driveways shall have a width of no less than twenty-five (25) feet for two-way aisles and sixteen (16) feet for one-way aisles, except that in no case shall driveways designated as fire department access be less than twenty (20) feet wide. (Development Title Section 9-1015.5[f][1])

f. **LIGHTING:** Lighting shall be provided and comply with the following:

1) If the parking area is to be used at night, parking lot and security lighting shall be installed. (Development Title Section 9-1015.5[g])

2) Any lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted except onto public thoroughfares, provided, however, that such light shall no cause a hazard to motorists. (Development Title Section 9-1015.5[g][4])

g. **LANDSCAPING:** Landscaping shall be provided and comply with the following:

1) A minimum ten (10) foot wide landscaped strip, respecting the ultimate right-of-way with of South State Route 99 West Frontage Road, South Mariposa Road, and the cul-de-sac along the eastern property line shall be installed across the frontage of the project site. (Development Title Section 9-1020.5[c])

2) Areas of the property which are not part of the project shall be barricaded from traffic and kept mowed and dust free.

h. **SCREENING:** Screening shall be provided and comply with the following:

1) All storage materials and related activities, including storage areas for trash, shall be screened so as not to be visible from adjacent properties and public right-of-ways. Screening shall be six (6) to seven (7) feet in height. Outside storage is not permitted in front yards, street side yards, or in front of main buildings. (Development Title Section 9-1022.4[d][2])

i. **SIGNS:** Sign details shall be consistent with Chapter 9-1710 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of five (5) feet from any future right-of-way line, including any corner cut-off (snipe). (Development Title Section 9-1710.2[g])

j. **BUILDING CODE REQUIREMENTS:** The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1) A building permit for each separate structure or building is required. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2) A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3) The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4) A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5) For each proposed new building or structure, provide the following information on the plans:

a. Description of proposed use
b. Existing and proposed occupancy Groups
c. Type of construction
d. Sprinklers (Yes or No

e. Number of stories
f. Building height
g. Allowable floor area
h. Proposed floor area
i. Occupant load based on the CBC
j. Occupant load based on the CPC

6) The building shall be provided with an automatic fire sprinkler system or separated into conforming fire areas.

7) Motor fuel-dispensing facilities shall comply with the California Fire Code and CBC Sections 406.7.1 and 406.7.2

8) Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. §11B-206.2.1

9) At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

10) Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

11) Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

12) Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more that 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.

13) This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

k. **FIRE CODE REQUIREMENTS:** The following California Fire Code (CFC) requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division.

1) CFC 507 Fire Protection Water Supply - Fire flow and hydrants shall be provided for the proposed project by the use of: CFC Appendix B.

2) If Fire Protection Systems are required they shall be installed according to the CFC, Chapter 9 and the appropriate standards and guides adopted in Chapter 35 of the California Building Code and the California Electrical Code.

3) CFC, Section 503 Fire Apparatus Access Roads - Shall be provided as required by this section. 503.1.2 – A secondary access may be required.

4) CFC, Section 906 Portable Fire Extinguishers – Provide portable fire extinguishers as required by this section.
5) CFC, Section 506 Key Box - A Knox® Box shall be installed according to the local fire department's instructions. Make application for the key box at the fire district having jurisdiction of this project. If there is an electronically controlled access gate at this site a Knox® key switch will also be required.

6) CFC, Section 5001.3.3.1 Properties of Hazardous Materials – A complete list of hazardous materials used and or stored at this site shall be provided.

7) A complete review, at building permit submittal, will require compliance with applicable codes and ordinances.

8) CFC, Section 105 Permits: Operational Permit(s) may be required prior to occupancy

2. DEPARTMENT OF PUBLIC WORKS (Staff Contact: Awni Taha, [209] 468-3000).

a. The northwest driveway with access on 99 Frontage Road shall be limited to right in/right out movements.

b. The northwest driveway design shall include a channelizing raised median island to facilitate right in/right out movements.

c. The northwest driveway shall include signage indicating "right turn only" viewable to traffic exiting the site. The sign facing the public roadway shall indicate no left turns into the site (i.e. entrance farther to the east, no left turn, or similar).

d. An encroachment permit shall be required for all work within road right-of-way. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-1145.4 and 9-1145.5)

e. Prior to issuance of the occupancy permit, the driveway approach shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. 13 [including return radii to accommodate truck-trailer movements for trucks exiting the site so as not to encroach on opposing lanes of traffic]. (Development Title Section 9-1145.5)

f. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

g. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

h. The Water Supply Facilities Impact Mitigation Fee shall be required for this development. The fee is due and payable prior to issuance of the building permit. The fee will be based on the current schedule at the time of payment. (Development Title Section 9-818.4 and Resolutions R-91-327, R-94-185 and R-97-5)

i. A copy of the Final Site Plan shall be submitted prior to release of building permit.

j. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

k. This project falls within the definition of a Regulated Project as defined in either the County Post-Construction Standards Manual or the County Phase II National Pollutant Discharge Elimination System (NPDES) permit and shall comply with the following conditions:

1) A registered professional engineer shall design a system or combination of systems to infiltrate, treat, and/or filter the 85th percentile storm as defined in the County's Post-Construction Standards Manual. The system design shall follow standards as outlined in the 2009 Storm Water Quality Control Criteria Plan or in the "California Association of Stormwater Quality Agencies" (CASQA) publications and comply with the conditions of the County Phase II NPDES permit. CASQA documents are available at www.casqa.org. Plans and/or calculations shall be submitted to the County for review and approval.

2) Applicant shall submit a "Storm Water Pollution Prevention Plan" (SWPPP) to Public Works for review. A SWPPP preparation guide is available at the Department of Public Works. A copy of the SWPPP shall be maintained on the construction site and presented to any County, State or Federal employee on demand. The SWPPP onsite shall include all required records, updates, test results and inspections. The post construction chapter of the SWPPP must identify expected pollutants and how they will be prevented from entering the storm system. The chapter shall also contain a maintenance plan, a spill plan, and a training plan for all employees on proper use, handling and disposal of potential pollutants. The example plans are available in the CASQA handbooks.

3) Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works for file. Contact the SWRCB at (916) 341-5537 for further information.

4) A Maintenance Plan shall be submitted and the execution of a Maintenance Agreement with San Joaquin County shall be required for the owner/operator of stormwater controls prior to the release of the building permit.

5) Owner shall be responsible for providing the County with an annual report of operation and maintenance of any system. The property owner shall also be responsible for the payment to the County of an annual system inspection fee established by Resolution of the Board of Supervisors.

6) Standard Best Management Practices, for the type of development proposed, shall be incorporated into the site design.

7) Wastewater shall NOT be allowed into the storm drainage system.

8) Documentation shall be provided showing the owner has verified if an Industrial Storm Water Permit is required from the State Water Resource Control Board (SWRCB).

I. It is the responsibility of the applicant to ensure that a current will serve letter for sanitary sewer and water service is on file prior to release of building permit. The applicant or subsequent owner of the property is responsible to ensure there is capacity in the system and that all requirements for the connections are fulfilled prior to release of the building permit. If any extension, connection, or placement of new facilities is required to connect to the existing main lines, the cost shall be borne by the applicant. For any work within the County right-of-way, an improvement plan shall be submitted to Public Works for review and approval. Required plan check and inspection fees shall apply.

Informational Notes:

(a) A Solid Waste Diversion Plan for all applicable projects must be submitted to the Building Division of the Community Development Department prior to issuance of the building permit. Contact the Solid Waste Division (468-3066) for information.

(b) This property is subject to the requirements of San Joaquin County Mosquito & Vector Control District (209-982-4675) and the California Health and Safety Code for the prevention of

mosquitoes. Best Management Practices (BMP) guidelines for stormwater devices, ponds and wetlands are available.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Staff Contact: Jeff Wong, [209] 468-0335).

a. Written Confirmation is required from the Public Works Department that improvements have been constructed or financial arrangements have been made for any improvements for public sewer required by the agency. In addition, written confirmation from the Public Works Department that the agency has or will have the sewer capacity to serve the development is also required (San Joaquin County Development Title, Section 9-1100.3).

b. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).

c. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

d. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.

e. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report to the California Environmental Reporting System (CERS) which can be found at cers.calepa.ca.gov/ for the following:

   1. Any amount of hazardous waste (for distribution centers this may include broken or damaged pallets (or individual containers) of hazardous materials, soaps, perfumes, cleaners, dyes, nicotine, over the counter medicines, or other household items packaged for sale that have been damaged; used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc.) –Hazardous Waste Program.

   2. Onsite treatment of hazardous waste – Hazardous Waste Treatment Tiered Permitting Program.

   3. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – Hazardous Materials Business Plan Program.

   4. Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program.

   5. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – Aboveground Petroleum Storage Program.

   6. Threshold quantities of regulated substances stored onsite - California Accidental Release Prevention (CalARP) Program.

f. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin. Additionally, an EHD permit to operate the UST is required once the UST system in installed.

g. If 1,320 gallons or more of petroleum is to be stored aboveground then a Spill Prevention, Countermeasures and Control (SPCC) Plan is required. If any amount of petroleum is to be stored in a below grade vault, an SPCC plan is required.

4. SAN JOAQUIN COUNCIL OF GOVERNMENTS (Staff Contact: Laurel Boyd, [209] 235-0600).

a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). This can be up to a 90-day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package.

5. AIRPORT LAND USE COMMISSION (Staff Contact: Travis Yokoyama, [209] 235-0600).

a. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:

1. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).

2. Sources of dust, steam, or smoke which may impair pilot visibility.

3. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.

4. Occupied structures must be soundproofed to reduce interior noise to 45 decibel (dB) according to State guidelines.

5. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

b. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, for any proposal for construction or alteration under the following conditions:

1. If requested by the FAA.

2. Any construction or alteration that is more than 200 ft. AGL at its site

3. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:

a. 100 to 1 for a horizontal distance of 20,000 feet of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 feet.

b. 50 to 1 for a horizontal distance of 10,000 feet of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 feet.

c. 25 to 1 for a horizontal distance of 5,000 feet of the nearest take off and landing area of a public use heliport.

4. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards.

5. Any construction or alteration located on a public use airport or heliport regardless of height or location.

6. DEPARTMENT OF TRANSPORTATION (Staff Contact: Joshua Swearingen, [209] 948-7142)

a. Please provide a site plan, for further review and comment, that shows the project location with regard to proximity to State Facilities such as the interchange ramp locations. The site plan should show the

roadway pavement delineation plan at the intersection of Mariposa Road/Frontage and driveway locations as well as the driveway distance from Mariposa Road curb return.

b. A truck turn template is needed for review and comment to ensure the intersection of Mariposa Road/Frontage Road can accommodate the project truck trips.

c. An Encroachment Permit is required for any work within the State Right of Way.

SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3121 FAX: 209/468-3163

07-06-2018
PA-1800043 (SA)
Property owner: **Janet Blincoe**
Applicant: **BP West Coast Products, LLC**
APN / Address: **171-300-24 / 2501 South State Route 99 West Frontage, Stockton**
Planner : **Giuseppe Sanfilippo**

Site approval application for a 3,189 SF mini-mart and gas station with a 1152 sf carwash, a 4,408 SF fuel canopy, and a 1,335 SF diesel canopy.

BUILDING CODE REQUIREMENTS: The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

1. A building permit for each separate structure or building is required. Submit plans, Specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with The 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

2. A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties in sufficient detail to identify how grade changes will conform to the requirements of the code.

3. The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

4. A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for grading. All recommendations of the Soils Report shall be incorporated into the construction drawings.

5. For each proposed new building or structure, provide the following information on the plans:

    a. Description of proposed use
    b. Existing and proposed occupancy Groups
    c. Type of construction
    d. Sprinklers (Yes or No
    e. Number of stories
    f. Building height
    g. Allowable floor area

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3121 FAX: 209/468-3163

h. Proposed floor area
i. Occupant load based on the CBC
j. Occupant load based on the CPC

6. The building shall be provided with an automatic fire sprinkler system or separated into conforming fire areas.

7. Motor fuel-dispensing facilities shall comply with the California Fire Code and CBC Sections 406.7.1 and 406.7.2

8. Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. §11B- 206.2.1

9. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

10. Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

11. Adequate sanitary facilities shall be provided for the facility, per the requirements of Chapter 4 of the California Plumbing Code.

12. Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more that 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.

13. This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, Title 22, Division 2, Chapter 2.7

SAN JOAQUIN COUNTY
COMMUNITY DEVELOPMENT DEPARTMENT

1810 E. HAZELTON AVE., STOCKTON, CA 95205-6232
PHONE: 209/468-3121 FAX: 209/468-3163

Fire Prevention Bureau

To: Development Services: Giuseppe Sanfilippo (Contact person) **Date:** 4-18-18

From: Fire Prevention: Vic Solari (Contact person) **209-468-3166**

Subject: PA-1800043(SA) (Planning application referral number)

Project Summary: Mini-mart and gas station at 2510 S. ST RT 99 West Frontage

The following California Fire Code (CFC) requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division.

1. CFC 507 Fire Protection Water Supply - Fire flow and hydrants shall be provided for the proposed project by the use of: CFC Appendix B.

2. If Fire Protection Systems are required they shall be installed according to the CFC, Chapter 9 and the appropriate standards and guides adopted in Chapter 35 of the California Building Code and the California Electrical Code.

3. CFC, Section 503 Fire Apparatus Access Roads - Shall be provided as required by this section. 503.1.2 - A secondary access may be required.

4. CFC, Section 906 Portable Fire Extinguishers – Provide portable fire extinguishers as required by this section.

5. CFC, Section 506 Key Box - A Knox® Box shall be installed according to the local fire department's instructions. Make application for the key box at the fire district having jurisdiction of this project. If there is an electronically controlled access gate at this site a Knox® key switch will also be required.

6. CFC, Section 5001.3.3.1 Properties of Hazardous Materials – A complete list of hazardous materials used and or stored at this site shall be provided.

7. A complete review, at building permit submittal, will require compliance with applicable codes and ordinances.

8. CFC, Section 105 Permits: Operational Permit(s) may be required prior to occupancy.

SAN JOAQUIN
COUNTY
Greatness grows here.

Public Works
Working for YOU

Department of Public Works
Kris Balaji, Director of Public Works
Fritz Buchman, *Deputy Director/Development*
Michael Selling, *Deputy Director/Engineering*
Jim Stone, *Deputy Director/Operations*
Kristi Rhea, *Manager of Strategic Initiatives*

December 21, 2018

MEMORANDUM

RECEIVED
DEC 26 2018
San Joaquin County
Community Development

TO: Community Development Department
CONTACT PERSON: Giuseppe Sanfilippo

FROM: Alex Chetley, Engineering Services Manager AC
Development Services Division

SUBJECT: PA-1800043; A Site Approval application for a 3,180 square foot mini-mart and gas station with a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,335 square foot diesel canopy; located on the southeast corner of the intersection of South State Route 99 West Frontage Road and South Mariposa Road, Stockton. (Supervisorial District 1)

PROPERTY OWNER: Janet Blincoe

APPLICANT: BP West Coast Products, LLC

ADDRESS: 2510 State Route 99 West Frontage Frontage Road, Stockton

APN: 171-300-24

INFORMATION:

The site is not currently located within a Federal Emergency Management Agency Designated Flood Hazard Area.

The site is within the Phase 2 area of the National Pollutant Discharge Elimination System (NPDES).

State Route 99 West Frontage Road has an existing and planned right-of-way width of 56 (relinquished portion only).

Mariposa Road has an existing right-of-way of variable width and a planned right-of-way of 110 feet.

~~REQUIREMENTS:~~

~~The applicant shall complete the following requirements before the Department of Public Works can support or deem complete the application for this project:~~

1. ~~A traffic study shall be required to determine the impacts and mitigation of the proposed project. The developer shall deposit funds with the County for all costs, as estimated by the Department of Public Works Transportation Engineering Division, prior to Department of Public Works preparing or contracting for the required study. (Development Title Section 9-1150.4)~~

~~Upon satisfaction of the above requirements, the following Conditions of Approval shall apply. Additional and/or revised Conditions of Approval may be necessary based upon the completed application.~~

RECOMMENDATIONS:

1. The northwest driveway with access on 99 Frontage Road shall be limited to right in/right out movements.

2. The northwest driveway design shall include a channelizing raised median island to facilitate right in/right out movements.

3. The northwest driveway shall include signage indicating "right turn only" viewable to traffic exiting the site. The sign facing the public roadway shall indicate no left turns into the site (i.e. entrance farther to the east, no left turn, or similar).

4. An encroachment permit shall be required for all work within road right-of-way. (Note: Driveway encroachment permits are for flatwork only – all vertical features, including but not limited to fences, walls, private light standards, rocks, landscaping and cobbles are not allowed in the right-of-way.) (Development Title Sections 9-1145.4 and 9-1145.5)

5. Prior to issuance of the occupancy permit, the driveway approach shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. 13 [including return radii to accommodate truck-trailer movements for trucks exiting the site so as not to encroach on opposing lanes of traffic]. (Development Title Section 9-1145.5)

6. The Traffic Impact Mitigation Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

7. The Regional Transportation Impact Fee shall be required for this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

8. The Water Supply Facilities Impact Mitigation Fee shall be required for this development. The fee is due and payable prior to issuance of the building permit. The fee will be based on the current schedule at the time of payment. (Development Title Section 9-818.4 and Resolutions R-91-327, R-94-185 and R-97-5)

9. A copy of the Final Site Plan shall be submitted prior to release of building permit.

10. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

11. This project falls within the definition of a Regulated Project as defined in either the County Post-Construction Standards Manual or the County Phase II National Pollutant Discharge Elimination System (NPDES) permit and shall comply with the following conditions:

    a. A registered professional engineer shall design a system or combination of systems to infiltrate, treat, and/or filter the 85th percentile storm as defined in the County's Post-Construction Standards Manual. The system design shall follow standards as outlined in the 2009 Storm Water Quality Control Criteria Plan or in the "California Association of Stormwater Quality Agencies" (CASQA) publications and comply with the conditions of the County Phase II NPDES permit. CASQA documents are available at www.casqa.org. Plans and/or calculations shall be submitted to the County for review and approval.

    b. Applicant shall submit a "Storm Water Pollution Prevention Plan" (SWPPP) to Public Works for review. A SWPPP preparation guide is available at the Department of Public Works. A copy of the SWPPP shall be maintained on the construction site and presented to any County, State or Federal employee on demand. The SWPPP onsite shall include all required records, updates, test results and inspections. The post construction chapter of the SWPPP must identify expected pollutants and how they will be prevented from entering the storm system. The chapter shall also contain a maintenance plan, a spill plan, and a training plan for all employees on proper use, handling and disposal of potential pollutants. The example plans are available in the CASQA handbooks.

    c. Applicant shall file a Notice of Intent (NOI) with the State Water Resources Control Board (SWRCB) and comply with the State "General Permit for Storm Water Discharges Associated with Construction Activity". The Waste Discharge Identification Number (WDID), issued by SWRCB, shall be submitted to Public Works for file. Contact the SWRCB at (916) 341-5537 for further information.

    d. A Maintenance Plan shall be submitted and the execution of a Maintenance Agreement with San Joaquin County shall be required for the owner/operator of stormwater controls prior to the release of the building permit.

    e. Owner shall be responsible for providing the County with an annual report of operation and maintenance of any system. The property owner shall also be responsible for the payment to the County of an annual system inspection fee established by Resolution of the Board of Supervisors.

    f. Standard Best Management Practices, for the type of development proposed, shall be incorporated into the site design.

    g. Wastewater shall NOT be allowed into the storm drainage system.

    h. Documentation shall be provided showing the owner has verified if an Industrial Storm Water Permit is required from the State Water Resource Control Board (SWRCB).

12. It is the responsibility of the applicant to ensure that a current will serve letter for sanitary sewer and water service is on file prior to release of building permit. The applicant or subsequent owner of the property is responsible to ensure there is capacity in the system and that all requirements for the connections are fulfilled prior to release of the building permit. If any extension, connection, or placement of new facilities is required to connect to the existing main lines, the cost shall be borne by the applicant. For any work within the County right-of-way, an improvement plan shall be submitted to Public Works for review and approval. Required plan check and inspection fees shall apply.

Informational Notes:

(i.) A Solid Waste Diversion Plan for all applicable projects must be submitted to the Building Division of the Community Development Department prior to issuance of the building permit. Contact the Solid Waste Division (468-3066) for information.

(ii.) This property is subject to the requirements of San Joaquin County Mosquito & Vector Control District (209-982-4675) and the California Health and Safety Code for the prevention of mosquitoes. Best Management Practices (BMP) guidelines for stormwater devices, ponds and wetlands are available.

AC:CH

SAN JOAQUIN
COUNTY
Greatness grows here.

Environmental Health Department

Linda Turkatte, REHS, Director

Kasey Foley, REHS, *Assistant Director*

PROGRAM COORDINATORS
Robert McClellon, REHS
Jeff Carruesco, REHS, RDI
Michael Kith, REHS
Willy Ng, REHS
Muniappa Naidu, REHS

May 7, 2018

To: San Joaquin County Community Development Department
Attention: Giuseppe Sanfilippo

From: Jeffrey Wong; (209) 468-0335
Lead Senior Registered Environmental Health Specialist

RE: **PA-1800043 (SA), SU0011763**
2510 S. Hwy 99, Stockton

The San Joaquin County Development Title Requirements listed below have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

A. Written Confirmation is required from the Public Works Department that improvements have been constructed or financial arrangements have been made for any improvements for public sewer required by the agency. In addition, written confirmation from the Public Works Department that the agency has or will have the sewer capacity to serve the development is also required (San Joaquin County Development Title, Section 9-1100.3).

B. The applicant shall provide written confirmation from the water providers that improvements have been constructed or financial arrangements have been made for any improvements required by the agency and that the agency has or will have the capacity to serve the proposed development. Said written confirmation shall be submitted prior to the issuance of a building permit (San Joaquin County Development Title, Section 9-1120.2).

C. Any geotechnical drilling shall be conducted under permit and inspection by The Environmental Health Department (San Joaquin County Development Title, Section 9-1115.3 and 9-1115.6).

D. Submit two (2) hardcopy sets, or one (1) electronic version, of food facility plans to the Environmental Health Department for review and approval prior to issuance of building permit(s) (California Retail Food Code, Article 1, 114380). The fee will be based on the current schedule at the time of payment.

E. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report to the California Environmental Reporting System (CERS) which can be found at cers.calepa.ca.gov/ for the following:

   a. Any amount of hazardous waste (for distribution centers this may include broken or damaged pallets (or individual containers) of hazardous materials, soaps, perfumes, cleaners, dyes, nicotine, over the counter medicines, or other household items

packaged for sale that have been damaged; used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc.) –**Hazardous Waste Program**.

b. Onsite treatment of hazardous waste – **Hazardous Waste Treatment Tiered Permitting Program**.

c. Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – **Hazardous Materials Business Plan Program.**

d. Any amount of hazardous material stored in an Underground Storage Tank – **Underground Storage Tank Program.**

e. Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – **Aboveground Petroleum Storage Program.**

f. Threshold quantities of regulated substances stored onsite - **California Accidental Release Prevention (CalARP) Program.**

F. If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin. Additionally, an EHD permit to operate the UST is required once the UST system in installed.

G. If 1,320 gallons or more of petroleum is to be stored aboveground then a Spill Prevention, Countermeasures and Control (SPCC) Plan is required. If any amount of petroleum is to be stored in a below grade vault, an SPCC plan is required.

S J C O G, Inc.

555 East Weber Avenue • Stockton, CA 95202 • (209) 235-0600 • FAX (209) 235-0438

San Joaquin County Multi-Species Habitat Conservation & Open Space Plan (SJMSCP)

SJMSCP RESPONSE TO LOCAL JURISDICTION (RTLJ) ADVISORY AGENCY NOTICE TO SJCOG, Inc.

To: Giuseppe Sanfilippo, San Joaquin County, Community Development Department

From: Laurel Boyd, SJCOG, Inc.

Date: May 4, 2018

Local Jurisdiction Project Title: PA-1800043 (SA)

Assessor Parcel Number(s): 171-300-24

Local Jurisdiction Project Number: PA-1800043 (SA)

Total Acres to be converted from Open Space Use: Unknown

Habitat Types to be Disturbed: Urban Habitat Land

Species Impact Findings: Findings to be determined by SJMSCP biologist.

Dear Mr. Sanfilippo:

SJCOG, Inc. has reviewed the application referral for PA-1800043 (SA). This project consists of a Site Approval application for a 3,180-square foot mini-mart and gas station with a 1,152-square foot car wash, a 4,408-square foot fuel canopy, and a 1,335-square foot diesel canopy. The project site is located on the southeast corner of the intersection of South State Route 99 West Frontage Road and South Mariposa Road, Stockton (APN/Address: 171-300-24; 2510 South State Route 99 West Frontage Road, Stockton).

San Joaquin County is a signatory to San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). Participation in the SJMSCP satisfies requirements of both the state and federal endangered species acts, and ensures that the impacts are mitigated below a level of significance in compliance with the California Environmental Quality Act (CEQA). The LOCAL JURISDICTION retains responsibility for ensuring that the appropriate Incidental Take Minimization Measure are properly implemented and monitored and that appropriate fees are paid in compliance with the SJMSCP. Although participation in the SJMSCP is voluntary, Local Jurisdiction/Lead Agencies should be aware that if project applicants choose against participating in the SJMSCP, they will be required to provide alternative mitigation in an amount and kind equal to that provided in the SJMSCP.

This project is not subject to participate at this time due to structure and ground disturbance already existing. *Any future structures that require ground disturbance on this or subsequent divided parcels will be subject to participate in the SJMSCP and should be resubmitted to this agency.*

It should be noted that if this project has any potential impacts to waters of the United States [pursuant to Section 404 Clean Water Act], it would require the project to seek voluntary coverage through the unmapped process under the SJMSCP which could take up to 90 days. It may be prudent to obtain a preliminary wetlands map from a qualified consultant. If waters of the United States are confirmed on the project site, the Corps and the Regional Water Quality Control Board (RWQCB) would have regulatory authority over those mapped areas [pursuant to Section 404 and 401 of the Clean Water Act respectively] and permits would be required from each of these resource agencies prior to grading the project site.

If you have any questions, please call (209) 235-0600.

CALIFORNIA
Water Boards

EDMUND G. BROWN JR.
GOVERNOR

MATTHEW RODRIQUEZ
SECRETARY FOR
ENVIRONMENTAL PROTECTION

Central Valley Regional Water Quality Control Board

9 May 2018

Giuseppe Sanfilippo
San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

CERTIFIED MAIL
91 7199 9991 7039 6992 0975

COMMENTS TO REQUEST FOR REVIEW FOR THE APPLICATION REFERRAL, PA-1800043 (SA) PROJECT, SAN JOAQUIN COUNTY

Pursuant to the San Joaquin County Community Development Department's 13 April 2018 request, the Central Valley Regional Water Quality Control Board (Central Valley Water Board) has reviewed the *Request for Review for the Application Referral* for the PA-1800043 (SA) Project, located in San Joaquin County.

Our agency is delegated with the responsibility of protecting the quality of surface and groundwaters of the state; therefore our comments will address concerns surrounding those issues.

I. Regulatory Setting

Basin Plan

The Central Valley Water Board is required to formulate and adopt Basin Plans for all areas within the Central Valley region under Section 13240 of the Porter-Cologne Water Quality Control Act. Each Basin Plan must contain water quality objectives to ensure the reasonable protection of beneficial uses, as well as a program of implementation for achieving water quality objectives with the Basin Plans. Federal regulations require each state to adopt water quality standards to protect the public health or welfare, enhance the quality of water and serve the purposes of the Clean Water Act. In California, the beneficial uses, water quality objectives, and the Antidegradation Policy are the State's water quality standards. Water quality standards are also contained in the National Toxics Rule, 40 CFR Section 131.36, and the California Toxics Rule, 40 CFR Section 131.38.

The Basin Plan is subject to modification as necessary, considering applicable laws, policies, technologies, water quality conditions and priorities. The original Basin Plans were adopted in 1975, and have been updated and revised periodically as required, using Basin Plan amendments. Once the Central Valley Water Board has adopted a Basin Plan amendment in noticed public hearings, it must be approved by the State Water Resources Control Board (State Water Board), Office of Administrative Law (OAL) and in some cases,

the United States Environmental Protection Agency (USEPA). Basin Plan amendments only become effective after they have been approved by the OAL and in some cases, the USEPA. Every three (3) years, a review of the Basin Plan is completed that assesses the appropriateness of existing standards and evaluates and prioritizes Basin Planning issues.

For more information on the *Water Quality Control Plan for the Sacramento and San Joaquin River Basins*, please visit our website:
http://www.waterboards.ca.gov/centralvalley/water_issues/basin_plans/.

Antidegradation Considerations

All wastewater discharges must comply with the Antidegradation Policy (State Water Board Resolution 68-16) and the Antidegradation Implementation Policy contained in the Basin Plan. The Antidegradation Policy is available on page IV-15.01 at:
http://www.waterboards.ca.gov/centralvalleywater_issues/basin_plans/sacsjr.pdf

In part it states:

> *Any discharge of waste to high quality waters must apply best practicable treatment or control not only to prevent a condition of pollution or nuisance from occurring, but also to maintain the highest water quality possible consistent with the maximum benefit to the people of the State.*
>
> *This information must be presented as an analysis of the impacts and potential impacts of the discharge on water quality, as measured by background concentrations and applicable water quality objectives.*

The antidegradation analysis is a mandatory element in the National Pollutant Discharge Elimination System and land discharge Waste Discharge Requirements (WDRs) permitting processes. The environmental review document should evaluate potential impacts to both surface and groundwater quality.

II. Permitting Requirements

Construction Storm Water General Permit

Dischargers whose project disturb one or more acres of soil or where projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Storm Water Discharges Associated with Construction Activities (Construction General Permit), Construction General Permit Order No. 2009-009-DWQ. Construction activity subject to this permit includes clearing, grading, grubbing, disturbances to the ground, such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development and implementation of a Storm Water Pollution Prevention Plan

(SWPPP).

For more information on the Construction General Permit, visit the State Water Resources Control Board website at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml.

Phase I and II Municipal Separate Storm Sewer System (MS4) Permits[1]

The Phase I and II MS4 permits require the Permittees reduce pollutants and runoff flows from new development and redevelopment using Best Management Practices (BMPs) to the maximum extent practicable (MEP). MS4 Permittees have their own development standards, also known as Low Impact Development (LID)/post-construction standards that include a hydromodification component. The MS4 permits also require specific design concepts for LID/post-construction BMPs in the early stages of a project during the entitlement and CEQA process and the development plan review process.

For more information on which Phase I MS4 Permit this project applies to, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/municipal_permits/.

For more information on the Phase II MS4 permit and who it applies to, visit the State Water Resources Control Board at:
http://www.waterboards.ca.gov/water_issues/programs/stormwater/phase_ii_municipal.shtml

Industrial Storm Water General Permit

Storm water discharges associated with industrial sites must comply with the regulations contained in the Industrial Storm Water General Permit Order No. 2014-0057-DWQ.

For more information on the Industrial Storm Water General Permit, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/water_issues/storm_water/industrial_general_permits/index.shtml.

Clean Water Act Section 404 Permit

If the project will involve the discharge of dredged or fill material in navigable waters or wetlands, a permit pursuant to Section 404 of the Clean Water Act may be needed from the United States Army Corps of Engineers (USACOE). If a Section 404 permit is required by the USACOE, the Central Valley Water Board will review the permit application to ensure that discharge will not violate water quality standards. If the project requires surface water

[1] Municipal Permits = The Phase I Municipal Separate Storm Water System (MS4) Permit covers medium sized Municipalities (serving between 100,000 and 250,000 people) and large sized municipalities (serving over 250,000 people). The Phase II MS4 provides coverage for small municipalities, including non-traditional Small MS4s, which include military bases, public campuses, prisons and hospitals.

drainage realignment, the applicant is advised to contact the Department of Fish and Game for information on Streambed Alteration Permit requirements.

If you have any questions regarding the Clean Water Act Section 404 permits, please contact the Regulatory Division of the Sacramento District of USACOE at (916) 557-5250.

Clean Water Act Section 401 Permit – Water Quality Certification
If an USACOE permit (e.g., Non-Reporting Nationwide Permit, Nationwide Permit, Letter of Permission, Individual Permit, Regional General Permit, Programmatic General Permit), or any other federal permit (e.g., Section 10 of the Rivers and Harbors Act or Section 9 from the United States Coast Guard), is required for this project due to the disturbance of waters of the United States (such as streams and wetlands), then a Water Quality Certification must be obtained from the Central Valley Water Board prior to initiation of project activities. There are no waivers for 401 Water Quality Certifications.

Waste Discharge Requirements – Discharges to Waters of the State
If USACOE determines that only non-jurisdictional waters of the State (i.e., "non-federal" waters of the State) are present in the proposed project area, the proposed project may require a Waste Discharge Requirement (WDR) permit to be issued by Central Valley Water Board. Under the California Porter-Cologne Water Quality Control Act, discharges to all waters of the State, including all wetlands and other waters of the State including, but not limited to, isolated wetlands, are subject to State regulation.

For more information on the Water Quality Certification and WDR processes, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit2.shtml.

Dewatering Permit
If the proposed project includes construction or groundwater dewatering to be discharged to land, the proponent may apply for coverage under State Water Board General Water Quality Order (Low Risk General Order) 2003-0003 or the Central Valley Water Board's Waiver of Report of Waste Discharge and Waste Discharge Requirements (Low Risk Waiver)
R5-2013-0145. Small temporary construction dewatering projects are projects that discharge groundwater to land from excavation activities or dewatering of underground utility vaults. Dischargers seeking coverage under the General Order or Waiver must file a Notice of Intent with the Central Valley Water Board prior to beginning discharge.

For more information regarding the Low Risk General Order and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/board_decisions/adopted_orders/water_quality/2003/wqo/wqo2003-0003.pdf

For more information regarding the Low Risk Waiver and the application process, visit the Central Valley Water Board website at:

http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/waivers/r5-2013-0145_res.pdf

Regulatory Compliance for Commercially Irrigated Agriculture

If the property will be used for commercial irrigated agricultural, the discharger will be required to obtain regulatory coverage under the Irrigated Lands Regulatory Program. There are two options to comply:

1. **Obtain Coverage Under a Coalition Group.** Join the local Coalition Group that supports land owners with the implementation of the Irrigated Lands Regulatory Program. The Coalition Group conducts water quality monitoring and reporting to the Central Valley Water Board on behalf of its growers. The Coalition Groups charge an annual membership fee, which varies by Coalition Group. To find the Coalition Group in your area, visit the Central Valley Water Board's website at: http://www.waterboards.ca.gov/centralvalley/water_issues/irrigated_lands/for_growers/apply_coalition_group/index.shtml or contact water board staff at (916) 464-4611 or via email at IrrLands@waterboards.ca.gov.

2. **Obtain Coverage Under the General Waste Discharge Requirements for Individual Growers, General Order R5-2013-0100.** Dischargers not participating in a third-party group (Coalition) are regulated individually. Depending on the specific site conditions, growers may be required to monitor runoff from their property, install monitoring wells, and submit a notice of intent, farm plan, and other action plans regarding their actions to comply with their General Order. Yearly costs would include State administrative fees (for example, annual fees for farm sizes from 10-100 acres are currently $1,084 + $6.70/Acre); the cost to prepare annual monitoring reports; and water quality monitoring costs. To enroll as an Individual Discharger under the Irrigated Lands Regulatory Program, call the Central Valley Water Board phone line at (916) 464-4611 or e-mail board staff at IrrLands@waterboards.ca.gov.

Low or Limited Threat General NPDES Permit

If the proposed project includes construction dewatering and it is necessary to discharge the groundwater to waters of the United States, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. Dewatering discharges are typically considered a low or limited threat to water quality and may be covered under the General Order for *Dewatering and Other Low Threat Discharges to Surface Waters* (Low Threat General Order) or the General Order for *Limited Threat Discharges of Treated/Untreated Groundwater from Cleanup Sites, Wastewater from Superchlorination Projects, and Other Limited Threat Wastewaters to Surface Water* (Limited Threat General Order). A complete application must be submitted to the Central Valley Water Board to obtain coverage under these General NPDES permits.

For more information regarding the Low Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0074.pdf

For more information regarding the Limited Threat General Order and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/board_decisions/adopted_orders/general_orders/r5-2013-0073.pdf

NPDES Permit

If the proposed project discharges waste that could affect the quality of surface waters of the State, other than into a community sewer system, the proposed project will require coverage under a National Pollutant Discharge Elimination System (NPDES) permit. A complete Report of Waste Discharge must be submitted with the Central Valley Water Board to obtain a NPDES Permit.

For more information regarding the NPDES Permit and the application process, visit the Central Valley Water Board website at:
http://www.waterboards.ca.gov/centralvalley/help/business_help/permit3.shtml

If you have questions regarding these comments, please contact me at (916) 464-4644 or Stephanie.Tadlock@waterboards.ca.gov.

Stephanie Tadlock

Stephanie Tadlock
Environmental Scientist

Zimbra **gsanfilippo@sjgov.org**

RE: PA-1400043 (Arco AM/PM)

From : Michael Corder <Michael.Corder@valleyair.org> Mon, Jul 23, 2018 10:37 AM
Subject : RE: PA-1400043 (Arco AM/PM) 1 attachment
To : Giuseppe Sanfilippo <gsanfilippo@sjgov.org>

Good morning Giuseppe,

The San Joaquin Valley Unified Air Pollution Control District (District) has reviewed the project referenced above consisting of a Site Approval for a 3,180 square foot mini-mart and gas station with a 1,152 square foot carwash, a 4,408 square foot fuel canopy, a 1,335 square foot diesel canopy and has no comments to offer at this time.

District staff is available to meet with you and/or the applicant to further discuss the regulatory requirements that are associated with this project. To identify District rules or regulations that apply to this project or to obtain information about District permit requirements, the applicant is strongly encouraged to contact the District's Small Business Assistance Office at (559) 230-5888. Current District rules can be found at www.valleyair.org/rules/1ruleslist.htm.

Thanks,

Michael Corder
Air Quality Specialist
San Joaquin Valley Air Pollution Control District
1990 E. Gettysburg Avenue
Fresno, CA 93726-0244
(559) 230-5818 (Phone)
Michael.Corder@valleyair.org

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From: Giuseppe Sanfilippo <gsanfilippo@sjgov.org>
Sent: Monday, July 23, 2018 10:16 AM
To: Michael Corder <Michael.Corder@valleyair.org>
Subject: PA-1400043 (Arco AM/PM)

Good Morning Michael,

Attached please find the Project Referral for this gas station and convenience store project. I have not received a response from the Air Pollution Control District and would like to know if your agency is planning on responding because the project involves the construction of approximately 8,900 square feet of structure.

Thanks,

Giuseppe Sanfilippo
Associate Planner
Community Development Department
San Joaquin County
gsanfilippo@sjgov.org
(209) 468-0227

SAN JOAQUIN COUNCIL OF GOVERNMENTS

555 E. Weber Avenue • Stockton, California 95202 • P 209.235.0600 • F 209.235.0438 • www.sjcog.org

San Joaquin County Airport Land Use Commission/Congestion Management Agency

Katherine Miller
CHAIR

Robert Rickman
VICE CHAIR

Andrew T. Chesley
EXECUTIVE DIRECTOR

Member Agencies
CITIES OF
ESCALON,
LATHROP,
LODI,
MANTECA,
RIPON,
STOCKTON,
TRACY,
AND
THE COUNTY OF
SAN JOAQUIN

May 15, 2018

Giuseppe Sanfilippo
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Re: PA-1800043 (SA) (Deadline: 5/15/18)

Dear Giuseppe Sanfilippo,

The San Joaquin Council of Governments (SJCOG), acting as the Airport Land Use Commission (ALUC) and Congestion Management Agency (CMA), has reviewed a Site Approval application for a 3,180 sq. ft. mini-mart and gas station with a 1,152 sq. ft. car wash, a 4,408 sq. ft. fuel canopy, and a 1,335 sq. ft. diesel canopy at 2510 South SR-99 West Frontage Road, Stockton (APN: 171-300-24).

CONGESTION MANAGEMENT AGENCY'S REVIEW

SJCOG adopted the 2018 Update to the Regional Congestion Management Program (RCMP) (http://www.sjcog.org/rcmp) on April 26, 2018). Chapter 6 of the RCMP describes the updated Land Use Analysis Program, including Tier 1 and Tier 2 review/analysis requirements, analysis methods, impact significance criteria, and mitigation.

SJCOG determined that this project may fall under Tier 2 Review based on estimated trip generation greater than 500 total daily trips during the average weekday.

SJCOG requests one of the following in response:

a. Documentation that the project is categorically exempt from CEQA or within the scope of a previously approved project per CEQA Guidelines 15177-15179.5;
b. Documentation of Lead Agency trip generation estimate below the RCMP Tier 2 Review thresholds of 125 net new vehicle trips during weekday AM or PM peak hours; or 500 net new daily vehicle trips on any day of the week. Trips associated with existing or approved development on the site, pass-by trips and other trip reduction factors may be applied for purposes of calculating project trip generation.
c. Tier 2 Review per the SJCOG RCMP Land Use Analysis Program, including a quantitative analysis of RCMP impacts – project specific and cumulative plus project conditions. This analysis can be provided in an environmental document such as a Draft Environmental Impact Report (DEIR) or Negative Declaration (ND); or it could be provided in a stand-alone transportation impact analysis (TIA) for projects not subject to CEQA review.

A map showing the project's relationship to the RCMP network is attached (Attachment A) and RCMP significance threshold criteria and potential mitigation measures can be found in sections 6.3 & 6.4 of the 2016 RCMP.

As stipulated within the RCMP Project Review Criteria in Chapter 6 of the 2016 RCMP, the project is required to show consistency with all applicable regional transportation planning documents, such as:

- Regional Transportation Demand Management Plan
- Park-and-Ride Master Plan
- Regional Bicycle, Pedestrian, and Safe Routes to School Master Plan
- Regional Smart Growth Transit Oriented Development Plan
- Regional Transit Systems Plan
- Regional Transportation Impact Fee Program
- 2014 Regional Transportation Plan/Sustainable Communities Strategy
- Interregional STAA Study for I-5 and SR-99

SJCOG staff is available to assist with project specific guidance and narrowing the scope of the relevant regional plans that need to be included. Additionally, SJCOG has completed updating the RCMP including traffic count data of all the segments and intersections on the CMP network. SJCOG would be pleased to provide this data to the City and its consultants to assist in the traffic analysis for this project.

AIRPORT LAND USE COMMISION'S REVIEW

This project is located within Stockton Metropolitan Airport's Traffic Pattern Zone (7b). Further review reveals this project is compatible with the 2018 Stockton Metropolitan Airport Land Use Compatibility Plan (ALUCP) (https://www.sjcog.org/ALUC).

SJCOG would like to provide standards and project design conditions that comply with the Airport Land Use Compatibility Plan as a reference guide. *Note: Jurisdictions determine if the following standards and conditions apply to this project.*

1. New land uses that may cause visual, electronic, or increased bird strike hazards to aircraft in flight shall not be permitted within any airport's influence area. Specific characteristics to be avoided include:
    a. Glare or distracting lights which could be mistaken for airport lights. Reflective materials are not permitted to be used in structures or signs (excluding traffic directing signs).
    b. Sources of dust, steam, or smoke which may impair pilot visibility.
    c. Sources of electrical interference with aircraft communications or navigation. No transmissions which would interfere with aircraft radio communications or navigational signals are permitted.
    d. Occupied structures must be soundproofed to reduce interior noise to 45 decibel(dB) according to State guidelines.
    e. Within the airport's influence area, ALUC review is required for any proposed object taller than 100 feet above ground level (AGL).

2. Regardless of location within San Joaquin County, ALUC review is required in addition to Federal Aviation Administration (FAA) notification in accordance with Code of Federal Regulations, Part 77, (https://oeaaa.faa.gov/oeaaa/external/portal.jsp) for any proposal for construction or alteration under the following conditions:

    a. If requested by the FAA.

b. Any construction or alteration that is more than 200 ft. AGL at its site.
c. Any construction or alteration that exceeds an imaginary surface extending outward and upward at any of the following slopes:
    i. 100 to 1 for a horizontal distance of 20,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway more than 3,200 ft.
    ii. 50 to 1 for a horizontal distance of 10,000 ft. of a public use or military airport from any point on the runway of each airport with its longest runway no more than 3,200 ft.
    iii. 25 to 1 for a horizontal distance of 5,000 ft. of the nearest take off and landing area of a public use heliport
d. Any highway, railroad or other traverse way whose prescribed adjusted height would exceed the above noted standards
e. Any construction or alteration located on a public use airport or heliport regardless of height or location.

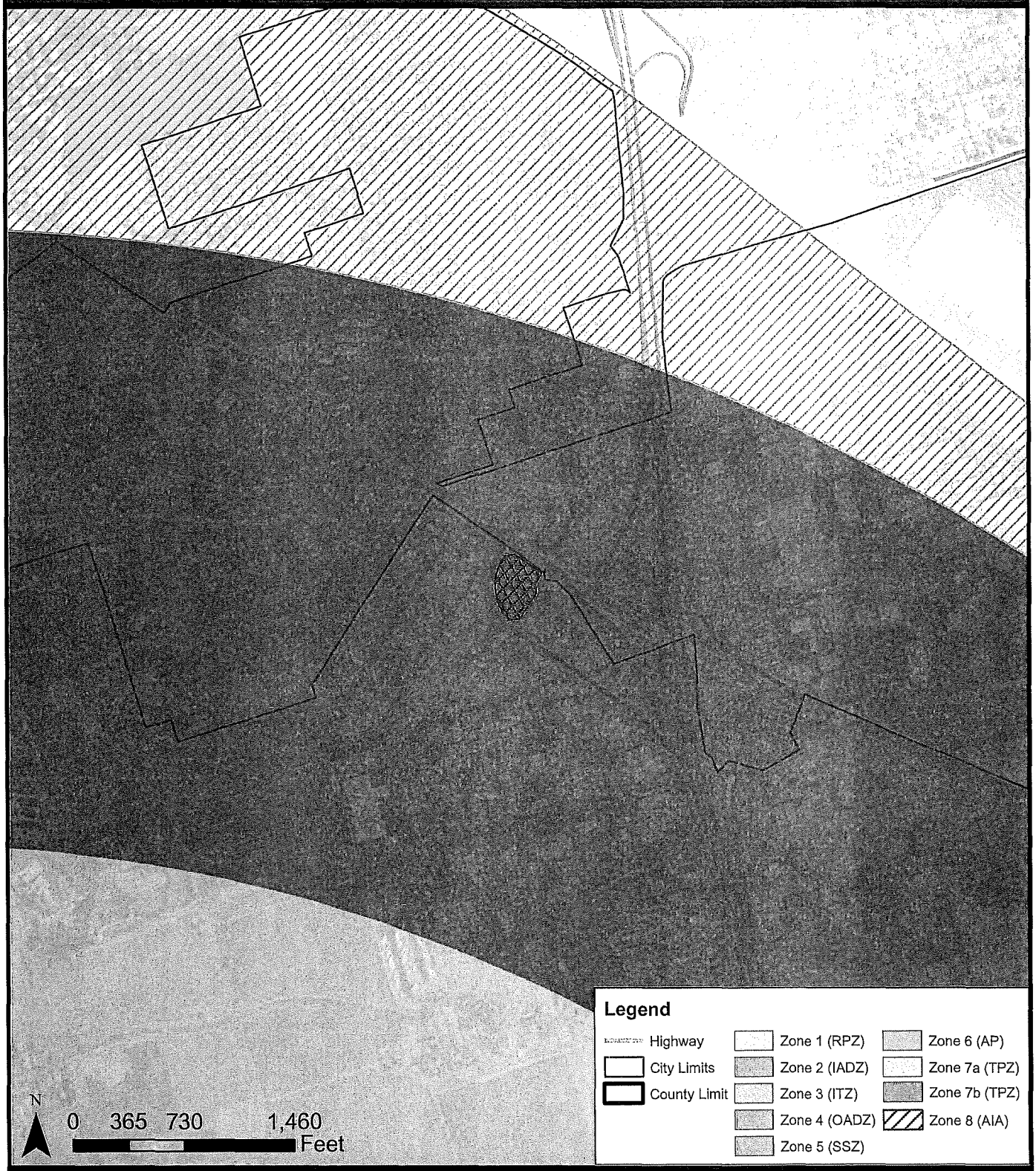
Thank you again for the opportunity to comment. Please contact CMA and ALUC staff Travis Yokoyama (209-235-0451 or yokoyama@sjcog.org) if you have any questions or comments.

Sincerely,

Travis Yokoyama

ATTACHMENT A – Exhibit of Project Site Location in relation to RCMP Network
ATTACHMENT B – Exhibit of Project Site Location in relation to ALUC

AIRPORT LAND USE CONSISTENCY REVIEW



PERMIT NUMBER / PROJECT TITLE:	PA-1800043 (SA)
ADDRESS:	2510 South SR-99 West Frontage Road, Stockton
APN:	171-300-24
AIRPORT / "HAZARD TO FLIGHT"	Stockton TPZ (7b)

ATTACHMENT A – Exhibit of Project Site Location in relation to RCMP Network

REGIONAL CONGESTION MANAGEMENT PROGRAM PROJECT REVIEW

PERMIT NUMBER / PROJECT TITLE: PA-1800043 (SA)
ADDRESS: 2510 South SR-99 West Frontage Road, Stockton
APN: 171-300-24

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE DISTRICT 10 DIRECTOR
P.O. BOX 2048, STOCKTON, CA 95201
(1976 E. DR. MARTIN LUTHER KING JR. BOULEVARD 95205)
PHONE (209) 948-7943
FAX (209) 948-3670
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

February 20, 2019

PA-1800043
SCH 2019029031
10-SJ-99-PM16.773

Mr. Sanfilippo
San Joaquin County
1810 East Hazelton Avenue
Stockton, CA 95205

Dear Mr. Sanfilippo,

The California Department of Transportation (Department) appreciates the opportunity to review and comment on the proposed gas station (Project) located at 2510 South State Route 99 West Frontage Road in Stockton. The Project is a site approval application for a gas station and convenience store to include the construction of a 3,180 sf convenience store, a 1,152 sf carwash, a 4,408 sf fuel canopy, and a 1,355 sf diesel canopy. The Department has the following comments:

1. Please provide a site plan, for further review and comment, that shows the project location with regard to proximity to State Facilities such as the interchange ramp locations. The site plan should show the roadway pavement delineation plan at the intersection of Mariposa Road/Frontage and driveway locations as well as the driveway distance from Mariposa Road curb return.

2. A truck turn template is needed for review and comment to ensure the intersection of Mariposa Road/Frontage Road can accommodate the projects truck trips.

4. An Encroachment Permit is required for any work within the State Right of Way.

If you have any questions, please contact Joshua Swearingen at (209) 948-7142 (email: Joshua.swearingen@dot.ca.gov) or me at (209) 941-1921. We look forward to continuing to work with you in a cooperative manner.

Sincerely,

For

TOM DUMAS, Chief
Office of Metropolitan Planning

FREEMANFIRM
A PROFESSIONAL LAW CORPORATION

PRINCIPALS
MAXWELL M. FREEMAN
MICHAEL L. GUREV
THOMAS H. KEELING
ARNOLD J. WOLF
LEE ROY PIERCE, JR.

1818 GRAND CANAL BOULEVARD · STOCKTON · CA 95207

ASSOCIATES
FRANKLIN J. BRUMMETT
MICHAEL N. MORLAN
JOHN W. VISS

May 15, 2018

Via Hand Delivery

San Joaquin County
Community Development Department
1810 East Hazelton Avenue
Stockton, CA 95205

Attention: Guiseppe Sanfilippo

Re: Application No. PA-1800043(SA)
Property Owner: Janet Blincoe
14501 Wells Lane
Lodi, CA 95240

Applicant: BP West Coast Products, LLC
30 South Wacker Drive, Suite 900
Chicago, IL 60606

Dear Mr. Sanfilippo:

I am counsel for TPC Properties, LLC, the owner of the property located at 2537 S. Mariposa Road, Stockton, directly across the street from the proposed Project. This letter is in response to an Application Referral requesting recommendations or concerns regarding the proposed Project be provided by May 15, 2018.

We engaged Larry Wymer of Larry Wymer & Associates Traffic Engineering to consider the traffic issues associated with the proposed Project. Please find attached the May 15, 2018, letter from Mr. Wymer outlining the traffic concerns that need to be addressed in a traffic impact analysis. The traffic congestion and gridlock described in the traffic impact analysis as well as the safety of vehicular travel is of paramount concern to my client as Campora Propane, Inc. operates a propane distribution facility on TPC Properties, LLC's property. Emergency vehicles must have unimpeded access to the propane distribution facility at all times should an emergency occur.

Thomas Campora, the Manager of TPC Properties, LLC contacted you to obtain the Initial Study and proposed Negative Declaration referenced in the Application Referral.

However, Mr. Campora was advised by you that the materials were not yet done and therefore there was no additional information available for the proposed Project. Further, my client has not been supplied with any information regarding the proposed Project's anticipated number of customers, employees, visitors or volume of business which BP West Coast Products, LLC would likely have prepared. Without the necessary information regarding the proposed Project, my client is unable to determine the full impact of the proposed Project.

In addition to the traffic concerns noted above, the Initial Study should also address the following:

The groundwater runoff and the bio-detention area including the oils and soap that are likely to originate from the proposed Project and be carried offsite.

The impact the proposed Project may have on my client's septic field as well as my client's water well.

The potential noise pollution, air pollution and odors which will be generated by the proposed Project.

The impact from the sale of alcoholic beverages at the proposed Project and whether the proposed Project would facilitate further blight and nuisances in the surrounding area.

The impact of the proposed Project attracting people who loiter or who are homeless including security concerns for the neighboring property.

The applicable setbacks and other planning requirements which must be met.

Next, the draft Site Plan attached to the Application Referral appears to have several flaws, including:

Improvements that are outside the proposed Project property lines.

A turning radius for vehicles which would cross onto the neighboring property.

Finally, my client has been advised over the years that the proposed Project is located on land located within the City of Stockton. Therefore, it is unclear why the Application Referral is being made by San Joaquin County and not the City of Stockton. The Initial Study should explain where the boundary lines are for the City of Stockton and the County of San Joaquin as well as the authority of San Joaquin County to act in connection with this matter.

Please provide notice of any staff determinations for this proposed Project to both TPC Properties, LLC at P.O. Box 4465, Stockton, California 95205 as well as this law firm c/o Michael L. Gurev at Freeman Firm, 1818 Grand Canal Boulevard, Suite 4, Stockton, California 95207.

Thank you.

Very truly yours,

MICHAEL L. GUREV

MLG:lcs
Enclosure

Larry Wymer
& Associates
Traffic Engineering

P.O. Box 932 Lincoln, CA 95648
P.O. Box 16121 Seattle, WA 98116
Phone: (916) 768-6158
E-Mail: Larry@LarryWymerTE.com
Website: LarryWymerTE.com

May 15, 2018

Michael L. Gurev
Freeman Firm
1818 Grand Canal Blvd, Suite 4
Stockton, CA 95207

RE: Traffic Impacts - Proposed BP Arco AM/PM Gas Station/Mini-Mart/Car-Wash (PA-1800043(SA))

This letter summarizes the professional opinions of Larry Wymer, licensed California Traffic Engineer (#1955), as it relates to potential traffic impacts associated with a proposed BP Arco AM/PM gas station/mini-mart/car-wash in unincorporated San Joaquin County, California.

Project Description

Project:	BP Arco AM/PM Gas Station/Mini-Mart/Car-Wash
Address:	2510 South State Highway 99 West Frontage Road
Location:	Southeast corner of intersection of South SR-99 West Frontage Road & East Mariposa Road
Application #:	PA-1800043(SA)
APN:	171-300-24/2510

The proposed project would include the following components:

- 19 fuel pump gas station (16 auto & 3 WB50+ trucks)
- 3,180 sf mini-mart
- 1,152 sf car wash

The project site is located within a newly created cone shaped parcel bounded completely by new and old roadways (i.e. no adjacent parcels). The parcel is bounded on the west by the newly relocated alignment of South SR-99 West Frontage Road, on the southeast by the newly reconfigured 'Old SR99 Frontage Road Cul-De-Sac', and on the northeast by East Mariposa Road. Since no access is proposed along East Mariposa Road, access to the project site is proposed along both the new and old SR99 Frontage Road alignments.

The project site's western edge is the inside edge of the large horizontal curve along the new South SR-99 West Frontage Road alignment with a centerline radius of ±320 ft, and inside radius of ±300 ft.

Driveway Access

The following three access driveways are proposed at locations with existing curb cuts and constructed driveway aprons:

- Driveway #1 – South SR-99 West Frontage Road
  (±280 ft from East Mariposa Road)(±340 ft from Old SR99 Frontage Road Cul-De-Sac)
- Driveway #2 – Old SR99 Frontage Road Cul-De-Sac
  (±100 ft from South SR-99 West Frontage Road
- Driveway #3 – Old SR99 Frontage Road Cul-De-Sac
  (within cul-de-sac ±315 ft from South SR-99 West Frontage Road)

Figure 1 provides a recent Google Earth Image of the project site, along with driveway locations, and sight distance analysis features as discussed in further detail below.

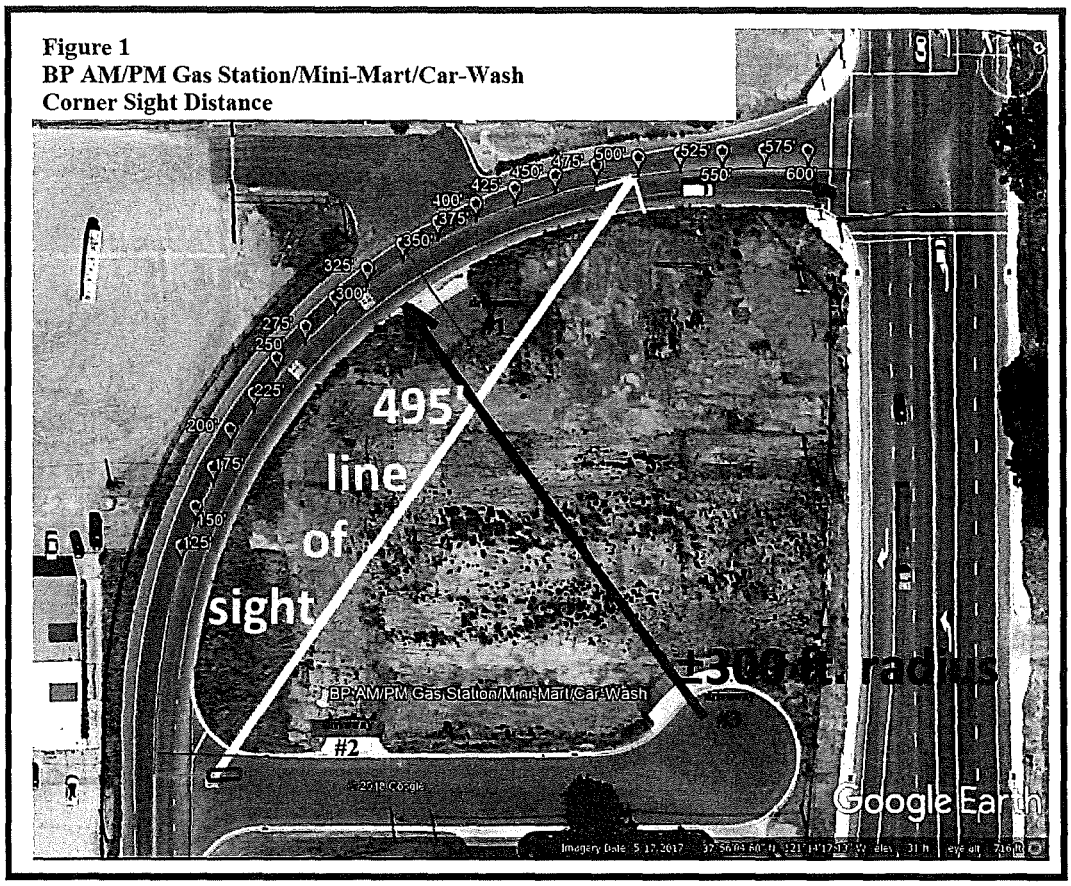


Figure 1
BP AM/PM Gas Station/Mini-Mart/Car-Wash
Corner Sight Distance

There are at present no speed limit signs along South SR-99 West Frontage Road. It is assumed that a prima facie speed limit of 55 mph is in effect along the roadway. There is an advisory 20mph speed sign for the southbound portion of the curve between East Mariposa Road and Old SR99 Frontage Road Cul-De-Sac.

Trip Generation

Per Table 1 below, the proposed project, with components as described above, is projected to generate 2,904 daily trips, 227 AM peak hour trips, and 265 PM peak hour trips. A significant percentage of this traffic is expected to be drawn from passer-by traffic along East Mariposa Road, thereby adding significantly to existing traffic volumes along South SR-99 West Frontage Road, and the northwest bound East Mariposa Road to southbound South SR-99 West Frontage Road left turn lane.

Table 1
Project Trip Generation

Land Use Category (ITE Code)	Unit	Trip Generation Rates (trips/unit) & Peak Hour Directional Distributions						
		Daily	AM Peak Hour			PM Peak Hour		
		Rate	In %	Out %	Rate	In %	Out %	Rate
Gasoline/Service Station w/ Convenience Market & Car Wash	fueling station	152.84	51%	49%	11.93	51%	49%	13.94
		Trip Generation Volumes						
Proposed Land Use Description	Quantity (Units)	Daily Total	AM Peak Hour In + Out = Total			PM Peak Hour In + Out = Total		
BP Arco AM/PM Gas Station/Mini-Mart/Car-Wash 2510 South State Highway 99 West Frontage Road	19 fueling stations	2,904	116 + 111 = 227			135 + 130 = 265		

Source: Trip Generation 8th Edition, Institute of Transportation Engineers

OPINIONS

Sight Distance Safety Issues

Due primarily to the horizontal curve along the new South SR-99 West Frontage Road alignment, sight distance will be a safety issue for vehicles entering and exiting the site.

As previously noted, the assumed prima facie speed limit along South SR-99 West Frontage Road is 55 mph, and the curve between East Mariposa Road and Old SR99 Frontage Road Cul-De-Sac has an advisory speed limit of 20mph. The design speed for South SR-99 West Frontage Road is likely 55 or 60 mph.

Table 2 shows the required unsignalized intersection stopping, decision, and corner sight distances that the California Highway Design Manual stipulates for speeds ranging from the 20mph advisory speed limit along the curve to the 55/60 mph speed limit/potential design speed corresponding to South SR-99 West Frontage Road.

Table 2
Caltrans Highway Design Manual Sight Distance Standards

Design Speed	Stopping Sight Distance	Decision Sight Distance	Corner Sight Distance
20 mph	125'	----	----
25 mph	150'	----	275'
30 mph	200'	450'	330'
35 mph	250'	525'	385'
40 mph	300'	600'	440'
45 mph	360'	675'	495'
50 mph	430'	750'	550'
55 mph	500'	865'	605'
60 mph	580'	990'	660'

The California Highway Design Manual (Section 405.1(2) - Intersection Design Standards - Corner Sight Distance) stipulates that:

> *At unsignalized intersections a substantially clear line of sight should be maintained between the driver of a vehicle, bicyclist or pedestrian waiting at the crossroad and the driver of an approaching vehicle. Line of sight for all users should be included in right of way. ... The [corner sight distance] values given in [the table above] provide 7-1/2 seconds for the driver on the crossroad to complete the necessary maneuver while the approaching vehicle travels at the assumed design speed of the main highway."*

As noted previously, the South SR-99 West Frontage Road curve along the western edge of the project site has inside radius of ±300 ft. This curve also has little to no superelevation.

The USDOT-FHA Study titled "Speed Prediction for Two-Lane Rural Highways" (Publication #99-171, August 2000) shows that horizontal curves with near 0% superelevation have an 85th percentile speed of approximately 45 mph (Figure 59, page 4). Therefore, it should be assumed that despite the 20 mph advisory speed sign that vehicles have the ability to negotiate the curve at speeds up to 45 mph (and possible above), and that corner sight distances for those speeds should be accommodated.

Table 2 shows that 495 ft of corner sight distance should be provided for speeds of 45 mph. Figure 1 shows sight distances from a vehicle waiting to turn onto southbound South SR-99 West Frontage Road from Old SR99 Frontage Road Cul-De-Sac, with a 495 ft line of sight (measured along the roadway centerline) cutting across the center of the proposed project. This is considered the worst-case sight distance case, although other lesser sight distance issues also exist at the South SR-99 West Frontage Road driveway to the north.

South SR-99 West Frontage Road/Old SR99 Frontage Road Cul-De-Sac Intersection Traffic Control
Due to sight distance issues at the South SR-99 West Frontage Road/Old SR99 Frontage Road Cul-De-Sac intersection, a warrant analysis should be performed to potentially provide an all-way stop at this intersection. The presence of an all-way stop would help reduce speeds along this section of roadway, thereby improving safety.

Driveway #1 Traffic Control
Due to sight distance issues at the driveway along the South SR-99 West Frontage Road, consideration should be given to restricting movement at the intersection to right-in/right out only movements.

Acceleration/Deceleration Lanes along South SR-99 West Frontage Road
Sight distance issues, as described previously, warrant analysis and consideration of acceleration and/or deceleration lanes along South SR-99 West Frontage Road to improve safety.

High Truck Percentages
San Joaquin County did a vehicle classification study along South SR-99 West Frontage Road south of East Mariposa Road on Wednesday, June 7, 2017. The results of this study are summarized in Table 3 for daily and AM/PM peak hour conditions, with the 13 vehicle classifications aggregated into 3 groups: small vehicles (#1-#3), medium vehicle (#4-#6), and large trucks (#7-#13). The vehicle classification study shows that about 5.5% of traffic (every 18th or so vehicle) are large trucks along South SR-99 West Frontage Road south of East Mariposa Road.

It is assumed that traffic volumes along South SR-99 West Frontage Road (and along the left turn lane from northwest bound East Mariposa Road to southbound South SR-99 West Frontage Road) have a higher than average percentage of large trucks due to adjacent uses. This is especially true along the section of roadway immediately south of East Mariposa Road given the commercial land uses in the vicinity which serve very large wheel base trucks. The proposed project will also add more large trucks to these existing volumes since it provides amenities to trucks. The presence of large trucks has the potential to create or worsen existing capacity and safety issues such as the following, which warrant additional traffic study for the project:

- intersection levels of service
- queue lengths at all intersections
- exceed existing left turn storage capacity
- block lines of sight
- block project driveways

Table 3
Vehicle Classification Study
South SR-99 West Frontage Road south of East Mariposa Road

Classification	Daily		AM Peak Hour		PM Peak Hour	
#1 – Motorcycles	1 %	75%	<1 %	71%	<1 %	79%
#2 – Passenger Cars	62 %		22 %		39 %	
#3 – 2-Axle, 4-Tire Single Units	13 %		5 %		8 %	
#4 – Buses	1 %	19 %	<1 %	24 %	1 %	16 %
#5 – 2-Axle, 6-Tire Single Units	11 %		5 %		6 %	
#6 – 3-Axle Single Units	7 %		4 %		3 %	
#7 – ≥4-Axle Single Units	<1 %	5 %	<1 %	6 %	<1 %	5 %
#8 – ≤4-Axle Single Trailers	1 %		<1 %		1 %	
#9 – 5-Axle Single Trailers	4 %		2 %		2 %	
#10 – ≥6-Axle Single Units	<1 %		<1 %		<1 %	
#11 – ≤5-Axle Multi-Trailers	<1 %		<1 %		<1 %	
#12 – 6-Axle Multi-Trailers	<1 %		<1 %		<1 %	
#13 – ≥7-Axle Multi-Trailers	<1 %		<1 %		<1 %	

Queuing Analysis Given High Truck Percentages
Detailed queueing analysis should be performed along each direction of South SR-99 West Frontage Road, and along the left turn lane from northwest bound East Mariposa Road to southbound South SR-99 West Frontage Road, given the high percentage of large trucks.

East Mariposa Road/South SR-99 West Frontage Road Intersection Levels of Service Impacts
The diversion of significant traffic volumes along East Mariposa Road to/from the project will worsen levels of service at the East Mariposa Road/South SR-99 West Frontage Road intersection, in particular due to the increase in left turn volumes from northwest bound East Mariposa Road to southbound South SR-99 West Frontage Road. The presence of significantly more large wheelbase trucks within these added volumes will likely worsen the impacts. The levels of service and queueing along the single northwest bound left turn should be analyzed with these added volumes to establish impacts and required mitigation.

WB75 Truck Access
The proposed site plan shows WB75 fuel trucks will be unable to complete ingress turns into project site via driveway #2 to access the westernmost underground fuel storage tanks. The tracking model shows trucks will need to drive over curbs and parkways.

CONCLUSION

It is my opinion that a detailed traffic impact analysis should be completed for the project, with special attention given to the issues outlined above.

Please feel free to give me a call if you have any questions.

Sincerely,

Larry Wymer, CA T.E. 1955

Larry Wymer & Associates Traffic Engineering

P.O. Box 16121 Seattle, WA 98116
Phone: (916) 768-6158
E-Mail: Larry@LarryWymerTE.com
Website: LarryWymerTE.com

March 6, 2019

Jeffrey Levers
San Joaquin County Public Works Department
E Hazelton Avenue
Stockton, CA 95205

RE: Review of Traffic Impact Analysis of SR-99 Frontage Road ARCO AM-PM Station (PA-1800043) – San Joaquin County, California (November 12, 2018)

Mr. Levers,

I was hired a year ago to provide my professional opinions as it relates to potential traffic impacts associated with the above referenced project. That letter, which was dated May 15, 2018, is attached to the back of this letter (with revised footers and page numbers corresponding to this letter).

I have reviewed the above referenced traffic impact analysis (TIA) conducted by Kimley Horn, and most of my opinions as included in attached May 15, 2018 letter are still applicable. I will provide a brief summary of my opinions on what I see are deficiencies within the TIA and welcome the opportunity to discuss them more with you. I would also like to request some information from the County to help me perform a deeper peer review of the TIA to refine my opinions further.

The following are my opinions regarding the TIA.

1. <u>Wednesday, June 27, 2018 Traffic Counts Do Not Represent Average Conditions</u> – Weekday peak hour traffic counts are to represent peak hour conditions on an average weekday, which are a Tuesday, Wednesday, or Thursday of a week when school, work, government, etc. are functioning normally. Thus, summer months when schools are not in session do not represent average conditions, and traffic counts are typically less than those when schools are in session, especially during the AM peak hour. For this reason, it is recommended that new traffic counts be conducted when schools are in session, and the traffic analysis be revised with new counts.

2. <u>Campora Propane Mid-Day Peak Conditions</u> – The Campora Propane business located along the cul-de-sac roadway created by the abandonment of the SR-99 Frontage Road has a significant mid-day peak hour trip generation of large trucks which has the potential to create a significant adverse impact to the intersection designated as intersection #5 in the TIA. Almost all of the existing traffic along the cul-de-sac road are trips generated by this project, and most of this traffic is large trucks. However, the 11/12/2018 TIA assumes that only 2% of traffic on this roadway is large trucks. It is recommended that a weekday mid-day peak hour scenario be added to the TIA with the collection of mid-day peak hour traffic counts to account for the peak hour condition of the Campora Propane business on the cul-de-sac roadway.

3. <u>Large/Heavy Truck Component of Traffic Does Not Represent Actual Conditions</u> – As noted within my 5/15/2018 letter, based on info obtained from the County, heavy trucks comprise 5-6% of traffic along the SR-99 Frontage Road south of Mariposa Road on Wednesday, June 7, 2017. And as noted above, heavy trucks comprise an even higher percentage of traffic along the cul-de-sac roadway. However, the 11/12/2018 TIA assumes that all roadway approaches for all study intersections contains 2% heavy trucks, which results in levels of service and queuing lengths significantly less than would actually occur. It is recommended that the intersection analysis and queueing analysis be revised to include actual truck percentages along the study roadways and intersections, which could be achieved either from obtaining more recent existing county vehicle classification counts, or collecting new

vehicle classification counts along the study roadways (including the cul-de-sac roadway). Campora Propane can provide data showing actual historical trip generation of trucks along the cul-de-sac roadway during peak hours.

4. <u>Sight Distance from Intersection #5 Calculated Using Incorrect Speed Limits</u> – As noted within my 5/15/2018 letter, I had established that the sight distance toward the right of Intersection #5 should be established for a speed of 45 mph along the SR-99 Frontage Road, which my research indicates represents the actual speed along the curve, an assumption that requires 495 ft. of sight distance. Furthermore, I had established that the assumed prima facie speed limit along South SR-99 West Frontage Road should be 55 mph, However, the 11/12/2018 TIA establishes a sight distance of only 280 ft. using a prima facie speed of 25 mph. It is recommended that the TIA establish actual speeds along the curve either by obtaining available data from the County, or performing a speed survey, and recalculate the required sight distance based on the actual speeds of vehicles around the curve.

5. <u>Intersection #5 Safety Issues</u> – The combination of issues as identified within both my 5/15/2018, and described above, indicate that there are significant safety issues at intersection #5, which will be compounded by the proposed project and the significant minor street traffic volumes to/from the cul-de-sac roadway. Revised level of service analysis and queuing analysis should be performed at the intersection for average weekday AM, mid-day, and PM peak hour conditions while schools are in session, and with revised truck percentages obtained either from the County or from new vehicle classification counts (and also potentially from Campora Propane).

It is also recommended that an all-way stop warrant be performed at intersection #5 to consider safety issues other than traffic volumes and level of service. Consideration should also be given to possibly providing acceleration/ deceleration lanes at intersection #5 if traffic control is established as not being warranted at intersection #5.

CONCLUSION

I invite you to discuss the above issues with me, and provide any available data as described above, to help further refine and justify my opinions. Feel free to contact me via phone or email as provided within my header.

Sincerely,

Larry Wymer, CA T.E. 1955

Kimley»Horn

April 2, 2019

Mr. Jeffrey Levers
Transportation Engineering Division
San Joaquin County Department of Public Works
1810 East Hazelton Avenue
Stockton, California 95201

Re: *SR-99 Frontage Road ARCO AM-PM Station (PA-1800043)*
Traffic Impact Analysis – Response to Comments

Dear Mr. Levers:

Per your request we have reviewed public comments received on the traffic study my office prepared in 2018 for the above referenced project. We are in receipt of two comment letters[1], the most recent of which is a repeat of the first, that include a summary of the individual's review of our final traffic study[2]. The following are our responses to the comments provided:

1. *Comment:* *"Wednesday, June 27, 2018 Traffic Counts Do Not Represent Average Conditions – Weekday peak hour traffic counts are to represent peak hour conditions on an average weekday, which are a Tuesday, Wednesday, or Thursday of a week when school, work, government, etc. are functioning normally. Thus, summer months when schools are not in session do not represent average conditions, and traffic counts are typically less than those when schools are in session, especially during the AM peak hour. For this reason, it is recommended that new traffic counts be conducted when schools are in session, and the traffic analysis be revised with new counts."*

   Response:
   The project use and its close proximity to SR-99 are indicative of the general origins and destinations related to the anticipated patrons. The project's heavy reliance on SR-99 pass-by/diverted-link traffic is reinforced by the traffic study's 60-percent trip assignment to the freeway. While there are several public schools located in the general project area (http://apps.schoolsitelocator.com/index.html?districtCode=90397), only one (Montezuma Elementary School, 2843 Farmington Road, Stockton) is anticipated to have the potential to contribute traffic to the study facilities based on its boundary and the primary roadway network. The effect of this single elementary school is considered to be much less significant than the influence of SR-99 traffic on the study facilities.

   Because the project use is reasonably anticipated to be heavily reliant on SR-99 traffic and, therefore reliant on traffic patterns that are not reflective of the school calendar, the traffic study's use of June 2018 counts is concluded to represent "typical" or "average" traffic conditions for the study facilities. As a result, no further action is necessary.

---

[1] Letter from Larry Wymer & Associates Traffic Engineering to Jeffrey Levers, San Joaquin County, March 6, 2019, and letter from Larry Wymer & Associates Traffic Engineering to Michael Gurev, Freeman Firm, May 15, 2018.
[2] *Traffic Impact Analysis, SR-99 Frontage Road ARCO AM-PM Station (PA-1800043)*, Kimley-Horn, November 12, 2018.

2. ***Comment:*** *"Campora Propane Mid-Day Peak Conditions – The Campora Propane business located along the cul-de-sac roadway created by the abandonment of the SR-99 Frontage Road has a significant mid-day peak hour trip generation of large trucks which has the potential to create a significant adverse impact to the intersection designated as intersection #5 in the TIA. Almost all of the existing traffic along the cul-de-sac road are trips generated by this project, and most of this traffic is large trucks. However, the 11/12/2018 TIA assumes that only 2% of traffic on this roadway is large trucks. It is recommended that a weekday mid-day peak hour scenario be added to the TIA with the collection of mid-day peak hour traffic counts to account for the peak hour condition of the Campora Propane business on the cul-de-sac roadway."*

   Response:
   The commenter appears to be suggesting that the mid-day peak period, with its inclusion of the Campora Propane business' peaking conditions, should be studied. In the absence of additional data supporting alternate peak-periods, it is the standard of the traffic engineering practice to study the time periods during which the proposed project is anticipated to contribute traffic to peak conditions along the adjacent transportation facilities. These time periods often align with the proposed project's peak trip generation. These "mutually-peak" periods are almost always during the traditional AM (7-9 AM) and PM (4-6 PM) weekday peak periods.

   To emphasize this point, data included in the *Trip Generation Manual, 10th Edition*, published by the Institute of Transportation Engineers (ITE), was used to approximate the number of trips anticipated to be generated by the proposed project. According to *Trip Generation*, the project land use "Peak Hour of Generator" data, which is defined as the peak trip generating time period outside the traditional peak of the adjacent roadways (7-9 AM and 4-6 PM), is less than the data used in the traffic study. In other words, the use of "Peak-Hour of Adjacent Street Traffic" data in the traffic study has been confirmed to appropriately capture the peak traffic conditions of the proposed project. Review of the ITE data does not support the suggestion that the mid-day peak-period is more critical than the traditional AM and PM peak-periods for this land use.

   Regarding the proportion of the vehicles that are assumed to be heavy vehicles during the weekday AM and PM peak-hours, we have completed a sensitivity test to document the effect of applying a higher heavy vehicle percentage. As noted by the commenter, the traffic study assumed a flat 2% heavy vehicle percentage. The following tables summarize the operational results under Cumulative (2040) plus Proposed Project conditions, the worst-case conditions, when applying a 10% heavy vehicle percentage to Intersection #5, and applying a 6% heavy vehicle percentage[3] to intersections #1-4:

[3] 6% heavy vehicle assumption is based on information provided in Comment #3.

Table 1 – Cumulative (2040) plus Proposed Project
Intersection Level of Service (LOS) Comparison

ID	Intersection	Traffic Control	Peak Hour	Assuming 2% Heavy Vehicles - All intersections		Assuming 6% Heavy Vehicles	
				Delay (sec)	LOS	Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Rd	Signal	PM	44.9	D	52.0	D
2	East Mariposa Road @ SR-99 SB Ramps	Signal	PM	11.9	B	12.6	B
3	East Mariposa Road @ SR-99 NB Ramps	Signal	PM	8.9	A	8.9	A
4	SR-99 Frontage Road @ Frontage Road Driveway	SSSC*	PM	3.2 (19.3 WB)	C	3.2 (19.7 WB)	C
5**	SR-99 Frontage Road @ Frontage Road	SSSC*	PM	2.7 (16.7 SB)	C	2.8 (17.2 SB)	C

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.
**Assuming 10% heavy vehicles.

Table 2 – Cumulative (2040) plus Proposed Project
Intersection Queuing Comparison

ID	Move-ment	Peak Hour	Available Storage (ft)	95th % Queue (ft)	
				Assuming 2% Heavy Vehicles	Assuming 6% Heavy Vehicles
1	WBL	PM	465	400	405
	NBL/T/R	PM	-	448	463
2	SBL	PM	950	432	443
	SBR	PM	-	27	27
3	NBL	PM	700	149	154
	NBR	PM	-	10	10

Note: Shaded cells indicate 95th percentile queue lengths

As shown in **Table 1** and **Table 2**, even when the heavy vehicle percentage is increased to 6% (or 10% at intersection #5), the operational conclusions documented in the traffic study do not change.

3. ***Comment:*** *"Large/Heavy Truck Component of Traffic Does Not Represent Actual Conditions – As noted within my 5/15/2018 letter, based on info obtained from the County, heavy trucks comprise 5-6% of traffic along the SR-99 Frontage Road south of Mariposa Road on Wednesday, June 7, 2017. And as noted above, heavy trucks comprise an even higher percentage of traffic along the cul-de-sac roadway. However, the 11/12/2018 TIA assumes that all roadway approaches for all study intersections contains 2% heavy trucks, which results in levels of service and queuing lengths significantly less than would actually occur. It is*

recommended that the intersection analysis and queueing analysis be revised to include actual truck percentages along the study roadways and intersections, which could be achieved either from obtaining more recent existing county vehicle classification counts, or collecting new vehicle classification counts along the study roadways (including the cul-de-sac roadway). Campora Propane can provide data showing actual historical trip generation of trucks along the cul-de-sac roadway during peak hours."

Response:
Please see our response to Comment #2 above.

4. ***Comment:*** *"Sight Distance from Intersection #5 Calculated Using Incorrect Speed Limits – As noted within my 5/15/2018 letter, I had established that the sight distance toward the right of Intersection #5 should be established for a speed of 45 mph along the SR-99 Frontage Road, which my research indicates represents the actual speed along the curve, an assumption that requires 495 ft. of sight distance. Furthermore, I had established that the assumed prima facie speed limit along South SR-99 West Frontage Road should be 55 mph[.] However, the 11/12/2018 TIA establishes a sight distance of only 280 ft. using a prima facie speed of 25 mph. It is recommended that the TIA establish actual speeds along the curve either by obtaining available data from the County, or performing a speed survey, and recalculate the required sight distance based on the actual speeds of vehicles around the curve."*

Response:
Notwithstanding potential landscaping or other sign structure obstructions resulting from the construction of the proposed project, Intersection #5 will continue to operate the way it does today. The Frontage Road geometry will not change and, as the commenter notes, the propane company's vehicles will continue to complete their current travel patterns. As a result, today's operations are considered to be a good indicator of future conditions.

Based on information provided by the County, there are no recorded accidents in the vicinity of Intersection #5. In fact, based on the data provided dating back to January 2015, there was only one accident near this location and it occurred at Intersection #1. The absence of a pattern of accidents indicates that the current geometric and vehicle mix conditions do not combine to create an unsafe environment.

The speed of vehicles approaching Intersection #5 from the right (travelling to Intersection #1, Mariposa Road) is limited by traffic control and the absence of a true "through" movement. The roadway geometry at Intersection #1 results in either right- or left-turns feeding the subject departure lane, thereby approaching Intersection #5. Because there is no fourth intersection leg and these vehicles are required to complete a turning movement, all such vehicles are anticipated to travel at a relatively low rate of speed. In fact, neither the right- or left-turn onto the departure lane is anticipated to have an initial speed greater than 15-mph. Accordingly, the traffic study's use of an assumed 25-mph speed is considered reasonable and appropriate.

Because an appropriate approach speed was used and an appropriate clear sight triangle was identified in the traffic study, no further action is necessary.

5. <u>Comment:</u> *"Intersection #5 Safety Issues – The combination of issues as identified within both my 5/15/2018, and described above, indicate that there are significant safety issues at intersection #5, which will be compounded by the proposed project and the significant minor street traffic volumes to/from the cul-de-sac roadway. Revised level of service analysis and queuing analysis should be performed at the intersection for average weekday AM, mid-day, and PM peak hour conditions while schools are in session, and with revised truck percentages obtained either from the County or from new vehicle classification counts (and also potentially from Campora Propane). It is also recommended that an all-way stop warrant be performed at intersection #5 to consider safety issues other than traffic volumes and level of service. Consideration should also be given to possibly providing acceleration/ deceleration lanes at intersection #5 if traffic control is established as not being warranted at intersection #5."*

   <u>*Response:*</u>
   Please see our responses to Comments #1-#4 above.

   Regarding the commenter's request for consideration of all-way stop control (AWSC) at Intersection #5, minimum volume thresholds were reviewed. According to Section 2B.07 for Multi-Way Stop Applications in the California Manual on Uniform Traffic Control Devices (CMUTCD), the average volumes per hour for any 8 hours in an average day play a role in determining whether AWSC should be installed. Specifically, the CMUTCD states that an AWSC may be necessary if the vehicle volume entering the intersection from the major street approaches averages at least 300 vehicles per hour, and the vehicle volume entering the intersection from the minor street approaches averages at least 200 units per hour. Reviewing the peak-hour volumes used in the traffic study, vehicle volumes entering the intersection from the minor street approach averages less than 200 units per hour under both AM and PM peak hours for Existing (2018) plus Approved and Pending Projects plus Proposed Project conditions and Cumulative (2040) plus Proposed Project conditions. Since the minimum volume threshold does not satisfy the requirement for either peak hours, it is reasonable to assume that the 8-hour requirement would not be satisfied. Additional criteria to be considered in determining the need for AWSC include pedestrian conflicts. However, there is minimal pedestrian activity at or near intersection #5. Therefore, AWSC is not considered warranted for intersection #5.

   Regarding the commenter's request for consideration of auxiliary lanes at Intersection #5, the County has indicated that there is no design standard for such condition (the requirement to add auxiliary lanes at AWSC intersections). As expected, decision to include such facilities is reliant on Highway Capacity Manual (HCM) or HCM-based determinations on a case-by-case basis, neither of which specify the need for such lanes as a result of this traffic analysis.

Please let me know if you have any questions or require additional information.

Kind regards,

KIMLEY-HORN AND ASSOCIATES, INC.

Matthew D. Weir, PE, TE, PTOE
Vice President
PE No. C70216 & TR2424

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2019029031

Project Title: PA-1800043

Lead Agency: Community Development Department
Contact Person: Giuseppe Sanfilippo
Mailing Address: 1810 E Hazelton Avenue
Phone: (209) 468-0227
City: Stockton, Ca
Zip: 95205
County: San Joaquin

Project Location: County: San Joaquin
City/Nearest Community: Stockton
Cross Streets: State Route 99 Frontage Road/ South Mariposa Road
Zip Code: 95205
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W
Total Acres: ____
Assessor's Parcel No.: 171-300-24
Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: State Route 99
Waterways: Duck Creek, Mormon Slough
Airports: Stockton Metro
Railways: ____
Schools: ____

Document Type:

CEQA:
- ☐ NOP
- ☐ Early Cons
- ☐ Neg Dec
- ☒ Mit Neg Dec
- ☐ Draft EIR
- ☐ Supplement/Subsequent EIR (Prior SCH No.) ____
- Other: ____

NEPA:
- ☐ NOI
- ☐ EA
- ☐ Draft EIS
- ☐ FONSI

Other:
- ☐ Joint Document
- ☐ Final Document
- ☐ Other: ____

Local Action Type:

- ☐ General Plan Update
- ☐ General Plan Amendment
- ☐ General Plan Element
- ☐ Community Plan
- ☐ Specific Plan
- ☐ Master Plan
- ☐ Planned Unit Development
- ☒ Site Plan
- ☐ Rezone
- ☐ Prezone
- ☐ Use Permit
- ☐ Land Division (Subdivision, etc.)
- ☐ Annexation
- ☐ Redevelopment
- ☐ Coastal Permit
- ☐ Other: ____

Development Type:

- ☐ Residential: Units ____ Acres ____
- ☐ Office: Sq.ft. ____ Acres ____ Employees ____
- ☒ Commercial: Sq.ft. 10,095 Acres 2.0 Employees ____
- ☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
- ☐ Educational: ____
- ☐ Recreational: ____
- ☐ Water Facilities: Type ____ MGD ____
- ☐ Transportation: Type ____
- ☐ Mining: Mineral ____
- ☐ Power: Type ____ MW ____
- ☐ Waste Treatment: Type ____ MGD ____
- ☐ Hazardous Waste: Type ____
- ☐ Other: ____

Project Issues Discussed in Document:

- ☒ Aesthetic/Visual
- ☒ Agricultural Land
- ☒ Air Quality
- ☒ Archeological/Historical
- ☒ Biological Resources
- ☐ Coastal Zone
- ☒ Drainage/Absorption
- ☐ Economic/Jobs
- ☐ Fiscal
- ☒ Flood Plain/Flooding
- ☒ Forest Land/Fire Hazard
- ☐ Geologic/Seismic
- ☒ Minerals
- ☒ Noise
- ☒ Population/Housing Balance
- ☐ Public Services/Facilities
- ☐ Recreation/Parks
- ☐ Schools/Universities
- ☒ Septic Systems
- ☒ Sewer Capacity
- ☒ Soil Erosion/Compaction/Grading
- ☐ Solid Waste
- ☒ Toxic/Hazardous
- ☒ Traffic/Circulation
- ☒ Vegetation
- ☐ Water Quality
- ☒ Water Supply/Groundwater
- ☐ Wetland/Riparian
- ☒ Growth Inducement
- ☒ Land Use
- ☐ Cumulative Effects
- ☒ Other: GHC's

Present Land Use/Zoning/General Plan Designation:

Vacant Land/ Limited Industrial (I-L)/ Limited Industrial (I/L)

Project Description: *(please use a separate page if necessary)*

A Site Approval application for gas station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The project proposes direct access from South State Route 99 West Frontage Road. The project will be served by California Water Company for water supply, the City of Stockton for sanitary sewer service, and storm water will be retained on-site.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X Air Resources Board
___ Boating & Waterways, Department of
___ California Emergency Management Agency
___ California Highway Patrol
X Caltrans District #10
___ Caltrans Division of Aeronautics
___ Caltrans Planning
___ Central Valley Flood Protection Board
___ Coachella Valley Mtns. Conservancy
___ Coastal Commission
___ Colorado River Board
___ Conservation, Department of
___ Corrections, Department of
___ Delta Protection Commission
___ Education, Department of
___ Energy Commission
X Fish & Game Region #2
___ Food & Agriculture, Department of
___ Forestry and Fire Protection, Department of
___ General Services, Department of
___ Health Services, Department of
___ Housing & Community Development
___ Native American Heritage Commission

___ Office of Historic Preservation
___ Office of Public School Construction
___ Parks & Recreation, Department of
___ Pesticide Regulation, Department of
___ Public Utilities Commission
X Regional WQCB #5s
___ Resources Agency
___ Resources Recycling and Recovery, Department of
___ S.F. Bay Conservation & Development Comm.
___ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
___ San Joaquin River Conservancy
___ Santa Monica Mtns. Conservancy
___ State Lands Commission
___ SWRCB: Clean Water Grants
___ SWRCB: Water Quality
___ SWRCB: Water Rights
___ Tahoe Regional Planning Agency
___ Toxic Substances Control, Department of
___ Water Resources, Department of

___ Other: ___
___ Other: ___

Local Public Review Period (to be filled in by lead agency)

Starting Date May 20, 2019 Ending Date June 19, 2019

Lead Agency (Complete if applicable):

Consulting Firm: ___
Address: ___
City/State/Zip: ___
Contact: ___
Phone: ___

Applicant: BP West Coast Products, LLC.
Address: 30 South Wacker Drive, Suite 900
City/State/Zip: Chicago/ IL/ 60606
Phone: (281) 995-5679

Signature of Lead Agency Representative: ___ **Date:** 5/20/2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

MITIGATED NEGATIVE DECLARATION

TO: x Office of Planning & Research
P. O. Box 3044
Sacramento, California 95812-3044

X County Clerk, County of San Joaquin

FROM: San Joaquin County Community Development Department
1810 East Hazelton Avenue
Stockton, California 95205

PROJECT TITLE: Site Approval application No. PA-1800043

PROPONENT: Janet Blincoe

PROJECT LOCATION: The project site is located on the east side of South State Route 99 West Frontage Road, 800 feet west of South Mariposa Road, Stockton (APN: 171-300-24/2510 South State Route 99 West Frontage Road, Stockton) (Supervisorial District 1).

PROJECT DESCRIPTION: A Site Approval application for gas station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The project proposes direct access from South State Route 99 West Frontage Road. The project will be served by California Water Company for water supply, the City of Stockton for sanitary sewer service, and storm water will be retained on-site. The parcel is not under a Williamson Act contract.

The Property is zoned I-L (Limited Industrial) and the General Plan designation is I/L (Limited Industrial).

Based on the attached Initial Study, it has been found that the project will not have a significant effect on the environment.

Date: May 20, 2019

Contact Person: Giuseppe Sanfilippo

Phone: (209) 468-0227

INITIAL STUDY/NEGATIVE DECLARATION
[Pursuant to Public Resources Code Section 21080(c) and California Code of Regulations, Title 14, Sections 15070-15071]

LEAD AGENCY: **San Joaquin County Community Development Department**

PROJECT APPLICANT: **Blincoe/BP West Coast Products, LLC**

PROJECT TITLE/FILE NUMBER(S): **PA-1800043 (SA)**

PROJECT DESCRIPTION: **A Site Approval application for gas station and convenience store to include the construction of a 3,180 square foot convenience store, a 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The project proposes direct access from South State Route 99 West Frontage Road. The project will be served by California Water Company for water supply, the City of Stockton for sanitary sewer service, and storm water will be retained on-site. The parcel is not under a Williamson Act contract. (Use Type: Gasoline Sales and Service-Combination)**

The project site is located on the corner of South State Route 99 Frontage Road and South Mariposa Road, Stockton

ASSESSOR PARCEL NO.: **171-300-24**

ACRES: **2.0-acres**

GENERAL PLAN: **I/L**

ZONING: **I-L**

POTENTIAL POPULATION, NUMBER OF DWELLING UNITS, OR SQUARE FOOTAGE OF USE(S):
A gasoline station, convenience store, two fueling canopies, and a car wash totaling 10,095 square feet.

SURROUNDING LAND USES:

NORTH: **City of Stockton/ Mormon Slough**
SOUTH: **Industrial/Residential/ Agricultural/ Duck Creek**
EAST: **Industrial/ City of Stockton/ Residential**
WEST: **Industrial, City of Stockton/ Hamilton School**

REFERENCES AND SOURCES FOR DETERMINING ENVIRONMENTAL IMPACTS:

Original source materials and maps on file in the Community Development Department including: all County and City general plans and community plans; assessor parcel books; various local and FEMA flood zone maps; service district maps; maps of geologic instability; maps and reports on endangered species such as the Natural Diversity Data Base; noise contour maps; specific roadway plans; maps and/or records of archeological/historic resources; soil reports and maps; etc.

Many of these original source materials have been collected from other public agencies or from previously prepared EIR's and other technical studies. Additional standard sources which should be specifically cited below include on-site visits by staff (note date); staff knowledge or experience; and independent environmental studies submitted to the County as part of the project application (Enter report name, date, and consultant.). Copies of these reports can be found by contacting the Community Development Department.

TRIBAL CULTURAL RESOURCES:
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures regarding confidentiality, etc.?

No

GENERAL CONSIDERATIONS:

1. Does it appear that any environmental feature of the project will generate significant public concern or controversy?

   ☐ Yes ☒ No

   Nature of concern(s): Enter concern(s).

2. Will the project require approval or permits by agencies other than the County?

   ☐ Yes ☒ No

   Agency name(s): Enter agency name(s).

3. Is the project within the Sphere of Influence, or within two miles, of any city?

   ☒ Yes ☐ No

   City: **Stockton**

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☒ Aesthetics	☒ Agriculture and Forestry Resources	☒ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology / Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☒ Hydrology / Water Quality	☒ Land Use / Planning	☒ Mineral Resources
☒ Noise	☒ Population / Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☒ Utilities / Service Systems	☐ Wildfire	☒ Mandatory Findings of Significance

DETERMINATION: (To be completed by the Lead Agency) On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Giuseppe Daylo
Signature

5/20/2019
Date

EVALUATION OF ENVIRONMENTAL IMPACTS:

1) A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2) All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.

3) Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

4) "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).

5) Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:

   a) Earlier Analysis Used. Identify and state where they are available for review.

   b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

   c) Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.

6) Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.

7) Supporting Information Sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.

8) This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.

9) The explanation of each issue should identify:

   a) the significance criteria or threshold, if any, used to evaluate each question; and

   b) the mitigation measure identified, if any, to reduce the impact to less than significance.

Issues:

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
I. AESTHETICS. Except as provided in Public Resources Code Section 21099, would the project:					
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒	☐
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publically accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐	☐

Impact Discussion:

a-c). The proposed project site is a vacant, relatively flat parcel. The site is surrounded by a mixture of uses: to the north is the residential and industrial, to the south is industrial, residential, and agricultural, to the east is industrial and residential, and to the west is industrial and residential. The proposed structures and all improvements will be required to meet all building setbacks and Development Title requirements. This project will be conditioned with requirements for landscaping along roadways bordering the project parcel, and screening will be required for all outdoor storage areas. As such, the impact from the project on the existing visual character or quality of the site and its surroundings will be less than significant.

d) The proposed project will be subject to the regulations outlined in Development Title Section 9-1015.5(g) that pertain to lighting for commercial development. As a result, the effects of light and glare for daytime or nighttime views in the area are expected to be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
II. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. -- Would the project:					
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?	☐	☐	☐	☒	☐
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒	☐
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒	☐
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒	☐

Impact Discussion:

a-e) The project is for a gas station and convenience store to include the construction of a 3,180 square foot convenience store, 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The current zoning for the property is I-L (Limited Industrial). The proposed project is located within a developed urban area adjacent to the City of Stockton. The proposed project will not affect any agricultural uses, nor will it effect existing Williamson Act contracts. Therefore, the proposed application will have no impact on agriculture and forestry resources.

III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☒	☐
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☒	☐
d) Result in substantial emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐	☐

Impact Discussion:

d. The project is for a gas station and convenience store to include the construction of a 3,180 square foot convenience store, 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The San Joaquin Valley Unified Air Pollution Control District (SJVAPCD) has been established by the State in an effort to control and minimize air pollution. The applicant will be required to meet existing requirements for emissions and dust control as established by SJVAPCD. The project was referred to the SJVAPCD for review. As a Condition of Approval, the project will be subject to the Districts rule and regulations. As a result, any impacts to air quality will be reduced to less-than-significant.

IV. BIOLOGICAL RESOURCES: Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☒	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒	☐

Impact Discussion:

a. The Natural Diversity Database lists the Swainson's hawk (Buteo swainsoni), burrowing owl (Athene cunicularia), and the white-tailed kite (Elanus leveurus) as rare, endangered, or threatened species or habitat located on or near the site. Referrals have been sent to the San Joaquin Council of Governments (SJCOG) for review. If SJCOG determines that the applicant may participate in the San Joaquin Multi-Species Habitat Conservation and Open Space Plan (SJMSCP), and if the applicant chooses to participate, then the proposed project is consistent with the SJMSCP, as amended, as reflected in the conditions of project approval for this proposal. Pursuant to the *Final EIR/EIS for San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP),* dated November 15, 2000, and certified by SJCOG on December 7, 2000, implementation of the SJMSCP is expected to reduce impacts to biological resources resulting from the proposed project to a level of less-than-significant. Additionally, the project site is not within a riparian area depicted in the General Plan, is approximately 1,780 feet from the nearest waterway, and is not within a wetland area.

V. CULTURAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Cause a substantial adverse change in the significance of a historical resource pursuant to§ 15064.5?	☐	☐	☒	☐	☐
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of dedicated cemeteries?	☐	☐	☒	☐	☐

Impact Discussion:

a – c) The approval of this development project will include Conditions of Approval and mitigation measures to avoid potential impacts to cultural resources. In the event human remains are encountered during any portion of the project, California state law requires that there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the coroner of the county has determined manner and cause of death, and the recommendations concerning the treatment and disposition of the human remains have been made to the person responsible for the excavation (California Health and Safety Code - Section 7050.5). The project was referred to the North Valley Yokuts tribe, and no response has been received.

VI. ENERGY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☒	☐

Impact Discussion:

N/A

VII. GEOLOGY AND SOILS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☒	☐	☐
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐	☐
iv) Landslides?	☐	☐	☒	☐	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐	☐
d) Be located on expansive soil and create direct or indirect risks to life or property?	☐	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☒	☐	☐
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒	☐

Impact Discussion:

a-e) The geology of San Joaquin County is composed of high organic alluvium, which is susceptible to earthquake movement. The project will have to comply with the California Building Code (CBC) which includes provisions for soils reports for grading and foundations as well as design criteria for seismic loading and other geologic hazards based on fault and seismic hazard mapping. All recommendations from a soils report must be incorporated into the construction plans. Therefore, impacts to seismic-related (or other) landslide hazards will be less than significant.

c-d) The proposed development project will not affect geology and soils, since it will not change geotechnical standards or development patterns. The project site is relatively flat terrain and a soils report will be required for grading and foundations and all recommendations from a soils report must be incorporated into the construction plans. Therefore, the risk of being located on an unstable unit can be reduced to less than significant.

VIII. GREENHOUSE GAS EMISSIONS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the industrial/manufacturing, utility, transportation, residential, and agricultural sectors. Therefore, the cumulative global emissions of GHGs contributing to global climate change can be attributed to every nation, region, and city, and virtually every individual on earth. An individual project's GHG emissions are at a micro-scale level relative to global emissions and effects to global climate change; however, an individual project could result in a cumulatively considerable incremental contribution to a significant cumulative macro-scale impact. As such, impacts related to emissions of GHG are inherently considered cumulative impacts.

Implementation of the proposed project would cumulatively contribute to increases of GHG emissions. Estimated GHG emissions attributable to future development would be primarily associated with increases of carbon dioxide (CO_2) and, to a lesser extent, other GHG pollutants, such as methane (CH_4) and nitrous oxide (N_2O) associated with area sources, mobile sources or vehicles, utilities (electricity and natural gas), water usage, wastewater generation, and the generation of solid waste. The primary source of GHG emissions for the project would be mobile source emissions. The common unit of measurement for GHG is expressed in terms of annual metric tons of CO_2 equivalents ($MTCO_2e$/yr).

As noted previously, the proposed project will be subject to the rules and regulations of the SJVAPCD. The SJVAPCD has adopted the *Guidance for Valley Land- use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA* and the *District Policy – Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency.**11*** The guidance and policy rely on the use of performance-based standards, otherwise known as Best Performance Standards (BPS) to assess significance of project specific greenhouse gas emissions on global climate change during the environmental review process, as required by CEQA. To be determined to have a less-than-significant individual and cumulative impact with regard to GHG emissions, projects must include BPS sufficient to reduce GHG emissions by 29 percent when compared to Business As Usual (BAU) GHG emissions. Per the SJVAPCD, BAU is defined as projected emissions for the 2002-2004 baseline period. Projects which do not achieve a 29 percent reduction from BAU levels with BPS alone are required to quantify additional project-specific reductions demonstrating a combined reduction of 29 percent. Potential mitigation measures may include, but not limited to: on-site renewable energy (e.g. solar photovoltaic systems), electric vehicle charging stations, the use of alternative-fueled vehicles, exceeding Title 24 energy efficiency standards, the installation of energy-efficient lighting and control systems, the installation of energy-efficient mechanical systems, the installation of drought-tolerant landscaping, efficient irrigation systems, and the use of low-flow plumbing fixtures.

It should be noted that neither the SJVAPCD nor the County provide project-level thresholds for construction-related GHG emissions. Construction GHG emissions are a one-time release and are, therefore, not typically expected to generate a significant contribution to global climate change. As such, the analysis herein is limited to discussion of long-term operational GHG emissions.

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11 San Joaquin Valley Air Pollution Control District. *Guidance for Valley Land-use Agencies in Addressing GHG Emission Impacts for New Projects under CEQA*. December 17, 2009.San Joaquin Valley Air Pollution Control District. *District Policy Addressing GHG Emission Impacts for Stationary Source Projects Under CEQA When Serving as the Lead Agency*. December 17, 2009.

IX. HAZARDS AND HAZARDOUS MATERIALS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☒	☐	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☒	☐	☐
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐	☐

Impact Discussion:

a-g) The proposed application would not result in, create or induce hazards and associated risks to the public. Construction activities for the project typically involve the use of toxic or hazardous materials such as paint, fuels, and solvents. Construction activities would be subject to federal, state, and local laws and requirements designed to minimize and avoid potential health and safety risks associated with hazardous materials. No significant impacts are anticipated related to the transport, use, or storage of hazardous materials during construction activities are anticipated.

The project site falls within Zone 8 of the Airport Influence Area the comprehensive Airport Land Use Plan boundaries for the Stockton Metropolitan Airport. The project site is located approximately 2.28 miles southwest of the nearest runway. The project shall abide by the applicable Airport Land Use Plan for the Stockton Metropolitan Airport. A referral was sent to the Airport Land Use Commission and the Stockton Metropolitan Airport on April 13, 2018 for review. As a Condition of Approval, the project will be subject to the Airport Land Use Commission's rules and regulations. As a result, impacts to airport flight paths will be reduced to less than significant.

X. HYDROLOGY AND WATER QUALITY. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☒	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	☐	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☐	☐	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐	☐
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☒	☐	☐

Impact Discussion:

d. The project site is located in the Flood Zone X, 0.2 percent annual chance of flood designations. A referral has been sent to the Department of Public Works, Flood Control Division for comments. If approved, any new developments will have to comply with Development Title Section 9-1605 regarding flood hazards.

The project site is located approximately 0.35 miles north of Duck Creek, and approximately 1.0 miles south of Mormon Slough. Uses to the south, east, and west include industrial and residential; and uses to the north include residential, commercial, and industrial. The proposed gas station is an infill project in an urban area. A referral was sent to the Central Valley Regional Water Quality Control Board for review. As a Condition of Approval, the project will be subject to the Water Board's rules and regulations. As a result, the effects the project will have on waterways in the vicinity are expected to be less than significant.

e. The project proposes three (3) underground tanks for the storage of motor vehicle fuel. Pursuant to Conditions of Approval from the Environmental Health Department, this project is subject to the Underground Storage Tank Program. As a result, the effects to ground water supply are expected to be less than significant.

XI. LAND USE AND PLANNING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Physically divide an established community?	☐	☐	☐	☒	☐
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐	☐

Impact Discussion:

b. The project is for a gas station and convenience store to include the construction of a 3,180 square foot convenience store, 1,152 square foot carwash, a 4,408 square foot fuel canopy, and a 1,355 square foot diesel canopy. The Gasoline Sales and Service-Combination use type may be conditionally permitted in the I-L zone with an approved Site Approval application. The project is not a growth-inducing action nor is it in conflict with any existing or planned uses. The project will not set a significant land use precedent in the area. There are no applicable Master Plans, Special Purpose Plans, or Specific Plans in the vicinity.

XII. MINERAL RESOURCES. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Result in the loss of availability of a known_mineral resource that would be of value to the region and the residents of the state?	☐	☐	☒	☐	☐
b) Result in the loss of availability of a locally- important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☒	☐	☐

Impact Discussion:

a, b) The proposed project will not result in the loss of availability of a known mineral resource of a resource recovery site because the site does not contain minerals of significance or known mineral resources. San Joaquin County applies a mineral resource zone (MRZ) designation to land that meets the significant mineral deposits definition by the State Division of Mines and Geology. The proposed project is not in a designated MRZ zone.Therefore, the proposed project applications will have less than a significant impact on the availability of mineral resources or mineral resource recovery sites within San Joaquin County.

XIII. NOISE. Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐	☐
c) For a project within the vicinity of a private airstrip or an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☒	☐	☐

Impact Discussion:

c. The nearest conforming single family residence is located approximately 670 feet west of the project site, on the south side of South Mariposa Road. Development Title Section 9-1025.9 lists the Residential use type as a noise sensitive land use. Development Title Section Table 9-1025.9 Part II states that the maximum sound level for stationary noise sources during the daytime is 70 dB and 65dB for nighttime. This applies to outdoor activity areas of the receiving use, or applies at the lot line if no activity area is known. The proposed project would be subject to these Development Title standards. Therefore, noise impacts from the proposed project are expected to be less than significant.

XIV. POPULATION AND HOUSING. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☒	☐	☐

Impact Discussion:

a-b) The proposed project will not result in displacement of the population and affect the amount of proposed or existing housing in Stockton The proposed project will facilitate the construction of a gasoline service station, which will serve the existing population in the area. Jobs and employment opportunities created from the project would most likely be absorbed by the employment needs of the existing residents of the area. Therefore, the projects impact on population and housing will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XV. PUBLIC SERVICES. a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☐	☐	☒	☐
Fire protection?	☐	☐	☐	☒	☐
Police protection?	☐	☐	☐	☒	☐
Schools?	☐	☐	☐	☒	☐
Parks?	☐	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☒	☐

Impact Discussion:

N/A

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVI. RECREATION.					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒	☐

Impact Discussion:

N/A

XVII. TRANSPORTATION. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities?	☐	☒	☐	☐	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☒	☐	☐	☐
d) Result in inadequate emergency access?	☐	☐	☐	☒	☐

Impact Discussion:

a.& c. The proposed gas station and convenience store is located on the southeast corner of South State Route 99 West Frontage Road and South Mariposa Road, and will operate 24-hours per day, seven days a week, with twenty-five (25) employees per shift. A traffic impact analysis was prepared by Kimley Horn dated November 12, 2018. The analysis concluded that the operation of the proposed gas station and convenience store would not result in significant traffic impacts under San Joaquin County guidelines and would not result in an appreciable safety impact. However, the traffic impact analysis recommended limiting access to the north west driveway along South State Route 99 Frontage Road to right in/right out movements only. The traffic impact analysis also recommended constructing a raised median at that location. The Department of Public Works Conditions of Approval have incorporated these recommendations and are as follows:

1. The northwest driveway with access on South State Route 99 Frontage Road shall be limited to right in/right out movements.

2. The northwest driveway design shall include a channelizing raised median island to facilitate right in/right out movements.

3. The northwest driveway shall include signage indicating "right turn only" viewable to traffic exiting the site, and the portion of the sign viewable to the roadway shall indicate no left turns into the site.

On March 6, 2019, the Community Development Department received an opposition letter with comments regarding traffic impacts. All comments received were previously analyzed with the traffic impact analysis. The traffic study and its findings have been reviewed, and as a result, the traffic impacts are anticipated to be less than significant. The above noted recommendations have been incorporated into the recommended Conditions of Approval.

The project site falls within Zone 8 of the Airport Influence Area the comprehensive Airport Land Use Plan boundaries for the Stockton Metropolitan Airport. The project site is located approximately 2.28 miles southwest of the nearest runway. The project shall abide by the applicable Airport Land Use Plan for the Stockton Metropolitan Airport. A referral was sent to the Airport Land Use Commission and the Stockton Metropolitan Airport on April 13, 2018 for review. As a Condition of Approval, the project will be subject to the Airport Land Use Commission's rules and regulations. As a result, impacts to airport flight paths will be reduced to less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XVIII. TRIBAL CULTURAL RESOURCES.					
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:					
i) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒	☐
ii) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒	☐

Impact Discussion:

a) The approval of this development project will include Conditions of A0pproval to avoid potential impacts to cultural resources. If, in the course of development, concentrations of prehistoric or historic-period materials are encountered, all work in the vicinity of the find shall halt until an archaeologist can evaluate the materials and make recommendations for further action. If human remains are encountered, all work shall halt in the vicinity and the County Coroner shall be notified immediately. At the same time, a qualified archaeologist shall be contacted to evaluate the finds. If Human burials are found to be of Native American origin, steps shall be taken pursuant to Section 15064.5(e) of Guidelines for California Environmental Quality Act.

XIX. UTILITIES AND SERVICE SYSTEMS. Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☒	☐

Impact Discussion:

b-c) This project will be served by public services for water and sewer services. The applicant has provided will serve letters to the parcel for the following services: City of Stockton for public sewer and California Water for public water. These agencies have the capacity to serve this parcel. Storm drainage will be retained on site. The Department of Public Works will determine the feasibility of the proposed storm drainage. Therefore, the impact on public services will be less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒	☐

Impact Discussion:

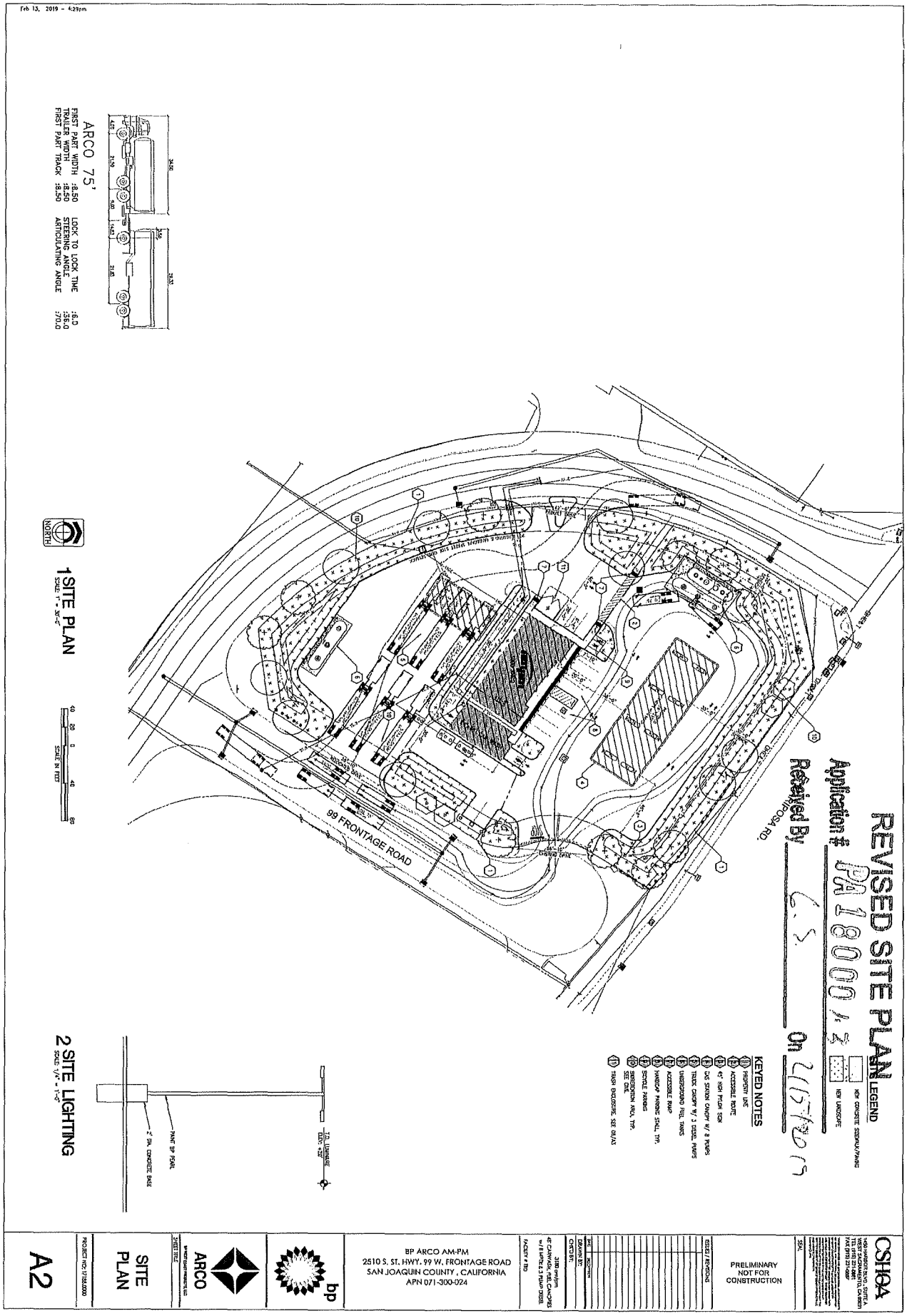
N/A

XXI. MANDATORY FINDINGS OF SIGNIFICANCE	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact	Analyzed In The Prior EIR
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒	☐

Impact Discussion:

a-c. The proposed application does not have the potential to degrade the environment or eliminate a plant or animal community. The project would not result in significant cumulative impacts or cause substantial adverse effects on human beings, either directly or indirectly.

ATTACHMENT: (MAP[S] OR PROJECT SITE PLAN[S])



Traffic Impact Analysis

SR-99 Frontage Road ARCO AM-PM Station (PA-1800043) San Joaquin County, California

November 12, 2018

Prepared for:

San Joaquin County
Department of Public Works

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EXECUTIVE SUMMARY

This report documents the results of a traffic impact analysis completed for the SR-99 Frontage Road ARCO AM-PM Station project proposed to be located at 2510 SR-99 West Frontage Road in San Joaquin County, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the San Joaquin County Public Works Transportation Planning Division's *Traffic Impact Study Guidelines*.

The project site is proposed to be developed with a 3,180-square foot convenience store, a car wash, eight fuel pumps, and three diesel fuel pumps. Access to the site will be provided from two new driveways along the SR-99 Frontage Roads. The following intersections are included in this evaluation:

1. East Mariposa Road @ SR-99 Frontage Road
2. East Mariposa Road @ SR-99 SB Ramps
3. East Mariposa Road @ SR-99 NB Ramps
4. SR-99 Frontage Road @ Frontage Road Driveway
5. SR-99 Frontage Road @ Frontage Road

Per San Joaquin County requirements, an AM and PM peak-hour Level of Service (LOS) analysis was conducted for the following scenarios:

A. Existing (2018) Conditions
B. Existing (2018) plus Approved and Pending Projects Conditions[+]
C. Existing (2018) plus Approved and Pending Projects plus Proposed Project Conditions
D. Cumulative (2040) Conditions[++]
E. Cumulative (2040) plus Proposed Project Conditions

[+] *As specified by the County, the NorCal Logistics Center and an expanded truck parking facility were included in the Approved and Pending Projects Conditions.*
[++] *Year 2040 is the forecast year associated with the San Joaquin Council of Governments' (SJCOG) current travel demand model. As a result, although the County guidelines[1] specify Cumulative Year 2025, this analysis contemplates Cumulative Year 2040 conditions.*

Significant findings of this study include:

- The proposed project is estimated to generate 657 total new daily trips, with 91 and 57 trips occurring during the AM and PM peak-hours, respectively.
- As defined by the County, the addition of the proposed project does not result in significant impacts to any of the study intersections. ***No mitigations are required***
- Based on this analysis, the 95th percentile vehicles queues exceed available storage for the westbound left-turn movement at the intersection of East Mariposa Road with SR-99 Frontage Road (Intersection #1) under Existing (2018) plus Approved and Pending Projects plus Proposed Project, Cumulative (2040), and Cumulative (2040) plus Proposed Project Conditions. Modifying the signal timing can help to reduce the queues and still allow the intersection to operate acceptably.
- To avoid potential safety concerns, access to the project driveway (Intersection #4) should be limited to right in/right out movements. This can be accomplished by constructing a sliver median at Intersection #4.
- The vegetation planned for the southeast corner of the site may obstruct the sightline of westbound right turn (Intersection #4) and southbound left-turn (Intersection #5) movements at Frontage Road Driveway. Vegetation should be designed and maintained to preserve the minimum required sight distance as depicted in **Figure 13.**

- The available storage provided by the proposed project site plan (see **Figure 2**) is greater than the minimum required throat depth (MRTD). Accordingly, the proposed project site plan provides adequate on-site storage.
- On-site pedestrian routes should be clearly designated and, where appropriate, curb ramps and traffic control devices should be used to enhance conflict points and improve safety.
- Based on the County's development standards and guidance provided by ITE's *Parking Generation*, 4th Edition, adequate on-site parking supply is anticipated to be provided.

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INTRODUCTION

This report documents the results of a traffic impact analysis completed for the SR-99 Frontage Road ARCO AM-PM Station project proposed to be located at 2510 SR-99 West Frontage Road in San Joaquin County, California (the "proposed project" or "project"). The purpose of this impact analysis is to identify potential environmental impacts to transportation facilities as required by the California Environmental Quality Act (CEQA). This study was performed in accordance with the San Joaquin County Public Works Transportation Planning Division's *Traffic Impact Study Guidelines*[1].

The remaining sections of this report document the proposed project, analysis methodologies, impacts and mitigation, and general study conclusions.

PROJECT DESCRIPTION

The project is understood to consist of a 3,180-square foot convenience store, a car wash, eight fuel pumps, and three diesel fuel pumps. Access to the project site is to be provided via two driveways, one each along the SR-99 Frontage Roads that border the site. The project location is shown in **Figure 1**, and the proposed project site plan is shown in **Figure 2**. It is important to note that the site plan depicted in **Figure 2** was current as of the publication date of the *Draft Traffic Analysis*, November 12, 2018. The following intersections are included in this evaluation:

1. East Mariposa Road @ SR-99 Frontage Road
2. East Mariposa Road @ SR-99 SB Ramps
3. East Mariposa Road @ SR-99 NB Ramps
4. SR-99 Frontage Road @ Frontage Road Driveway
5. SR-99 Frontage Road @ Frontage Road

Figure 3 illustrates the study facilities, existing traffic control, and existing lane configurations.

PROJECT AREA ROADWAYS

The following are descriptions of the primary roadways in the vicinity of the project.

State Route 99 is a north-south freeway located near the project site, with ramps located within a half mile from the project site.

East Mariposa Road is an arterial roadway running in front of the project site. This roadway connects with both the northbound and southbound on and off ramps of SR-99 and will act as the main route for travel between the freeway and the project site. East of the project site, East Mariposa Road consists of two through lanes in each direction. West of the project site, East Mariposa Road consists of three eastbound through lanes, as well as two westbound lanes. Both directions merge into one lane, just west of Flemons Avenue.

SR-99 Frontage Road is a local road that runs alongside the project site and will provide access to the project driveways. This roadway consists of one lane in each direction and runs parallel to SR-99 south of the project site.

[1] *San Joaquin County Traffic Impact Study Guidelines*, November 2008.

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Figure 1
Project Vicinity Map

Application # PA 1000045
Received By RG On 2/23/18

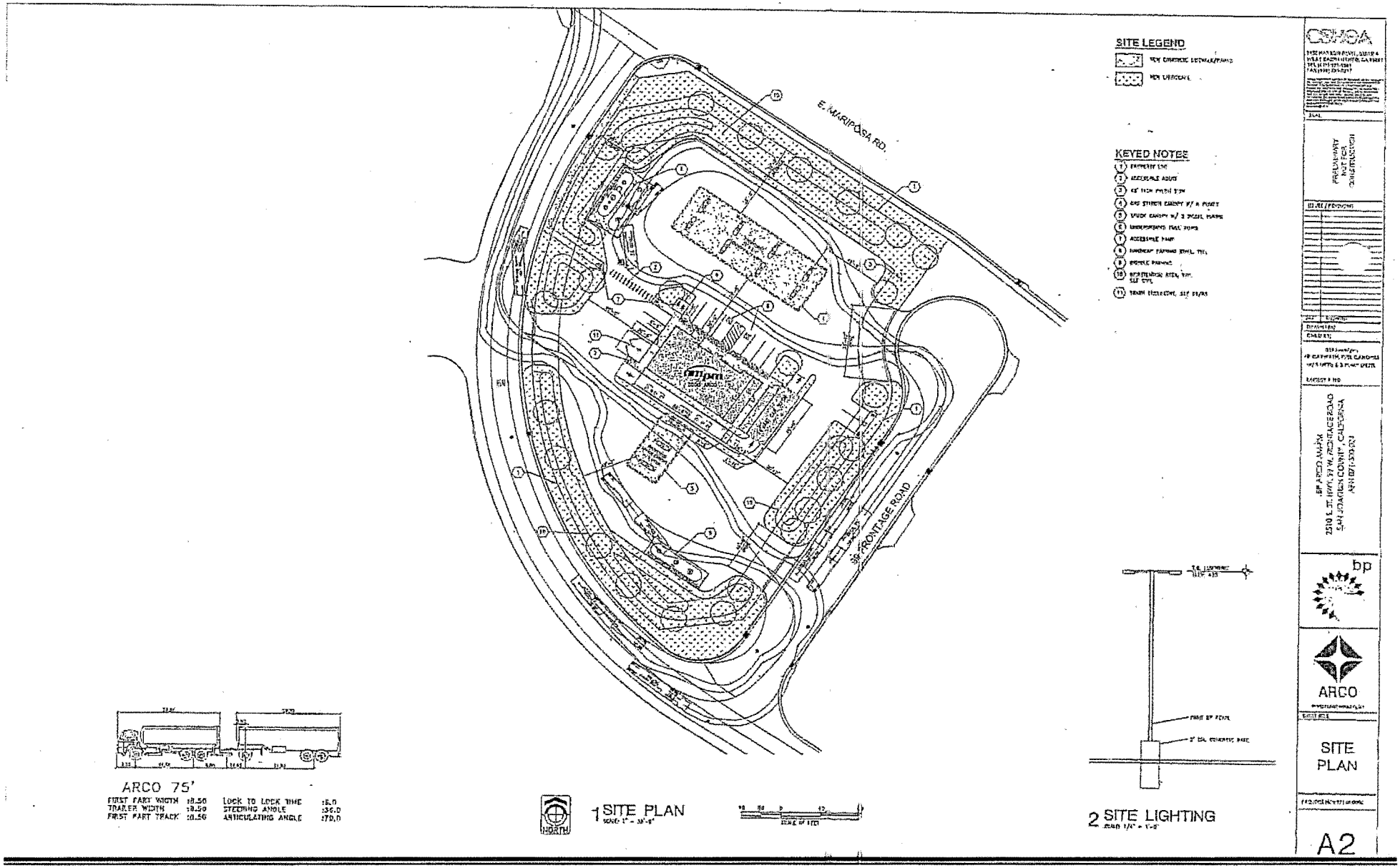

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Figure 2
Project Site Plan

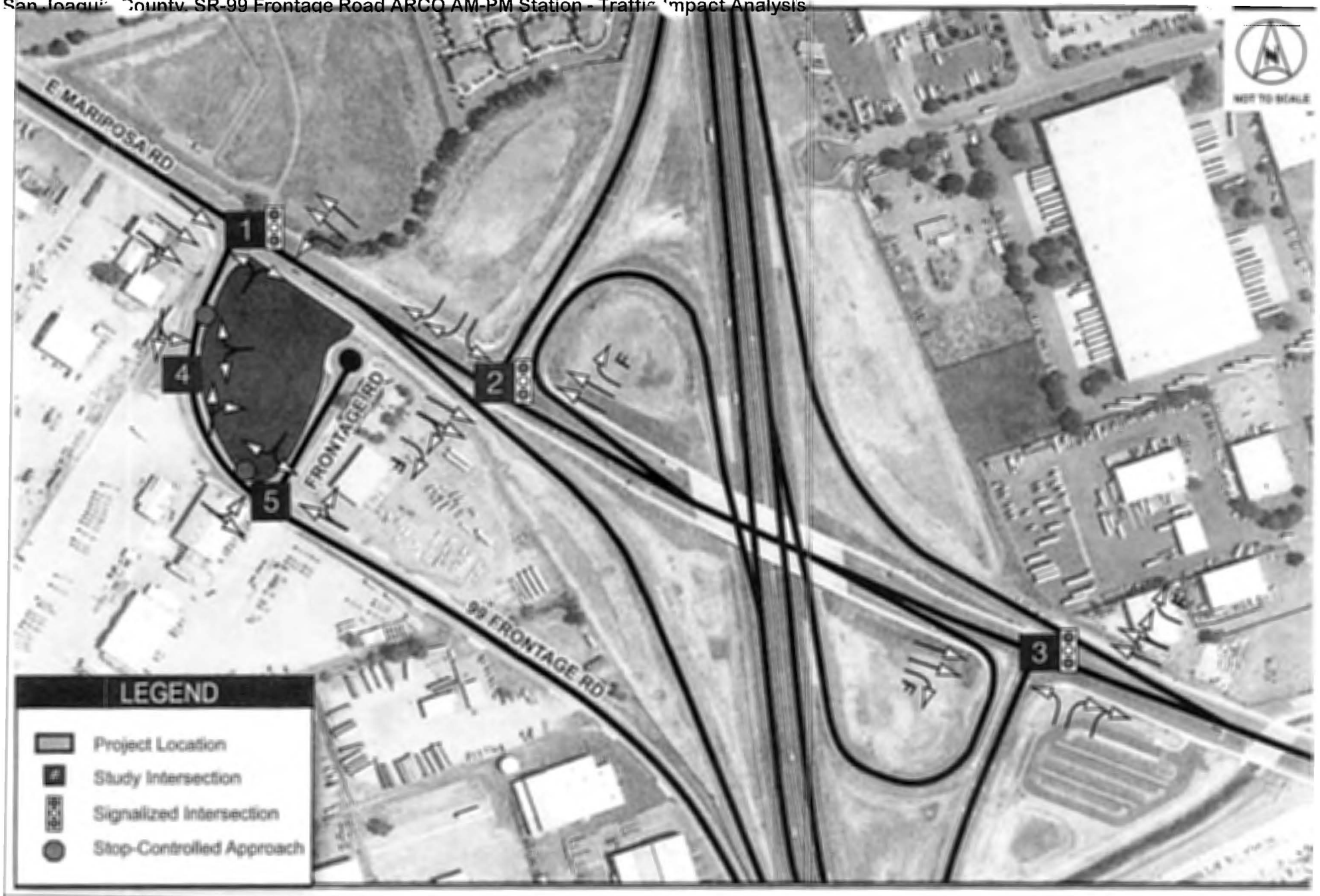

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Figure 3
Study Intersections, Traffic Control, and Lane Geometries

ASSESSMENT OF PROPOSED PROJECT

Proposed Project Trip Generation

The number of trips anticipated to be generated by proposed projects are typically approximated using data included in the *Trip Generation Manual, 10th Edition,* published by the Institute of Transportation Engineers (ITE). This resource provides trip generation information for a Gasoline Station with Convenience Market (ITE land use code 960) for AM and PM peak-hours. The trip generation rates for the proposed project were based on the number of fueling positions located at the project site. The anticipated trip generation for this project is shown in Table 1.

Table 1 – Proposed Project Trip Generation

Land Use (ITE Code)	Size (# pumps)	Daily Trips	AM Peak-Hour					PM Peak-Hour				
			Total Trips	IN		OUT		Total Trips	IN		OUT	
				%	Trips	%	Trips		%	Trips	%	Trips
Gasoline Station w/ Convenience Market (960)	19	4380	534	50%	267	50%	267	436	50%	218	50%	218
Pass-By Trip Reduction (62% AM / 56% PM)		-2584	-331	50%	-166	50%	-165	-244	50%	-122	50%	-122
Diverted Link Trip Reduction (21% AM / 31% PM)		-1139	-112	50%	-56	50%	-56	-135	50%	-68	50%	-67
Net New External Trips:		**657**	**91**		**45**		**46**	**57**		**28**		**29**

Source: *Trip Generation Manual, 10th Edition,* ITE.

As shown in Table 1, the proposed project is estimated to generate 657 new external daily trips, with 91 and 57 trips occurring during the AM and PM peak-hours, respectively.

Proposed Project Trip Distribution and Assignment

Project traffic was distributed and assigned to the local roadway network based on local understanding of vehicular patterns in the study area, existing traffic volumes, and engineering judgement. The project trip distribution percentages are illustrated in Figure 4. Based on the trip distribution, the net new external trips generated by the project were assigned to the street network as shown in Figure 5. The corresponding diverted link trips from SR-99 and E Mariposa Road are illustrated in Figure 6.

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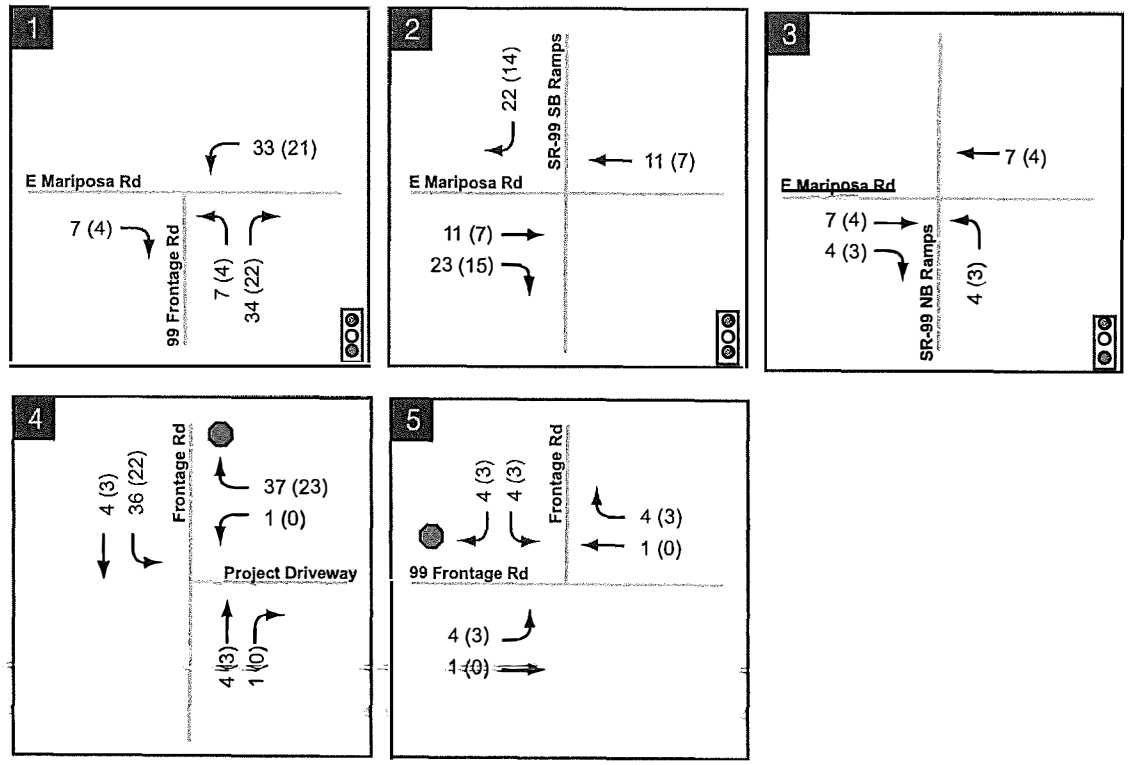
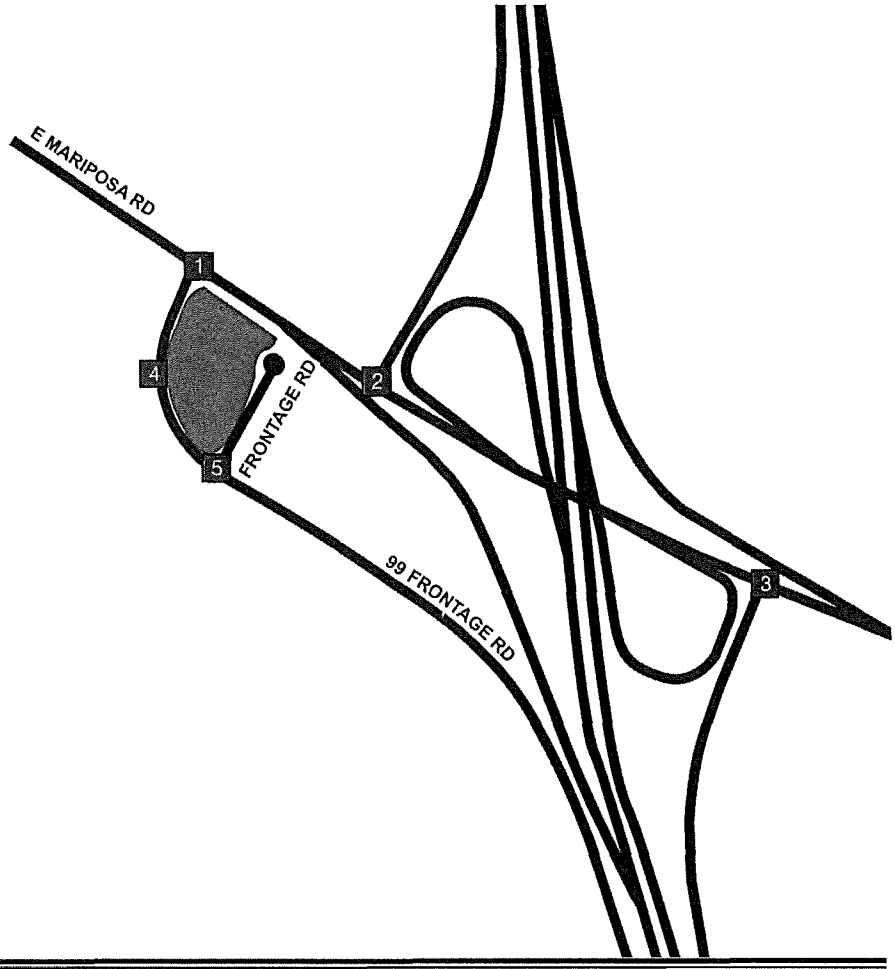
Figure 4
Project Trip Distribution



NOT TO SCALE



LEGEND

- # Study Intersection
- Signalized Study Intersection
- Stop Controlled Approach
- XX (XX) AM (PM) Peak-hour Turning Movement Volumes

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Figure 5
Proposed Project Trip Assignment

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Figure 6
Diverted Link Trip Assignment

Analysis Scenarios

Per San Joaquin County requirements, weekday AM and PM peak-hour Level of Service (LOS) analysis was conducted for the following scenarios:

A. Existing (2018) Conditions
B. Existing (2018) plus Approved and Pending Projects Conditions[+]
C. Existing (2018) plus Approved and Pending Projects plus Proposed Project Conditions
D. Cumulative (2040) Conditions[++]
E. Cumulative (2040) plus Proposed Project Conditions

[+] *As specified by the County, the NorCal Logistics Center and an expanded truck parking facility were included in the Approved and Pending Projects Conditions.*

[++] *Year 2040 is the forecast year associated with the San Joaquin Council of Governments' (SJCOG) current travel demand model. As a result, although the County guidelines[1] specify Cumulative Year 2025, this analysis contemplates Cumulative Year 2040 conditions.*

LEVEL OF SERVICE METHODOLOGY

Analysis of transportation facility significant environmental impacts is based on the concept of Level of Service (LOS). The LOS of a facility is a qualitative measure used to describe operational conditions. LOS ranges from A (best), which represents minimal delay, to F (worst), which represents heavy delay and a facility that is operating at or near its functional capacity. Levels of Service for this study were determined using methods defined in the *Highway Capacity Manual (HCM) 2010*.

The *HCM 2010* includes procedures for analyzing side-street stop controlled (SSSC), all-way stop controlled (AWSC), and signalized intersections. The SSSC procedure defines LOS as a function of average control delay for each minor street approach movement. Conversely, the AWSC and signalized intersection procedures define LOS as a function of average control delay for the intersection as a whole. **Table 2** presents intersection LOS definitions as defined in the *HCM 2010*.

Table 2 – Intersection Level of Service Criteria

Level of Service (LOS)	Un-Signalized	Signalized
	Average Control Delay* (sec/veh)	Control Delay per Vehicle (sec/veh)
A	≤ 10	≤ 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F	> 50	> 80

Source: Highway Capacity Manual, 2010
* Applied to the worst lane/lane group(s) for SSSC

Peak-hour LOS will be determined for the facilities, time periods and analysis scenarios identified above using *HCM 2010* methodology with the Synchro 10 analysis software.

EXISTING (2018) CONDITIONS

New AM and PM peak-period intersection turning movement traffic counts were conducted on June 27, 2018, from 7:00-9:00 AM and 4:00-6:00 PM, respectively. The project driveway along Frontage Road (Intersection #4) does not exist today and, therefore, existing counts were not required. Existing (2018) peak-hour turning movement volumes are presented in **Figure 7**, and the traffic count data sheets are provided in **Appendix A**. Analysis worksheets for this scenario are provided in **Appendix B**.

Table 3 presents the intersection operating conditions for this analysis scenario. As indicated in **Table 3**, the study intersections operate between LOS A and LOS C during the AM and PM peak-hours.

Table 3 – Existing (2018) Intersection Levels of Service

ID	Intersection	Traffic Control	Peak Hour	Existing (2018)	
				Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Road	Signal	AM	16.9	B
			PM	26.5	C
2	East Mariposa Road @ SR-99 SB Ramps	Signal	AM	9.2	A
			PM	10.1	B
3	East Mariposa Road @ SR-99 NB Ramps	Signal	AM	8.7	A
			PM	8.7	A
4	SR-99 Frontage Road @ Frontage Road Driveway	SSSC*	AM	Not included in this scenario	
			PM		
5	SR-99 Frontage Road @ Frontage Road	SSSC*	AM	0.2 (10.4 SB)	B
			PM	0.2 (13.4 SB)	B

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.

EXISTING (2018) PLUS APPROVED AND PENDING PROJECTS

Per County guidance, the Existing (2018) plus Approved and Pending Project Conditions included the vehicle trips associated with the approved NorCal Logistics Center and an expanded truck parking facility located at 4750 East Mariposa Road. The number of trips expected to be generated by the approved NorCal logistics project were taken from the NorCal Logistics Center Draft Environmental Impact Report[2]. Information regarding the truck facility was provided by the County. The number of trips expected to be generated by the proposed warehouse at the truck parking facility was derived using the ITE Land Use Code 150 (Warehouse). The additional long-term seasonal parking stalls are anticipated to generate negligible additional project trips. As shown in the site plan included in **Appendix C**, the approved project includes 5400 square feet of warehouse space. The warehouse trips were distributed and assigned to the local roadway network based on existing traffic volumes, knowledge of local traffic patterns, and engineering judgement. The total approved project trips for both the NorCal Logistics Center and the truck parking facility are shown in **Figure 8**. As instructed by the County, the additional trips associated with the approved projected were added to the collected counts. The peak-hour traffic volumes for Existing (2018) plus Approved and Pending Projects Conditions are shown in **Figure 9**. The analysis worksheets for this scenario are provided in **Appendix D**.

Table 4 presents the intersection operating conditions for this analysis scenario. As indicated in **Table 4**, the study intersections operate between LOS A and LOS C during the AM and PM peak-hours.

[2] NorCal Logistics Center Draft Environmental Impact Report, September 2014, City of Stockton

Table 4 – Existing (2018) plus Approved and Pending Projects Intersection Levels of Service

ID	Intersection	Traffic Control	Peak Hour	Existing (2018)		Existing (2018) plus Approved and Pending Projects	
				Delay (sec)	LOS	Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Road	Signal	AM	16.9	B	16.3	B
			PM	26.5	C	27.2	C
2	East Mariposa Road @ SR-99 SB Ramps	Signal	AM	9.2	A	10.4	B
			PM	10.1	B	11.6	B
3	East Mariposa Road @ SR-99 NB Ramps	Signal	AM	8.7	A	9.0	A
			PM	8.7	A	8.8	A
4	SR-99 Frontage Road @ Frontage Road Driveway	SSSC*	AM	Not included in this scenario		Not included in this scenario	
			PM				
5	SR-99 Frontage Road @ Frontage Road	SSSC*	AM	0.2 (10.4 SB)	B	0.2 (10.4 SB)	B
			PM	0.2 (13.4 SB)	B	0.2 (13.4 SB)	B

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.

EXISTING (2018) PLUS APPROVED AND PENDING PROJECTS PLUS PROPOSED PROJECT CONDITIONS

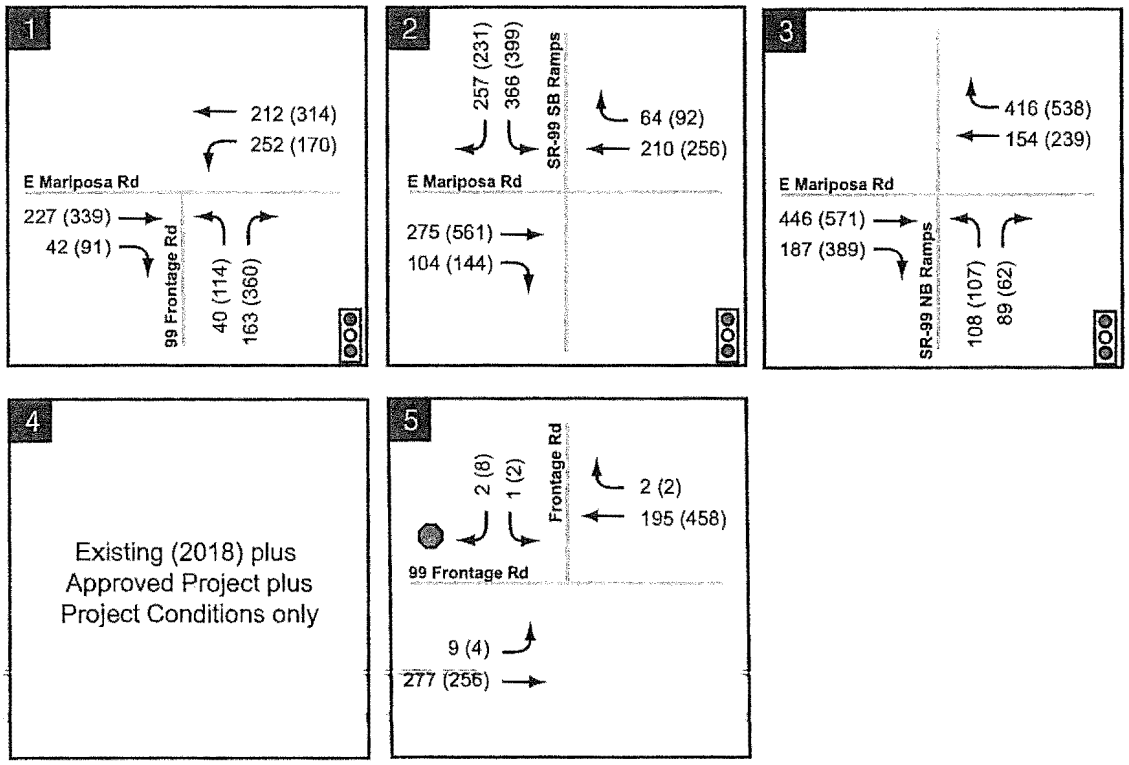
Peak-hour traffic associated with the proposed project was added to the Existing (2018) plus Approved and Pending Projects traffic volumes previously noted and levels of service were determined at the study intersections. Existing (2018) plus Approved and Pending Projects plus Proposed Project peak-hour traffic volumes are presented in **Figure 10**. The analysis worksheets for this scenario are provided in **Appendix E**.

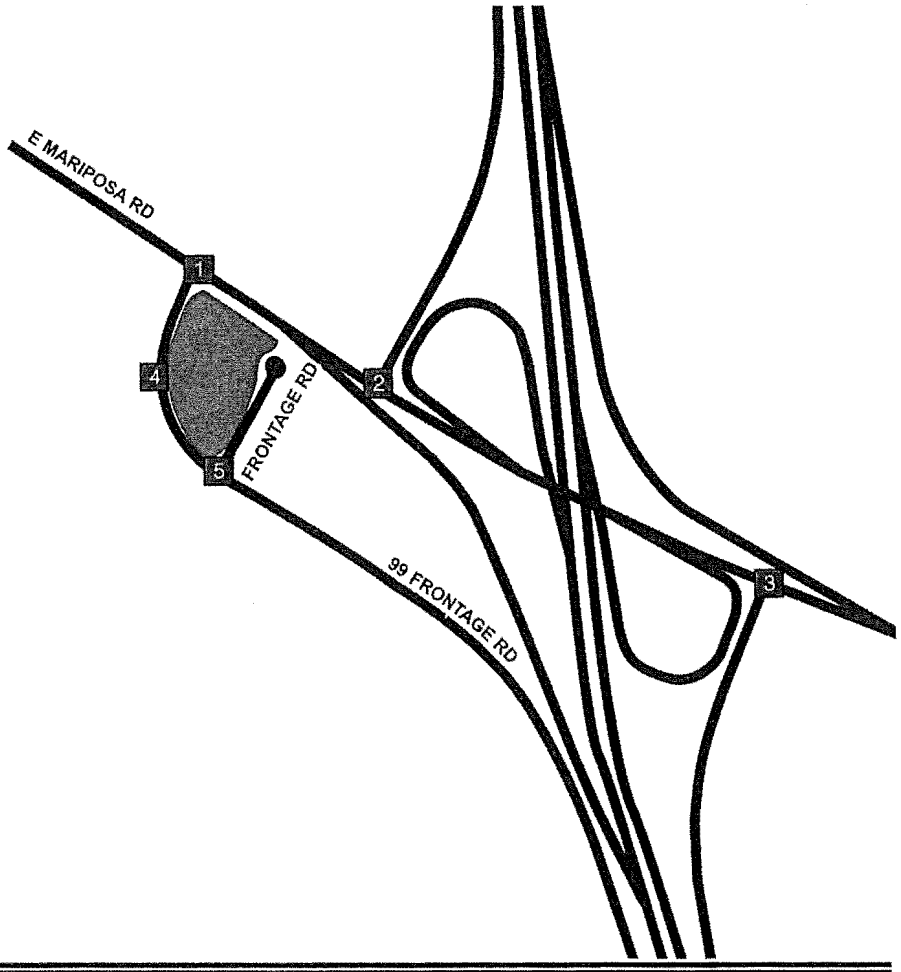
Table 5 provides the intersection operating conditions for this analysis scenario. As indicated in **Table 5** ,the study intersections operate from LOS A to LOS D during the AM and PM peak-hours.

Table 5 – Existing (2018) plus Approved Projects plus Proposed Project Intersection Levels of Service

ID	Intersection	Peak Hour	Existing (2018)		Existing (2018) plus Approved and Pending Projects		Existing (2018) plus Approved and Pending Projects plus Proposed Project	
			Delay (sec)	LOS	Delay (sec)	LOS	Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Road	AM	16.9	B	16.3	B	31.6	C
		PM	26.5	C	27.2	C	52.0	D
2	East Mariposa Road @ SR-99 SB Ramps	AM	9.2	A	10.4	B	10.4	B
		PM	10.1	B	11.6	B	11.8	B
3	East Mariposa Road @ SR-99 NB Ramps	AM	8.7	A	9.0	A	9.1	A
		PM	8.7	A	8.8	A	8.9	A
4	SR-99 Frontage Road @ Frontage Road Driveway	AM	Not included in this scenario		Not included in this scenario		4.0 (14.1 WB)	B
		PM					3.2 (18.5 WB)	C
5	SR-99 Frontage Road @ Frontage Road	AM	0.2 (10.4 SB)	B	0.2 (10.4 SB)	B	3.0 (11.8 SB)	B
		PM	0.2 (13.4 SB)	B	0.2 (13.4 SB)	B	2.6 (16.8 SB)	C

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.





LEGEND

- # Study Intersection
- Signalized Study Intersection
- Stop Controlled Approach
- XX (XX) AM (PM) Peak-hour Turning Movement Volumes

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Figure 7
Existing (2018) Peak-Hour Traffic Volumes

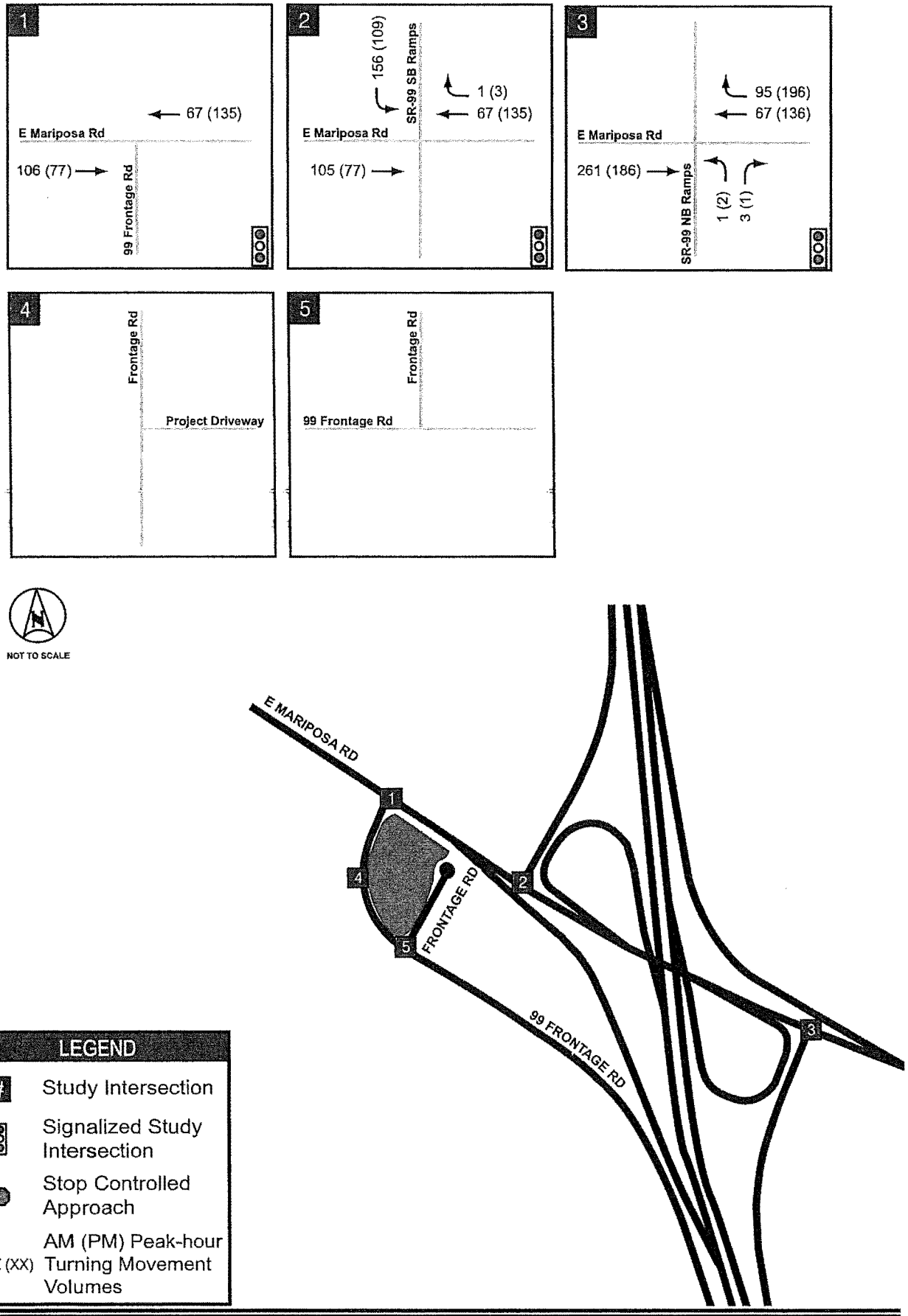

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Figure 8
Total Approved and Pending Projects Trip Assignment

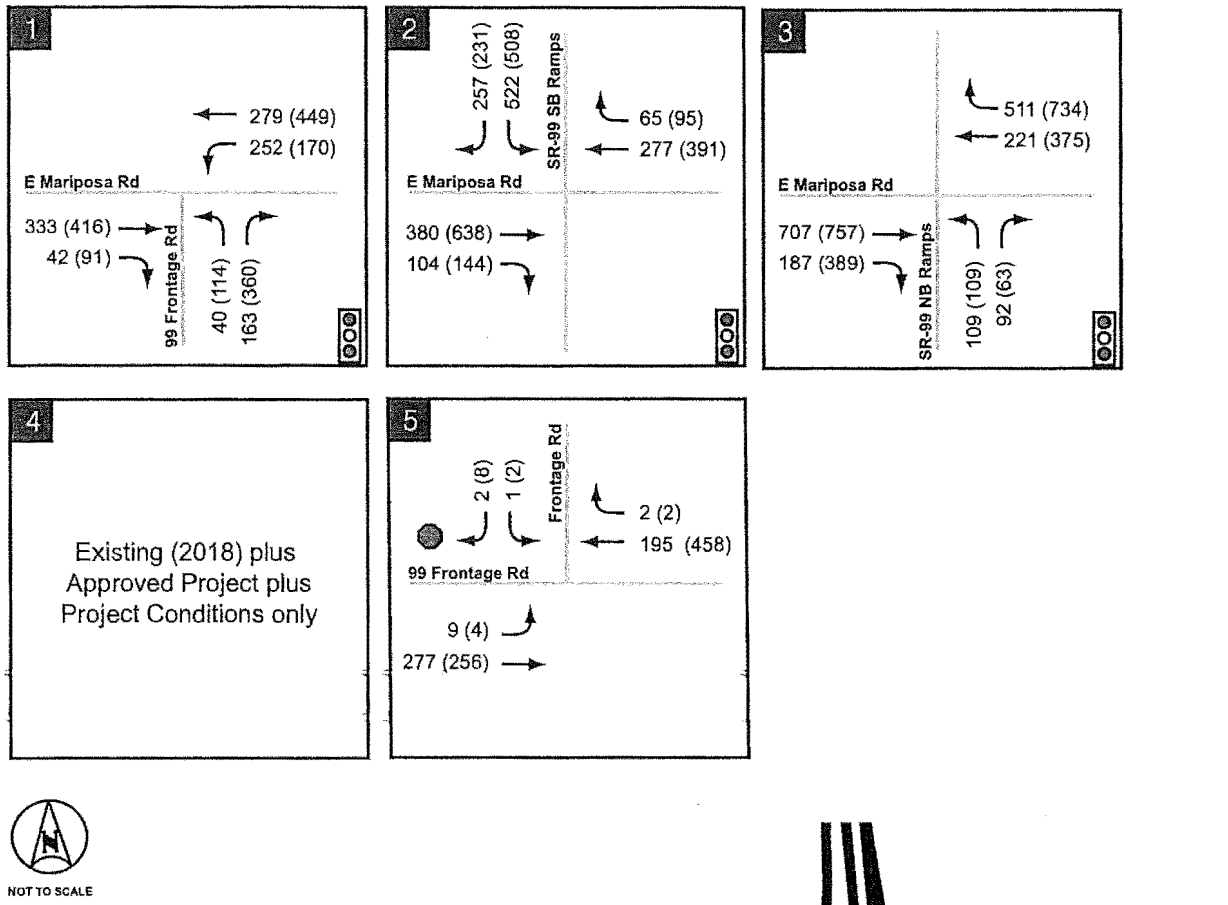

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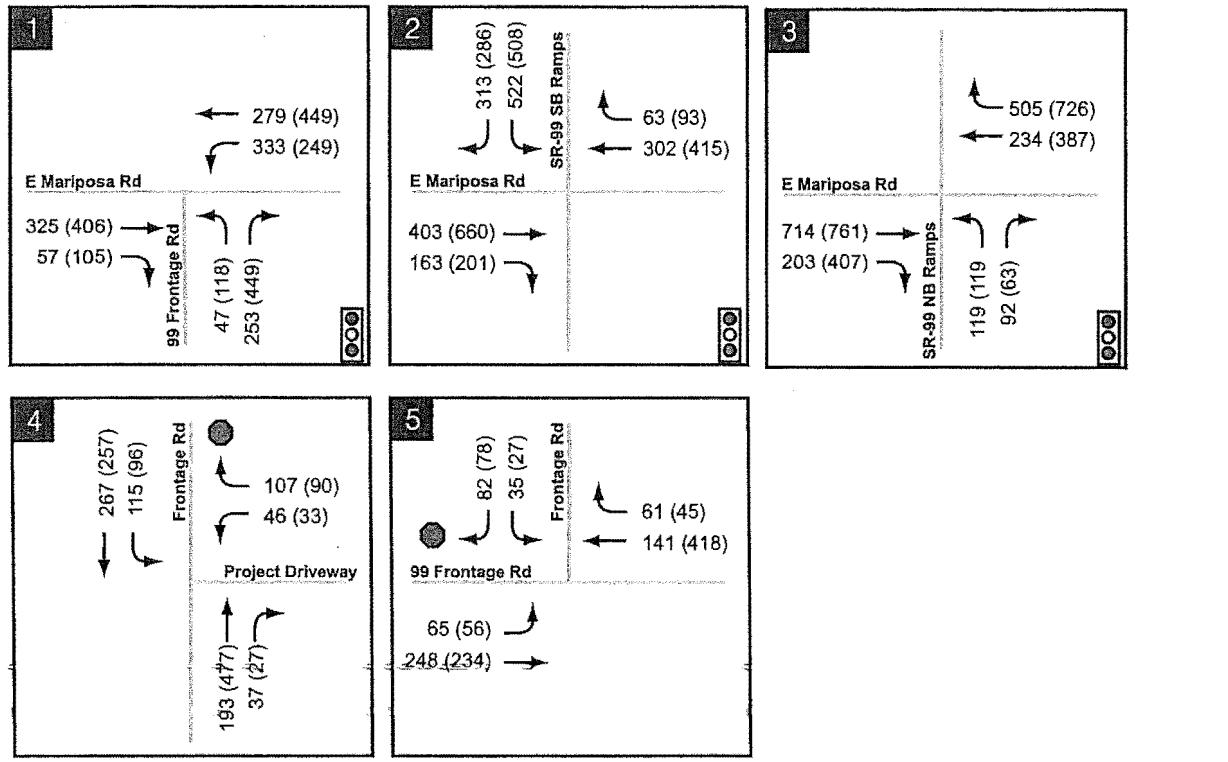
Figure 9
Existing (2018) plus Approved Projects Peak-Hour Traffic Volumes



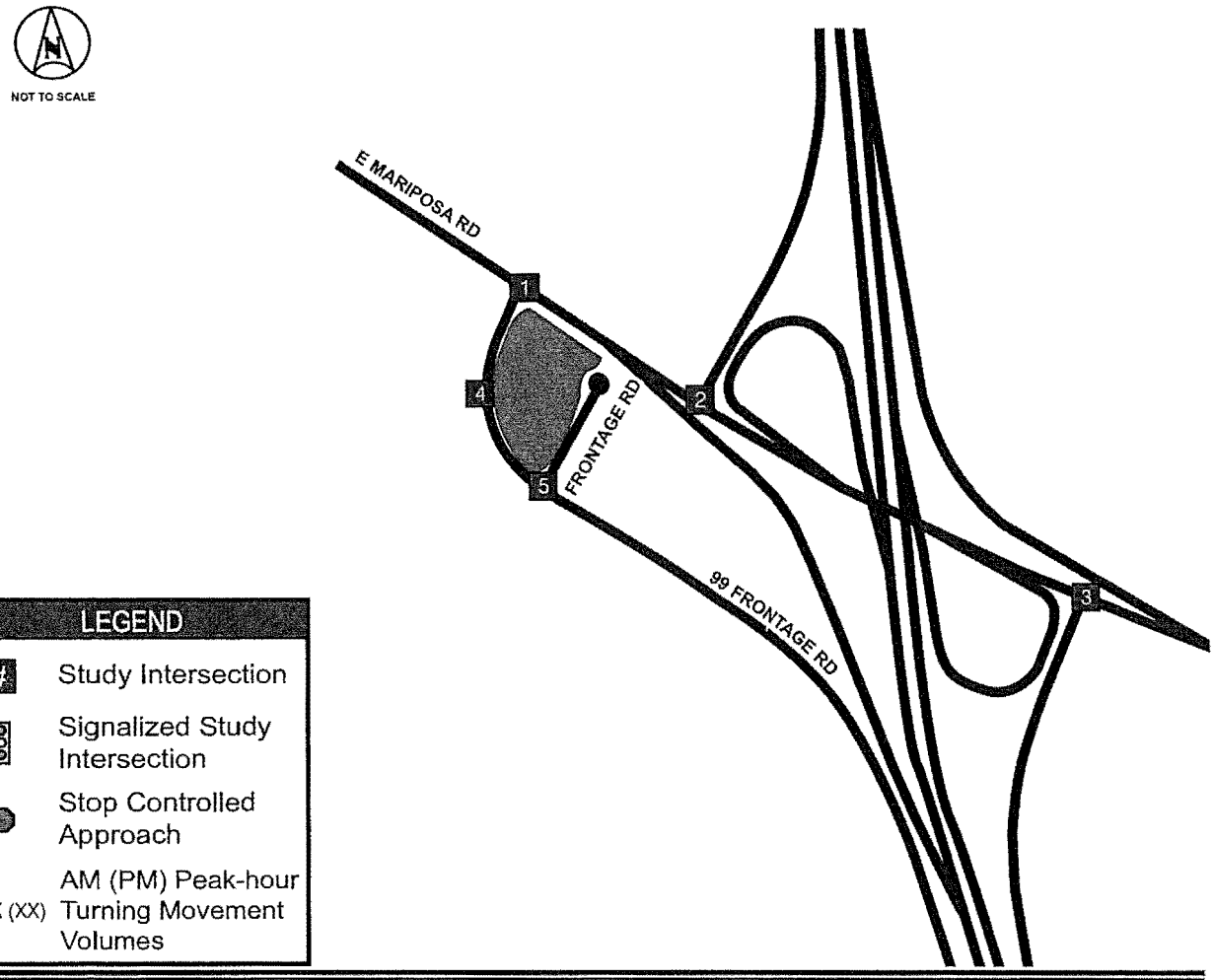


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Figure 10
Existing (2018) plus Approved Projects plus Proposed Project Volumes

CUMULATIVE (2040) CONDITIONS

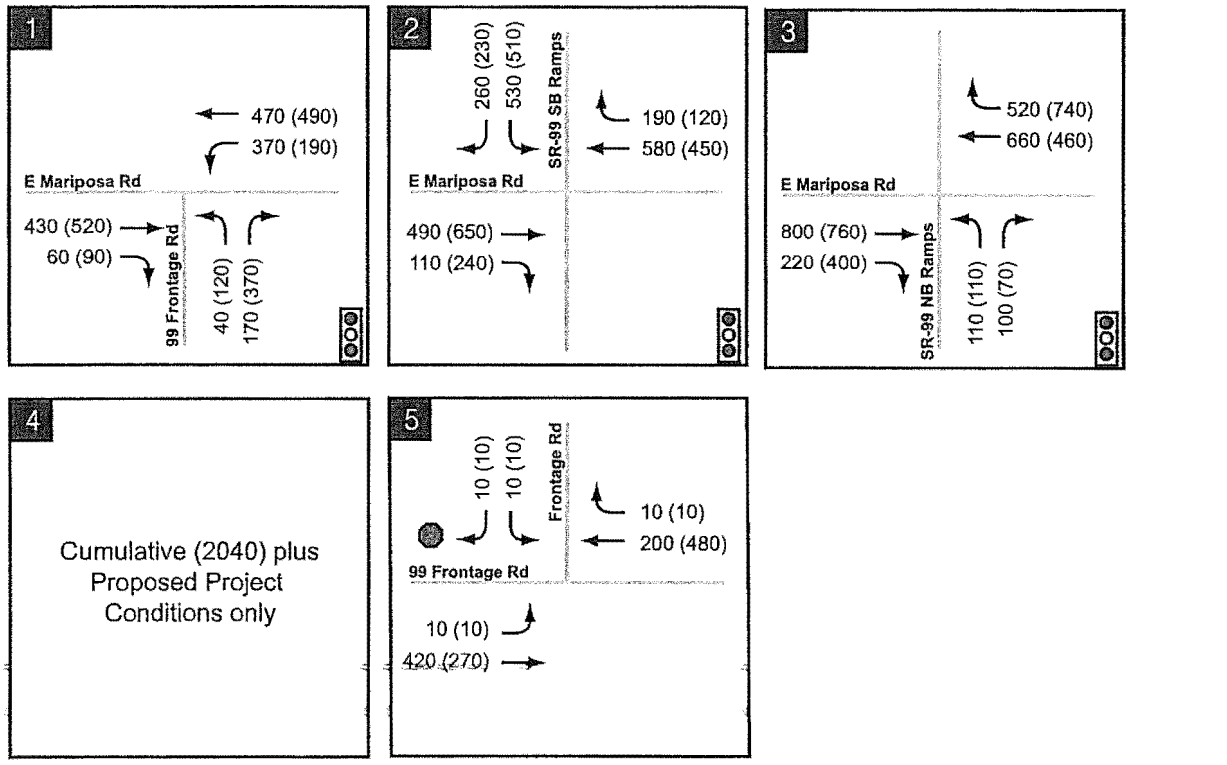
According to the County's *Guidelines*[1], "Cumulative conditions are assumed to occur in the year 2025..." For this study, consistent with the *Guidelines*, Cumulative year traffic volumes were obtained from the regional traffic model maintained by the San Joaquin Council of Governments (SJCOG). The current version of the SJCOG travel demand model is based on year 2040 Cumulative Conditions. To obtain turning movement volumes for Cumulative (2040) Conditions, the forecasted growth from the traffic model, calculated by taking the difference between the base year and the forecast year, was added to the Existing (2018) plus Approved and Pending Project volumes to develop Cumulative (2040) volumes. The growth between the two model years was calculated using the approach volumes obtained from the AM and PM weekday peak-hour model network. Existing (2018) plus Approved and Pending Project volumes were maintained for any approach where negative growth was calculated. Cumulative (2040) peak-hour turning movement volumes are presented in Figure 11. The analysis worksheets for this scenario are provided in Appendix F.

Table 6 provides the intersection operating conditions for this analysis scenario. As indicated in Table 6, the study intersections operate from LOS A to LOS C during the AM and PM peak-hours.

Table 6 – Cumulative (2040) Intersection Levels of Service

ID	Intersection	Traffic Control	Peak Hour	Cumulative (2040)	
				Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Road	Signal	AM	16.9	B
			PM	23.9	C
2	East Mariposa Road @ SR-99 SB Ramps	Signal	AM	11.7	B
			PM	11.7	B
3	East Mariposa Road @ SR-99 NB Ramps	Signal	AM	9.1	A
			PM	8.8	A
4	SR-99 Frontage Road @ Frontage Road Driveway	SSSC*	AM	Not included in this scenario	
			PM		
5	SR-99 Frontage Road @ Frontage Road	SSSC*	AM	0.5 (12.0 SB)	B
			PM	0.5 (14.2 SB)	B

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.



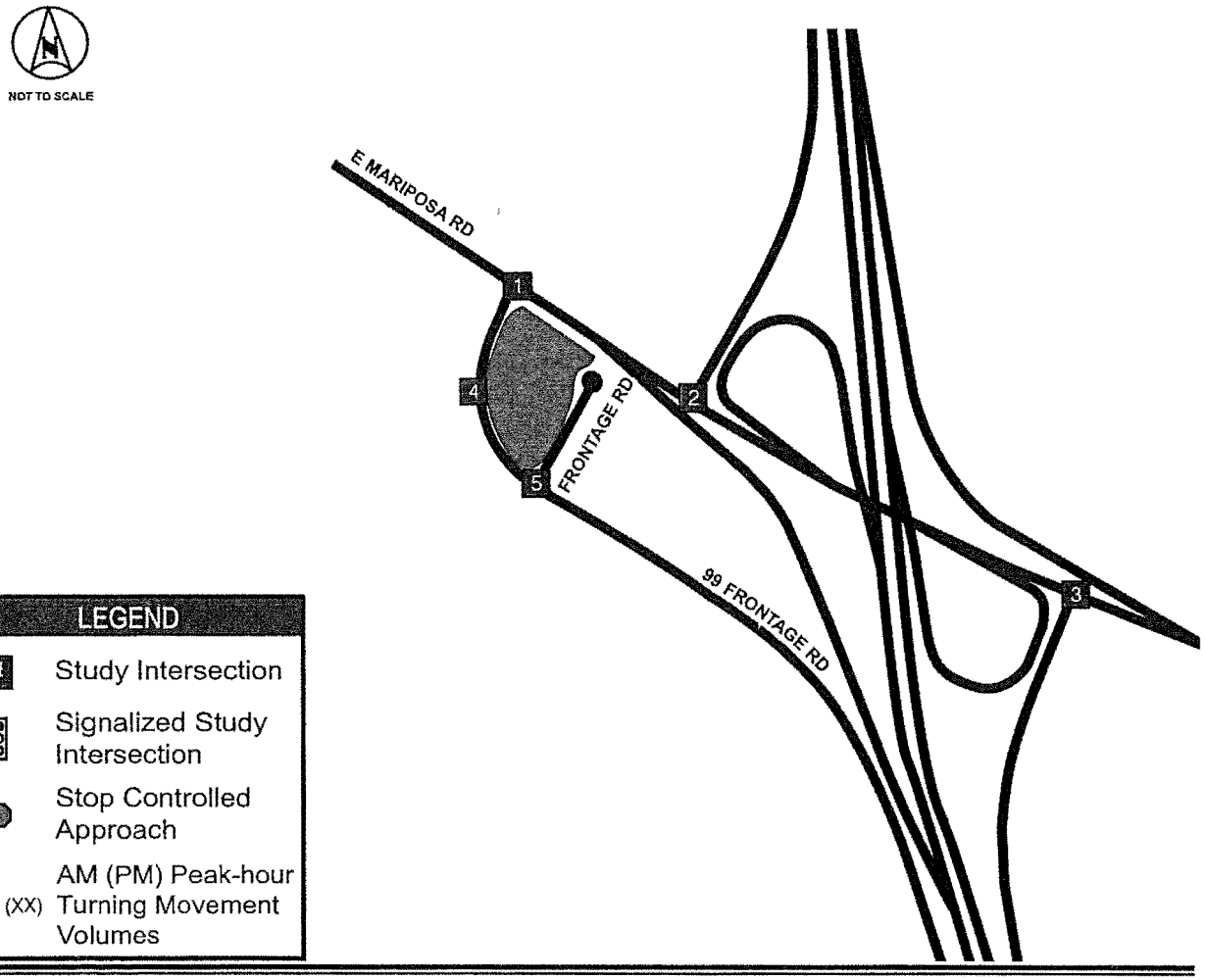


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Figure 11
Cumulative (2040) Peak-Hour Traffic Volumes

CUMULATIVE (2040) PLUS PROPOSED PROJECT CONDITIONS

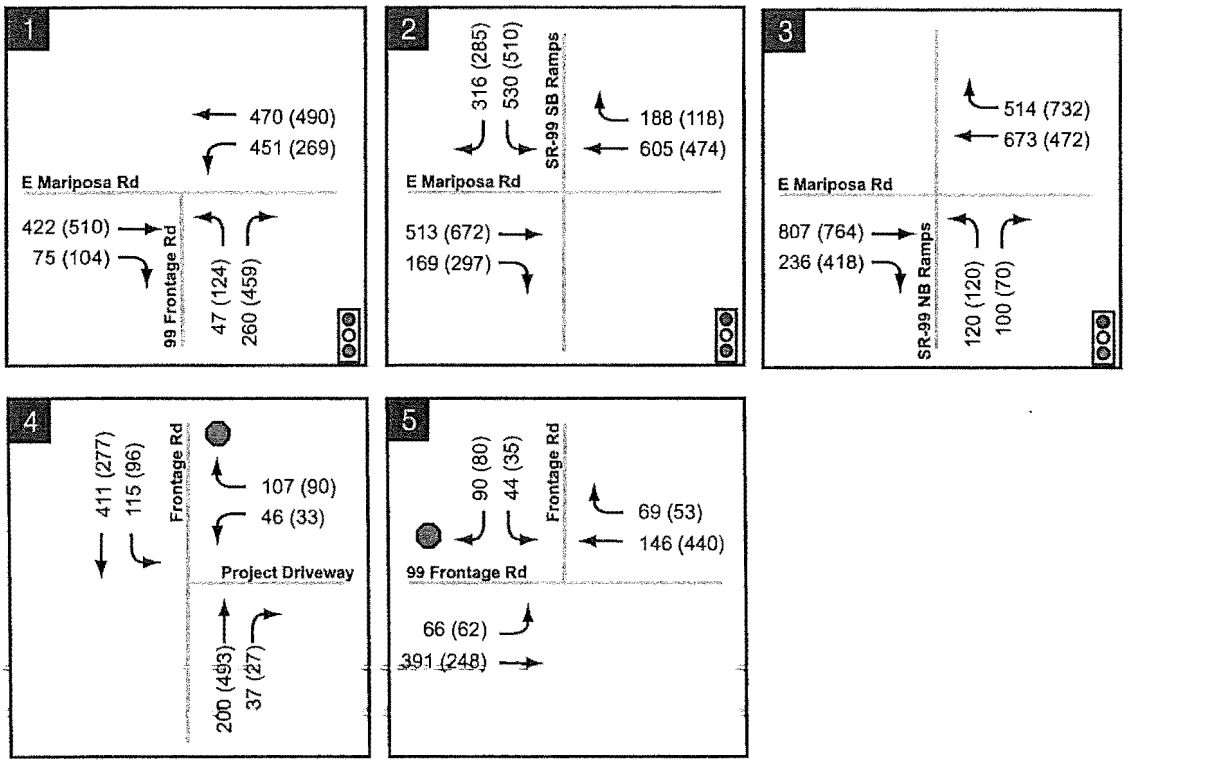
Peak-hour traffic associated with the proposed project was added to the Cumulative (2040) traffic volumes previously noted, and levels of service were determined at the study intersections. Cumulative (2040) plus Proposed Project peak-hour turning movement volumes are presented in **Figure 12**. Analysis worksheets for this scenario are provided in **Appendix G**.

Table 7 provides the intersection operating conditions for this analysis scenario. As indicated in **Table 7**, the study intersections operate from LOS A to LOS D during the AM and PM peak-hours.

Table 7 – Cumulative (2040) plus Proposed Project Intersection Levels of Service

ID	Intersection	Traffic Control	Peak Hour	Cumulative (2040)		Cumulative (2040) plus Proposed Project	
				Delay (sec)	LOS	Delay (sec)	LOS
1	East Mariposa Road @ SR-99 Frontage Rd	Signal	AM	16.9	B	26.2	C
			PM	23.9	C	44.9	D
2	East Mariposa Road @ SR-99 SB Ramps	Signal	AM	11.7	B	11.9	B
			PM	11.7	B	11.9	B
3	East Mariposa Road @ SR-99 NB Ramps	Signal	AM	9.1	A	9.2	A
			PM	8.8	A	8.9	A
4	SR-99 Frontage Road @ Frontage Road Driveway	SSSC*	AM	Not included in this scenario		3.7 (16.0 WB)	B
			PM			3.2 (19.3 WB)	C
5	SR-99 Frontage Road @ Frontage Road	SSSC*	AM	0.5 (12.0 SB)	B	2.9 (13.4 SB)	B
			PM	0.5 (14.2 SB)	B	2.7 (16.7 SB)	C

*Side Street Stop Control (SSSC) intersections are reported with the overall intersection delay followed by the worst minor movement's delay. The reported LOS corresonds to the worst minor movement.



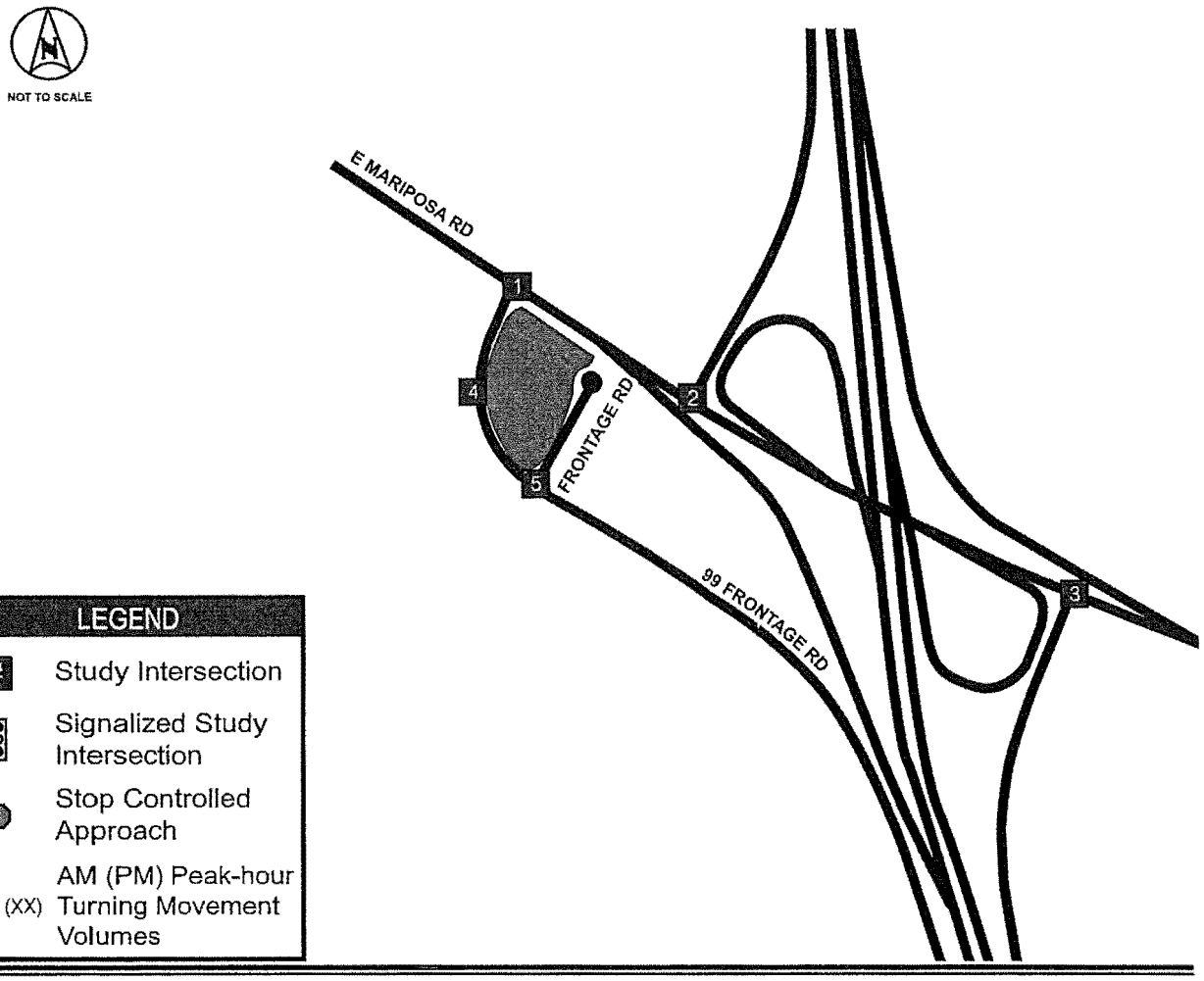


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Figure 12
Cumulative (2040) plus Proposed Project Peak-Hour Traffic Volumes

IMPACTS AND MITIGATION

Standards of Significance

Project impacts were determined by comparing conditions with the proposed project to those without the project. Impacts are created when traffic from the proposed project forces the LOS to fall below a specific threshold. County standards[1] specify the following:

> "As defined in the San Joaquin County 2010 General Plan, adopted in 1992, all County roadways shall operate at a LOS of C or better (except in a City sphere of influence where the City had adopted LOS D); intersections shall operate at an overall LOS D or better on minor arterials and roadways of higher classification; and LOS C on all other roads; all freeways and State highways shall operate at a LOS D. The methods contained in the 'Transportation Research Board, 1997 Highway Capacity Manual' (or latest edition) shall be used to determine LOS...
>
> If the LOS for conditions at a given location is already at an unacceptable LOS, then the impacts must be assessed in terms of...delay (for intersection approaches)...If the delay at a given intersection approach under the 'Existing plus Approved Projects plus Proposed Project' conditions or the "Cumulative plus Proposed Project' conditions exceeds the delay for the same intersection approach under 'Existing plus Approved Projects Conditions' or 'Cumulative Conditions', then mitigation measures that would return the delay to the 'Existing' or 'Cumulative' level must be identified."

As the project is located within the City of Stockton Sphere of Influence[3] the LOS D threshold applies to all study intersections.

Impacts and Mitigation

Existing (2018) plus Proposed Project Conditions

As reflected in Table 5, the addition of the proposed project does not result in a significant impact as defined by the County. Accordingly, ***no mitigations are required*** for this scenario.

Cumulative (2040) plus Proposed Project Conditions

As reflected in Table 7, the addition of the proposed project does not result in significant impacts as defined by the County. Accordingly, ***no mitigations are required*** for this scenario.

OTHER CONSIDERATIONS

95th Percentile Queues

Vehicle queuing for critical movements at the study intersections was evaluated. The 95th percentile queues represent a worst-case condition, as 95-percent of the time, vehicle queues are anticipated to less than the calculated lengths. Table 8 compares the calculated 95th percentile queues to available vehicle storage lengths. Analysis worksheets are provided in Appendix B and Appendices D-G.

[3] *Stockton Sphere of Influence*. San Joaquin County Geographic Information Systems. December 2, 2011

Table 8 – 95th Percentile Queues

ID	Move-ment	Peak Hour	Available Storage (ft)	95th % Queue (ft)						
				Existing (2018)	Existing (2018) plus Approved and Pending Projects	Existing (2018) plus Approved and Pending Projects plus Proposed Project	ExPP (Right-in/Right-out, Reduce WBL Queues)	Cumulative (2040)	Cumulative (2040) plus Proposed Project	Cumulative (2040) plus Proposed Project (Right-in/Right-out, Reduce WBL Queues)
1	WBL	AM	465	383	383	513	450	508	644	437
		PM		241	241	374	350	273	400	400
	NBL/T/R	AM	-	64	64	79	91	74	92	140
		PM		288	288	414	459	311	448	448
2	SBL	AM	950	249	412	412	412	441	441	441
		PM		270	368	368	368	432	432	432
	SBR	AM	-	24	23	25	25	25	36	36
		PM		23	23	25	25	24	27	27
3	NBL	AM	700	117	125	137	137	133	147	147
		PM		126	145	156	156	133	149	149
	NBR	AM	-	23	25	25	25	24	24	24
		PM		18	20	19	19	10	10	10

Note: Shaded cells indicate 95th percentile queue lengths exceed available storage

As shown in Table 8, the calculated 95th percentile queue for the westbound left-turn movements at the intersection of East Mariposa Road with SR-99 Frontage Road (Intersection #1) exceeds the available storage. Modifying the signal timing for all approaches, including the yellow and green times, can help to reduce the queues and still allow the intersection to operate acceptably.

In addition, as shown in Table 8, during the PM peak-hour, the 95th percentile vehicles queues for the northbound approach at the intersection of East Mariposa Road with SR-99 Frontage Road (Intersection #1) extends past the project driveway entrance (Intersection #4). To avoid potential safety concerns, including the potential for a southbound queue at Intersection #4 to spill back into the upstream intersection (Intersection #1), access to the project driveway (Intersection #4) should be limited to right in/right out movements. This can be accomplished by constructing a sliver median at Intersection #4 that extends northward to East Mariposa Road at Intersection #1.

Please note that all signing and striping necessary to accomplish these access conditions should be installed in a manner consistent with the requirements of the California Manual on Uniform Traffic Control Devices (CMUTCD), 2014 Edition (Revision 3, March 9, 2018). The project should also coordinate with the adjacent property owner as these modifications will also restrict the eastbound left turn movements from adjacent driveway south of SR-99 Frontage Road.

Analysis worksheets for the signal timing modifications at Intersection #1 and access restrictions at Intersection #4 are included in Appendices H-I.

Ingress, Egress, Circulation, and Parking Evaluation

Access

The site plan for the proposed project (Figure 2) was qualitatively reviewed for general access and on-site circulation. According to the site plan, access to the site will be provided from SR-99 Frontage Road via three driveways, including a full access driveway along SR-99 Frontage Road (Intersection #4) and two full access driveways located along SR-99 Frontage Road north of study Intersection #5. As described above, the

northern project driveway (Intersection #4) should be limited to right-in/right-out access to avoid potential safety concerns. All access driveways are assumed to have a single entering lane and single exiting lane. The combination of these access points, as well as the on-site circulation system, appear to provide adequate access to/from SR-99 Frontage Road and the surrounding transportation network.

On-Site Circulation

Based on the site plan (Figure 2), on-site project circulation was qualitatively evaluated. The purpose of this evaluation was to consider anticipated vehicle circulation and on- and off-site queuing (including evaluation of the proposed driveway throat depth), sight distance, intersection operations at the site driveways, and the interaction of vehicles (and pedestrians). The following is a summary of this review:

- The project site appears to have adequate on-site circulation, including driveway throat depths (see section below), to enable the site to operate efficiently.
- As detailed in the section below, the vegetation proposed along the southeast corner of the site has the potential to obstruct the sightline of vehicles exiting the SR-99 Frontage Road driveway (Intersection #4) and those attempting to turn left onto eastbound SR-99 Frontage Road at Intersection #5.
- On-site pedestrian routes should be clearly designated and, where appropriate, curb ramps and traffic control devices should be used to enhance conflict points and improve safety.

Minimum Required Throat Depth (MRTD)

The MRTD was calculated for each project driveway and compared to the available storage included in the proposed project site plan (see Figure 2). As shown in Table 9, the intersection of SR-99 Frontage Road with the Frontage Driveway (Intersection #4) requires a MRTD of 75 feet and the site plan currently provides approximately 100 feet of storage. Due to the low anticipated traffic volumes, Project Driveway #2 (northern driveway, north of Intersection #5) and Project Driveway #3 (southern driveway, north of Intersection #5) both have a minimum required throat depth of 25 feet. The site plan currently proposes 40 feet of storage at both Project Driveway #2 and Project Driveway #3. All project driveways provide adequate throat depth to accommodate anticipated on-site queueing.

Table 9 – Minimum Required Throat Depth

Scenario	Location	Peak Hour	TS	Approach Volume	ConflVol (Left)	ConflVol (Right)	LT Out	RT Out	RT%	Minimum Required Throat Depth (MRTD)
Existing (2018) plus Approved and Pending Projects plus Proposed Project	Frontage Driveway (Intersection #4)	AM	1	153	575	193	46	107	70%	50
		PM	1	123	830	477	33	90	73%	75
	Driveway #2	AM		57	0	0	0	57	100%	25
		PM		48	0	0	0	48	100%	25
	Driveway #3	AM		57	0	60	0	57	100%	25
		PM		47	0	58	0	47	100%	25
Cumulative (2040) plus Proposed Project	Frontage Driveway (Intersection #4)	AM	1	153	726	200	46	107	70%	75
		PM	1	123	866	493	33	90	73%	75
	Driveway #2	AM		57	0	0	0	57	100%	25
		PM		48	0	0	0	48	100%	25
	Driveway #3	AM		57	0	60	0	57	100%	25
		PM		47	0	58	0	47	100%	25

Sight Distance

Due to the curvature of SR-99 Frontage Road near the project site, the sightline for cars turning right out of the Frontage Driveway (Intersection #4) may be obstructed by on-site vegetation. As depicted in **Figure 13**, the trees and vegetation along the southeast corner of the site should be designed and maintained to preserve the minimum required sight distances listed in Table 10.

Table 10 – Sight Distance Requirements

ID	Approach	Movement	Minimum Required ISD (ft.) [1]	Status [2]
SR-99 Frontage Road @ Frontage Road Driveway (Intersection #4)	Westbound	Left-Turn (Looking Right)	280	Acceptable
	Westbound	Right-Turn (Looking Left)	240	Obstructed
	Southbound	Left turn pocket (Looking Straight)	205	Obstructed
SR-99 Frontage Road @ Frontage Road (Intersection #5)	Southbound	Left-Turn (Looking Right)	280	Obstructed
	Southbound	Right-Turn (Looking Left)	240	Acceptable
	Eastbound	Left turn pocket (Looking Straight)	205	Acceptable

Notes: ISD = Intersection Sight Distance

[1] *Passenger Vehicles, prima facie design speed of 25-mph*

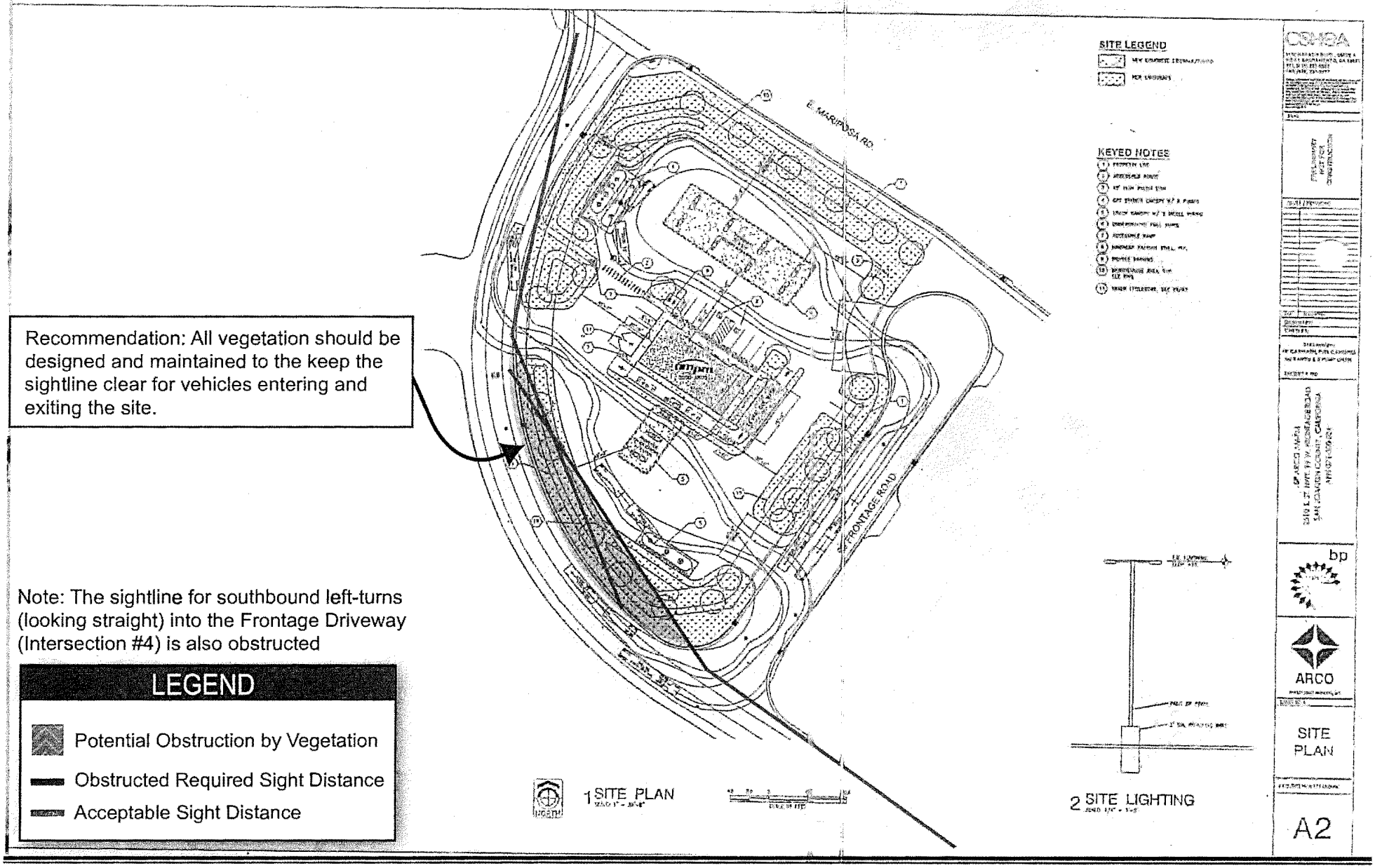
[2] *Vegetation should be designed to avoid obstructing the required ISD. See Figure 13.*

Parking

The proposed project's anticipated parking supply and demand was also evaluated, utilizing the County's published guidelines, as well as data included in ITE's *Parking Generation, 4th Edition*. The County's development standards[4] indicate that the project is required to provide a total of 13 spaces (4 spaces per 1000 square-foot of building). ITE's *Parking Generation* suggests that 12 spaces would be necessary to accommodate the anticipated demand, using Land Use Code 945 (Gasoline/Service Station with Convenience Market). As depicted in the site plan (see **Figure 2**), the proposed project includes 15 uncovered parking spaces, including 2 handicap spaces. The site also includes 16 fueling pump stations for a total of 31 parking spaces. The project exceeds this minimum parking requirement and meets the County's development standards. The proposed project is anticipated to provide adequate on-site parking.

[4] *San Joaquin County Development Title*, Division 10 Chapter 9-1000.

Received By RG On 2/23/18



Kimley»Horn

Figure 13
Sight Distance

CONCLUSIONS

Based upon the analysis documented in this report, the following conclusions are offered:

- The proposed project is estimated to generate 657 total new daily trips, with 91 and 57 trips occurring during the AM and PM peak-hours, respectively.
- As defined by the County, the addition of the proposed project to does not result in significant impacts to any of the study intersections under Existing (2018) plus Approved and Pending Projects plus Proposed Project Conditions and Cumulative (2040) plus Proposed Project Conditions.
- Based on this analysis, the 95th percentile vehicles queues exceed available storage for the westbound left-turn movement at the intersection of East Mariposa Road with SR-99 Frontage Road (Intersection #1) under Existing (2018) plus Approved and Pending Projects plus Proposed Project, Cumulative (2040), and Cumulative (2040) plus Proposed Project Conditions. Modifying the signal timing can help to reduce the queues and still allow the intersection to operate acceptably.
- The 95th percentile vehicles queues for the northbound approach at the intersection of East Mariposa Road with SR-99 Frontage Road (Intersection #1) during the PM peak hour extends past the project driveway entrance (Intersection #4). To avoid potential safety concerns such as the potential for a southbound queue to spill back into upstream intersection or rear-end collisions, access to the project driveway (Intersection #4) should be limited to right in/right out movements. This can be accomplished by constructing a sliver median at Intersection #4. Please note that all signing and striping necessary to accomplish these access conditions should be installed in a manner consistent with the requirements of the California Manual on Uniform Traffic Control Devices (CMUTCD), 2014 Edition (Revision 3, March 9, 2018). The project should also coordinate with the adjacent property owner as these modifications will also restrict the eastbound left turn movements from adjacent driveway south of SR-99 Frontage Road.
- The proposed access to the site is provided by three, full access site driveways. As described above, the northern project driveway (Intersection #1) should be limited to right-in/right-out access to avoid potential safety concerns. The combination of these access points, as well as the on-site circulation system, appear to provide adequate access to/from SR-99 Frontage Road and the surrounding transportation network.
- The vegetation planned for the southeast corner of the site has the potential to obstruct the sightline of westbound vehicles turning right out of the Frontage Road Driveway (Intersection #4), the southbound vehicles turning left, into the Frontage Road Driveway (Intersection #4), and the southbound vehicles turning left onto SR-99 Frontage Road (Intersection #5). Vegetation should be designed and maintained to preserve the minimum required sight distance as depicted in **Figure 13**.
- The available storage provided by the proposed project site plan (see **Figure 2**) is greater than the minimum required throat depth (MRTD). Accordingly, the proposed project site plan provides adequate on-site storage.
- On-site pedestrian routes should be clearly designated and, where appropriate, curb ramps and traffic control devices should be used to enhance conflict points and improve safety.
- The proposed project's anticipated parking supply and demand was evaluated. The County's development standards indicate that the project is required to provide a total of 13 spaces (4 spaces per 1,000-square foot of building). The project exceeds this minimum parking requirement, providing a total 31 parking spaces, including 13 uncovered parking spaces, 2 handicap parking spaces, and 16 fueling pump spaces. Adequate on-site parking supply is anticipated to be provided.

Appendix A

Traffic Count Data Sheets

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR-99 Frontage Rd & E Mariposa Rd
City: Stockton
Control: Signalized

Project ID: 18-07243-001
Date: 6/27/2018

Total

NS/EW Streets:	SR-99 Frontage Rd				SR-99 Frontage Rd				E Mariposa Rd				E Mariposa Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	0	0	0	0	3	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	8	0	37	0	0	0	0	0	0	45	12	0	52	42	0	0	196
7:15 AM	10	0	39	0	0	0	0	0	0	44	6	0	53	53	0	0	205
7:30 AM	7	0	45	0	0	0	0	0	0	67	9	0	76	52	0	0	256
7:45 AM	14	0	33	0	0	0	0	0	0	49	12	0	72	53	0	0	233
8:00 AM	9	0	46	0	0	0	0	0	0	67	15	0	51	54	0	0	242
8:15 AM	10	0	30	0	0	0	0	0	0	53	15	0	39	28	0	0	175
8:30 AM	11	0	41	0	0	0	0	0	0	57	5	0	42	37	0	0	193
8:45 AM	9	0	29	0	0	0	0	0	0	46	14	0	37	38	0	0	173
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	78	0	300	0	0	0	0	0	0	428	88	0	422	357	0	0	1673
APPROACH %'s :	20.63%	0.00%	79.37%	0.00%					0.00%	82.95%	17.05%	0.00%	54.17%	45.83%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	40	0	163	0	0	0	0	0	0	227	42	0	252	212	0	0	936
PEAK HR FACTOR :	0.714	0.000	0.886	0.000	0.000	0.000	0.000	0.000	0.000	0.847	0.700	0.000	0.829	0.981	0.000	0.000	0.914
	0.923								0.820				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	0	0	0	0	0	3	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	32	0	97	0	0	0	0	0	0	100	23	0	44	80	0	0	376
4:15 PM	26	0	73	0	0	0	0	0	0	89	29	0	32	63	0	0	312
4:30 PM	33	0	122	0	0	0	0	0	0	68	21	0	48	84	0	0	376
4:45 PM	23	0	68	0	0	0	0	0	0	82	18	0	46	87	0	0	324
5:00 PM	26	0	71	0	0	0	0	0	0	104	21	0	47	68	0	0	337
5:15 PM	25	0	53	0	0	0	0	0	0	93	14	0	44	77	0	0	306
5:30 PM	21	0	65	0	0	0	0	0	0	83	15	0	40	58	0	0	282
5:45 PM	13	0	50	0	0	0	0	0	0	69	22	0	48	73	0	0	275
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	199	0	599	0	0	0	0	0	0	688	163	0	349	590	0	0	2588
APPROACH %'s :	24.94%	0.00%	75.06%	0.00%					0.00%	80.85%	19.15%	0.00%	37.17%	62.83%	0.00%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	114	0	360	0	0	0	0	0	0	339	91	0	170	314	0	0	1388
PEAK HR FACTOR :	0.864	0.000	0.738	0.000	0.000	0.000	0.000	0.000	0.000	0.848	0.784	0.000	0.885	0.902	0.000	0.000	0.923
	0.765								0.874				0.910				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR-99 SB Ramps & E Mariposa Rd
City: Stockton
Control: Signalized

Project ID: 18-07243-002
Date: 6/27/2018

Total

NS/EW Streets:	SR-99 SB Ramps				SR-99 SB Ramps				E Mariposa Rd				E Mariposa Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	2	0	0	1.5	1.5	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	83	0	53	0	0	63	20	0	0	41	7	0	267
7:15 AM	0	0	0	0	93	0	53	0	0	51	29	0	0	50	22	0	298
7:30 AM	0	0	0	0	94	0	69	0	0	79	25	0	0	56	13	0	336
7:45 AM	0	0	0	0	100	0	75	0	0	68	25	0	0	49	19	0	336
8:00 AM	0	0	0	0	79	0	60	0	0	77	25	0	0	55	10	0	306
8:15 AM	0	0	0	0	51	0	31	0	0	63	27	0	0	38	13	0	223
8:30 AM	0	0	0	0	58	0	42	0	0	70	27	0	0	38	14	0	249
8:45 AM	0	0	0	0	54	0	32	0	0	58	19	0	0	40	12	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	612	0	415	0	0	529	197	0	0	367	110	0	2230
APPROACH %'s :					59.59%	0.00%	40.41%	0.00%	0.00%	72.87%	27.13%	0.00%	0.00%	76.94%	23.06%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	366	0	257	0	0	275	104	0	0	210	64	0	1276
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.915	0.000	0.857	0.000	0.000	0.870	0.897	0.000	0.000	0.938	0.727	0.000	0.949
						0.890				0.911				0.951			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1	0	2	0	0	1.5	1.5	0	0	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	102	0	60	0	0	154	39	0	0	62	33	0	450
4:15 PM	0	0	0	0	88	0	47	0	0	133	38	0	0	56	11	0	373
4:30 PM	0	0	0	0	108	0	63	0	0	155	37	0	0	65	25	0	453
4:45 PM	0	0	0	0	101	0	61	0	0	119	30	0	0	73	23	0	407
5:00 PM	0	0	0	0	103	0	56	0	0	122	39	0	0	57	30	0	407
5:15 PM	0	0	0	0	97	0	67	0	0	122	42	0	0	55	5	0	388
5:30 PM	0	0	0	0	100	0	49	0	0	98	38	0	0	49	12	0	346
5:45 PM	0	0	0	0	76	0	59	0	0	91	38	0	0	61	22	0	347
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	775	0	462	0	0	994	301	0	0	478	161	0	3171
APPROACH %'s :					62.65%	0.00%	37.35%	0.00%	0.00%	76.76%	23.24%	0.00%	0.00%	74.80%	25.20%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	399	0	231	0	0	561	144	0	0	256	92	0	1683
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.924	0.000	0.917	0.000	0.000	0.905	0.923	0.000	0.000	0.877	0.697	0.000	0.929
						0.921				0.913				0.906			

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR-99 NB Ramps & E Mariposa Rd
City: Stockton
Control: Signalized

Project ID: 18-07243-003
Date: 6/27/2018

Total

NS/EW Streets:	SR-99 NB Ramps				SR-99 NB Ramps				E Mariposa Rd				E Mariposa Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	1	0	0	1.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	23	0	18	0	0	0	0	0	0	99	45	0	0	27	112	0	324
7:15 AM	29	0	26	0	0	0	0	0	0	107	39	0	0	44	101	0	346
7:30 AM	28	0	22	0	0	0	0	0	0	113	61	0	0	42	119	0	385
7:45 AM	28	0	23	0	0	0	0	0	0	127	42	0	0	41	84	0	345
8:00 AM	26	0	24	0	0	0	0	0	0	109	47	0	0	34	75	0	315
8:15 AM	21	0	14	0	0	0	0	0	0	72	39	0	0	34	99	0	279
8:30 AM	22	0	15	0	0	0	0	0	0	89	39	0	0	29	80	0	274
8:45 AM	23	0	17	0	0	0	0	0	0	74	36	0	0	31	65	0	246
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	200	0	159	0	0	0	0	0	0	790	348	0	0	282	735	0	2514
APPROACH %'s :	55.71%	0.00%	44.29%	0.00%					0.00%	69.42%	30.58%	0.00%	0.00%	27.73%	72.27%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	108	0	89	0	0	0	0	0	0	446	187	0	0	154	416	0	1400
PEAK HR FACTOR :	0.931	0.000	0.856	0.000	0.000	0.000	0.000	0.000	0.000	0.878	0.766	0.000	0.000	0.875	0.874	0.000	0.909
	0.895								0.909				0.885				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	2	0	0	0	0	0	0	2	1	0	0	1.5	1.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	18	0	13	0	0	0	0	0	0	156	103	0	0	83	143	0	516
4:15 PM	24	0	25	0	0	0	0	0	0	141	79	0	0	37	147	0	453
4:30 PM	31	0	16	0	0	0	0	0	0	138	122	0	0	56	132	0	495
4:45 PM	34	0	8	0	0	0	0	0	0	136	85	0	0	63	116	0	442
5:00 PM	32	0	6	0	0	0	0	0	0	142	85	0	0	57	152	0	474
5:15 PM	28	0	18	0	0	0	0	0	0	140	75	0	0	32	87	0	380
5:30 PM	26	0	4	0	0	0	0	0	0	139	64	0	0	38	98	0	369
5:45 PM	30	0	11	0	0	0	0	0	0	103	61	0	0	45	90	0	340
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	223	0	101	0	0	0	0	0	0	1095	674	0	0	411	965	0	3469
APPROACH %'s :	68.83%	0.00%	31.17%	0.00%					0.00%	61.90%	38.10%	0.00%	0.00%	29.87%	70.13%	0.00%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	107	0	62	0	0	0	0	0	0	571	389	0	0	239	538	0	1906
PEAK HR FACTOR :	0.787	0.000	0.620	0.000	0.000	0.000	0.000	0.000	0.000	0.915	0.797	0.000	0.000	0.720	0.915	0.000	0.923
	0.862								0.923				0.860				

National Data & Surveying Services

Intersection Turning Movement Count

Location: SR-99 Frontage Rd & Frontage
City: Stockton
Control: 1-Way Stop(SB)

Project ID: 18-07243-004
Date: 6/27/2018

Total

NS/EW Streets:	SR-99 Frontage Rd				SR-99 Frontage Rd				Frontage Rd				Frontage Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	1	0	0	0	0	0	1	0	1	68	0	0	0	44	0	0	115
7:15 AM	1	0	1	0	0	0	0	0	2	54	0	0	0	44	1	0	103
7:30 AM	0	0	1	0	0	0	0	0	3	79	0	0	0	54	0	0	137
7:45 AM	0	0	1	0	1	0	1	0	1	64	0	0	0	47	0	0	135
8:00 AM	1	0	0	0	0	0	1	0	2	60	0	1	0	50	1	0	116
8:15 AM	1	0	0	0	1	0	1	0	1	54	0	0	0	37	0	0	95
8:30 AM	1	0	1	0	0	0	1	0	1	43	0	0	0	52	0	0	99
8:45 AM	1	0	1	0	0	0	1	0	0	49	0	0	0	36	0	0	88
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	6	0	5	0	2	0	6	0	11	491	0	1	0	364	2	0	888
APPROACH %'s :	54.55%	0.00%	45.45%	0.00%	25.00%	0.00%	75.00%	0.00%	2.19%	97.61%	0.00%	0.20%	0.00%	99.45%	0.55%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	2	0	3	0	1	0	2	0	8	277	0	1	0	195	2	0	491
PEAK HR FACTOR :	0.500	0.000	0.750	0.000	0.250	0.000	0.500	0.000	0.667	0.824	0.000	0.250	0.000	0.903	0.500	0.000	0.896
	0.625				0.375				0.841				0.912				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	0	0	0	0	0	2	0	1	69	0	0	0	125	0	0	202
4:15 PM	3	0	1	0	1	0	3	0	1	55	0	0	0	95	0	0	159
4:30 PM	2	0	0	0	1	0	2	0	1	66	0	0	0	151	2	0	225
4:45 PM	1	0	0	0	0	0	1	0	1	66	0	0	1	87	0	1	158
5:00 PM	4	0	0	0	0	0	2	0	0	60	0	0	0	93	0	0	159
5:15 PM	0	0	1	0	0	0	0	0	1	59	0	1	0	79	0	0	141
5:30 PM	4	0	0	0	0	0	0	0	0	51	0	0	0	82	0	0	137
5:45 PM	2	0	1	0	0	0	1	0	1	73	0	0	1	62	0	1	142
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	21	0	3	0	2	0	11	0	6	499	0	1	2	774	2	2	1323
APPROACH %'s :	87.50%	0.00%	12.50%	0.00%	15.38%	0.00%	84.62%	0.00%	1.19%	98.62%	0.00%	0.20%	0.26%	99.23%	0.26%	0.26%	
PEAK HR :	04:00 PM - 05:00 PM																TOTAL
PEAK HR VOL :	11	0	1	0	2	0	8	0	4	256	0	0	1	458	2	1	744
PEAK HR FACTOR :	0.550	0.000	0.250	0.000	0.500	0.000	0.667	0.000	1.000	0.928	0.000	0.000	0.250	0.758	0.250	0.250	0.827
	0.600				0.625				0.929				0.755				

Appendix B

Analysis Worksheets for Existing (2018) Conditions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	328	277	233	220
v/c Ratio	0.32	0.80	0.12	0.45
Control Delay	17.6	44.6	8.0	8.6
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	17.6	44.6	8.0	8.6
Queue Length 50th (ft)	24	68	13	10
Queue Length 95th (ft)	61	#383	59	64
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2824	347	3171	1202
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.12	0.80	0.07	0.18

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	227	42	252	212	40	163
Future Volume (veh/h)	227	42	252	212	40	163
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	277	51	277	233	43	177
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.82	0.82	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	791	141	338	1874	54	223
Arrive On Green	0.18	0.18	0.19	0.53	0.17	0.17
Sat Flow, veh/h	4512	772	1774	3632	315	1296
Grp Volume(v), veh/h	214	114	277	233	221	0
Grp Sat Flow(s),veh/h/ln	1695	1726	1774	1770	1618	0
Q Serve(g_s), s	2.4	2.5	6.6	1.5	5.8	0.0
Cycle Q Clear(g_c), s	2.4	2.5	6.6	1.5	5.8	0.0
Prop In Lane		0.45	1.00		0.19	0.80
Lane Grp Cap(c), veh/h	617	314	338	1874	279	0
V/C Ratio(X)	0.35	0.36	0.82	0.12	0.79	0.00
Avail Cap(c_a), veh/h	2238	1140	408	3706	1323	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	15.7	15.7	17.1	5.2	17.4	0.0
Incr Delay (d2), s/veh	0.1	0.3	9.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	1.2	4.1	0.7	2.7	0.0
LnGrp Delay(d),s/veh	15.8	16.0	26.0	5.2	19.4	0.0
LnGrp LOS	B	B	C	A	B	
Approach Vol, veh/h	328			510	221	
Approach Delay, s/veh	15.9			16.5	19.4	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.5	15.3	14.2				29.5
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.9	10.1	29.0				46.0
Max Q Clear Time (g_c+I1), s		7.8	8.6	4.5				3.5
Green Ext Time (p_c), s		0.4	0.1	1.4				1.1

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	313	103	221	67	411	289
v/c Ratio	0.31	0.21	0.21	0.13	0.67	0.25
Control Delay	12.0	4.2	11.6	4.4	18.8	2.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	12.0	4.2	11.6	4.4	18.8	2.7
Queue Length 50th (ft)	24	0	16	0	57	0
Queue Length 95th (ft)	74	27	52	21	249	24
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	3038	1308	3187	1432	1555	2484
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.10	0.08	0.07	0.05	0.26	0.12

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	275	104	0	210	64	0	0	0	366	0	257
Future Volume (veh/h)	0	275	104	0	210	64	0	0	0	366	0	257
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	302	0	0	221	0				411	0	289
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	970	412	0	922	412				555	0	872
Arrive On Green	0.00	0.26	0.00	0.00	0.26	0.00				0.31	0.00	0.31
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	302	0	0	221	0				411	0	289
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	2.0	0.0	0.0	1.5	0.0				6.4	0.0	2.4
Cycle Q Clear(g_c), s	0.0	2.0	0.0	0.0	1.5	0.0				6.4	0.0	2.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	970	412	0	922	412				555	0	872
V/C Ratio(X)	0.00	0.31	0.00	0.00	0.24	0.00				0.74	0.00	0.33
Avail Cap(c_a), veh/h	0	4852	2062	0	4610	2062				2022	0	3176
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	9.0	0.0				9.4	0.0	8.1
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.0	0.0				0.7	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.0	0.0	0.0	0.7	0.0				3.2	0.0	0.9
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	9.0	0.0				10.2	0.0	8.2
LnGrp LOS		A			A					B		A
Approach Vol, veh/h		302			221						700	
Approach Delay, s/veh		9.2			9.0						9.3	
Approach LOS		A			A						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.2		16.5		14.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		4.0		8.4		3.5		
Green Ext Time (p_c), s		1.4		1.3		1.0		

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	490	205	407	233	120	99
v/c Ratio	0.49	0.35	0.55	0.52	0.35	0.16
Control Delay	18.5	4.3	13.9	9.2	28.0	7.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	18.5	4.3	13.9	9.2	28.0	7.8
Queue Length 50th (ft)	66	0	25	0	31	0
Queue Length 95th (ft)	126	37	93	65	117	23
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2586	1212	2321	1113	1128	1813
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.17	0.18	0.21	0.11	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	446	187	0	154	416	108	0	89	0	0	0
Future Volume (veh/h)	0	446	187	0	154	416	108	0	89	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	490	0	0	173	0	120	0	99			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	962	430	0	1013	430	502	0	789			
Arrive On Green	0.00	0.27	0.00	0.00	0.27	0.00	0.28	0.00	0.28			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	490	0	0	173	0	120	0	99			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	3.4	0.0	0.0	1.0	0.0	1.5	0.0	0.8			
Cycle Q Clear(g_c), s	0.0	3.4	0.0	0.0	1.0	0.0	1.5	0.0	0.8			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	962	430	0	1013	430	502	0	789			
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.17	0.00	0.24	0.00	0.13			
Avail Cap(c_a), veh/h	0	4810	2152	0	5063	2152	2110	0	3314			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	8.2	0.0	8.1	0.0	7.8			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	1.7	0.0	0.0	0.5	0.0	0.7	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	8.2	0.0	8.2	0.0	7.9			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		490			173			219				
Approach Delay, s/veh		9.2			8.2			8.1				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		14.2				14.2		15.2
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		5.4				3.0		3.5
Green Ext Time (p_c), s		2.3				0.7		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	277	195	2	1	2
Future Vol, veh/h	9	277	195	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	91	91	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	330	214	2	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	567	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	485	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	480	825
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1354	-	-	-	666
HCM Lane V/C Ratio	0.008	-	-	-	0.006
HCM Control Delay (s)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	495	187	345	616
v/c Ratio	0.50	0.66	0.22	0.88
Control Delay	23.5	44.9	12.8	30.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	23.5	44.9	12.8	30.1
Queue Length 50th (ft)	58	72	44	156
Queue Length 95th (ft)	95	#241	85	288
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2192	293	2501	960
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.64	0.14	0.64

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	339	91	170	314	114	360
Future Volume (veh/h)	339	91	170	314	114	360
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	390	105	187	345	148	468
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.87	0.87	0.91	0.91	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	631	164	230	1387	159	503
Arrive On Green	0.16	0.16	0.13	0.39	0.41	0.41
Sat Flow, veh/h	4192	1044	1774	3632	390	1233
Grp Volume(v), veh/h	326	169	187	345	617	0
Grp Sat Flow(s),veh/h/ln	1695	1678	1774	1770	1626	0
Q Serve(g_s), s	5.9	6.2	6.7	4.3	23.7	0.0
Cycle Q Clear(g_c), s	5.9	6.2	6.7	4.3	23.7	0.0
Prop In Lane		0.62	1.00		0.24	0.76
Lane Grp Cap(c), veh/h	532	263	230	1387	663	0
V/C Ratio(X)	0.61	0.64	0.81	0.25	0.93	0.00
Avail Cap(c_a), veh/h	1504	744	298	2539	870	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.7	25.8	27.7	13.4	18.5	0.0
Incr Delay (d2), s/veh	0.4	1.0	9.6	0.0	12.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	2.9	3.9	2.1	12.7	0.0
LnGrp Delay(d),s/veh	26.1	26.8	37.3	13.4	30.7	0.0
LnGrp LOS	C	C	D	B	C	
Approach Vol, veh/h	495			532	617	
Approach Delay, s/veh	26.4			21.8	30.7	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		33.6	15.4	16.5				31.8
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		25.7	8.7	8.2				6.3
Green Ext Time (p_c), s		1.0	0.1	2.1				1.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	632	142	281	101	434	251
v/c Ratio	0.54	0.24	0.23	0.16	0.70	0.22
Control Delay	14.3	3.8	11.8	3.8	21.6	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	14.3	3.8	11.8	3.8	21.6	2.8
Queue Length 50th (ft)	64	0	24	0	85	0
Queue Length 95th (ft)	156	32	66	25	270	23
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2873	1247	3010	1362	1381	2230
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.11	0.09	0.07	0.31	0.11

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	561	144	0	256	92	0	0	0	399	0	231
Future Volume (veh/h)	0	561	144	0	256	92	0	0	0	399	0	231
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	616	0	0	281	0				434	0	251
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1084	461	0	1030	461				562	0	883
Arrive On Green	0.00	0.29	0.00	0.00	0.29	0.00				0.32	0.00	0.32
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	616	0	0	281	0				434	0	251
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	4.7	0.0	0.0	2.0	0.0				7.4	0.0	2.3
Cycle Q Clear(g_c), s	0.0	4.7	0.0	0.0	2.0	0.0				7.4	0.0	2.3
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1084	461	0	1030	461				562	0	883
V/C Ratio(X)	0.00	0.57	0.00	0.00	0.27	0.00				0.77	0.00	0.28
Avail Cap(c_a), veh/h	0	4458	1895	0	4235	1895				1858	0	2918
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	10.1	0.0	0.0	9.1	0.0				10.3	0.0	8.6
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	0.0	0.0	1.0	0.0				3.6	0.0	0.9
LnGrp Delay(d),s/veh	0.0	10.2	0.0	0.0	9.2	0.0				11.2	0.0	8.6
LnGrp LOS		B			A					B		A
Approach Vol, veh/h		616			281						685	
Approach Delay, s/veh		10.2			9.2						10.2	
Approach LOS		B			A						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		15.9		17.5		15.9		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		6.7		9.4		4.0		
Green Ext Time (p_c), s		3.0		1.2		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	10.1
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	621	423	591	313	124	72
v/c Ratio	0.58	0.55	0.66	0.54	0.42	0.14
Control Delay	22.9	5.1	19.6	7.4	35.4	9.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.9	5.1	19.6	7.4	35.4	9.0
Queue Length 50th (ft)	106	0	68	0	45	0
Queue Length 95th (ft)	203	59	165	60	126	18
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2150	1127	1976	996	938	1513
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.29	0.38	0.30	0.31	0.13	0.05

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	571	389	0	239	538	107	0	62	0	0	0
Future Volume (veh/h)	0	571	389	0	239	538	107	0	62	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	621	0	0	278	0	124	0	72			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1101	492	0	1159	492	468	0	735			
Arrive On Green	0.00	0.31	0.00	0.00	0.31	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	621	0	0	278	0	124	0	72			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	4.5	0.0	0.0	1.7	0.0	1.7	0.0	0.6			
Cycle Q Clear(g_c), s	0.0	4.5	0.0	0.0	1.7	0.0	1.7	0.0	0.6			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1101	492	0	1159	492	468	0	735			
V/C Ratio(X)	0.00	0.56	0.00	0.00	0.24	0.00	0.26	0.00	0.10			
Avail Cap(c_a), veh/h	0	4594	2055	0	4836	2055	2015	0	3165			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	7.9	0.0	9.0	0.0	8.6			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.2	0.0	0.0	0.9	0.0	0.8	0.0	0.2			
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	7.9	0.0	9.1	0.0	8.6			
LnGrp LOS		A			A		A		A			
Approach Vol, veh/h		621			278			196				
Approach Delay, s/veh		9.0			7.9			8.9				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		15.8				15.8		15.0
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		6.5				3.7		3.7
Green Ext Time (p_c), s		3.1				1.3		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.7
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↰↑	↑↳		⋔	
Traffic Vol, veh/h	4	256	458	2	2	8
Future Vol, veh/h	4	256	458	2	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	76	76	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	275	603	3	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	888	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	972	-	-	-	314	498
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	972	-	-	-	312	498
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	445
HCM Lane V/C Ratio	0.004	-	-	-	0.032
HCM Control Delay (s)	8.7	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

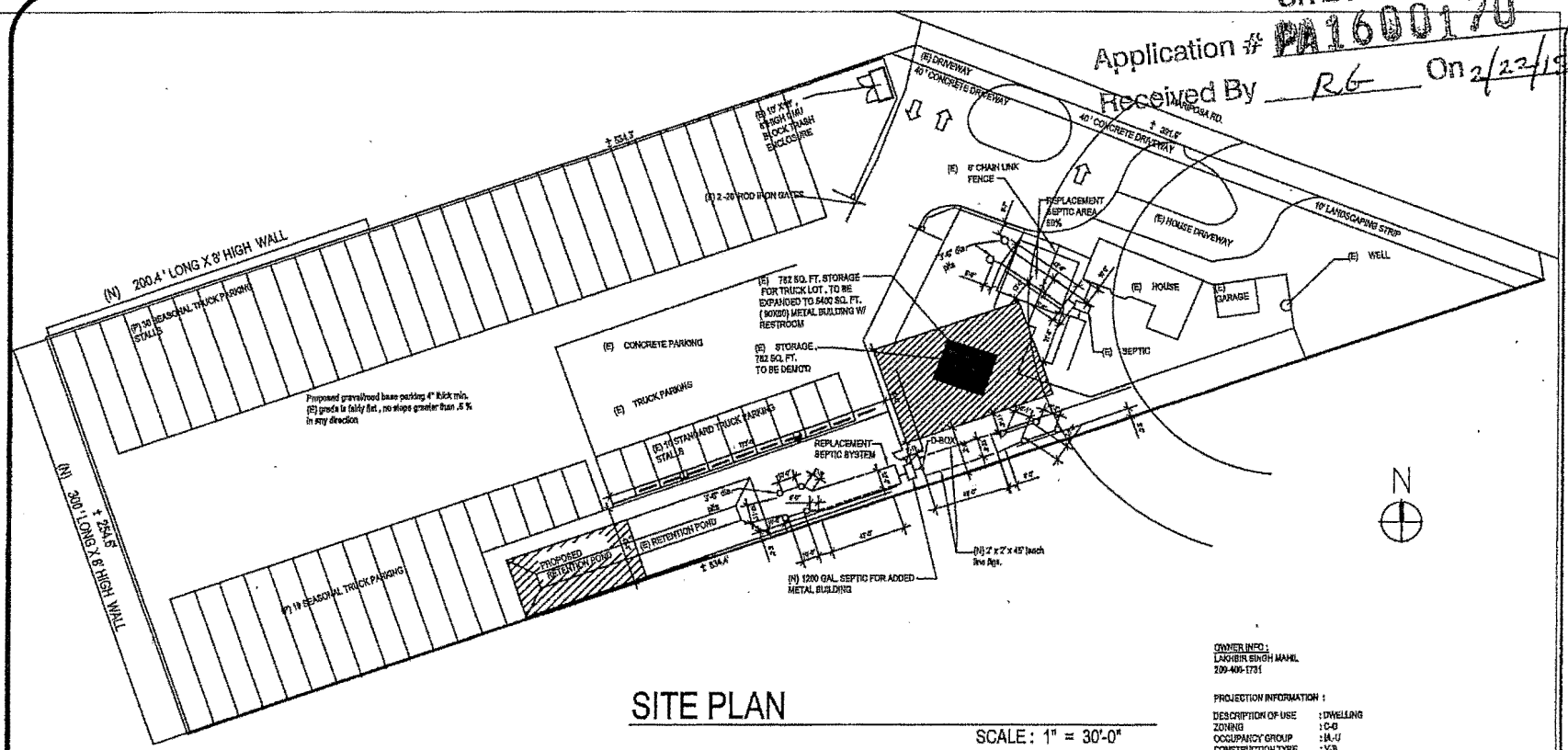
Appendix C

Site Plan and Supplemental Information for Approved and Pending Projects

SITE PLAN

Application # PA1600170

Received By RG On 2/22/17

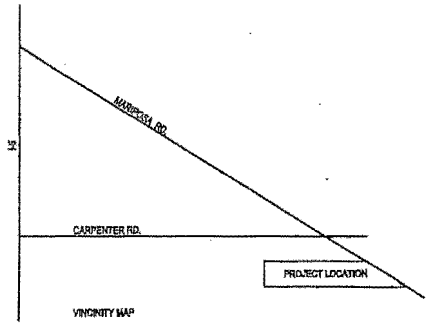


SITE PLAN

SCALE : 1" = 30'-0"

SITE DESCRIPTION :

Existing truck parking was approved for 10 trucks & trailers for short term , the proposed 49 additional truck & trailer parking are for seasonal trucks , this parking is proposed for long term parking only (plus or minus 6 months in and plus or minus 6 months out)



VINCINITY MAP

Scale : N.T.S.

OWNER INFO :
LAKHBIR SINGH MAHIL
209-406-1731

PROJECTION INFORMATION :

DESCRIPTION OF USE	: DWELLING
ZONING	: C-G
OCCUPANCY GROUP	: R-U
CONSTRUCTION TYPE	: V-B
NUMBER OF STORIES	: 1
SPRINKLER SYSTEM	: NO
OCCUPANT LOAD	: 1
REQUIRED EXITS	: 2
NUMBER OF EXITS	: 2
GARAGE	: 5400 S.F.
TOTAL AREA ADDED	: 5400 S.F.

THIS PROJECT SHALL CONFORM WITH C.A.C. TITLE 24 , THE FOLLOWING CODES AND ALL MUNICIPAL ORDANCES ,

2016 CALIFORNIA MECHANICAL CODE
2016 CALIFORNIA PLUMBING CODE
2016 CALIFORNIA GREEN BUILDING STANDARDS CODE
2016 CALIFORNIA ENERGY EFFICIENCY STANDARDS
DESIGN LOADS AND OTHER DESIGN CRITERIA REQUIRED BY THE 2016 CBC , as 1620

SCOPE OF WORK
TRUCK LOT STORAGE EXPANSION ,
WITH METAL BUILDING

General Notes

No.	Revision/Issue	Date

Plan Name and Address
AP PRECISION DESIGN & BUILDINGS
841 SHEFFIELD COURT
STOCKTON, CA. 95210

PH #. 209-481-5848

MARCOS ALONZO - DESIGNER

Project Owner and Address
LAKHBIR SINGH MAHIL
18006 E. MARIPOSA RD.
STOCKTON , CALIFORNIA 95215

CELL # 209-406-1731

Project: L.MAHIL
Date: 8-15-17
Scale: SHOWN

A2.1

USER RE/DATE ENVIRE

Appendix D

Analysis Worksheets for
Existing (2018) plus Approved and Pending Project Conditions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	457	277	307	220
v/c Ratio	0.44	0.80	0.16	0.45
Control Delay	19.7	45.3	8.1	8.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.7	45.3	8.1	8.7
Queue Length 50th (ft)	38	69	18	10
Queue Length 95th (ft)	89	#383	76	64
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2815	345	3150	1195
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.16	0.80	0.10	0.18

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	333	42	252	279	40	163
Future Volume (veh/h)	333	42	252	279	40	163
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	406	51	277	307	43	177
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.82	0.82	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	835	103	338	1874	54	223
Arrive On Green	0.18	0.18	0.19	0.53	0.17	0.17
Sat Flow, veh/h	4755	566	1774	3632	315	1296
Grp Volume(v), veh/h	298	159	277	307	221	0
Grp Sat Flow(s),veh/h/ln	1695	1763	1774	1770	1618	0
Q Serve(g_s), s	3.5	3.6	6.6	2.0	5.8	0.0
Cycle Q Clear(g_c), s	3.5	3.6	6.6	2.0	5.8	0.0
Prop In Lane		0.32	1.00		0.19	0.80
Lane Grp Cap(c), veh/h	617	321	338	1874	279	0
V/C Ratio(X)	0.48	0.50	0.82	0.16	0.79	0.00
Avail Cap(c_a), veh/h	2238	1164	408	3706	1323	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.1	16.1	17.1	5.3	17.4	0.0
Incr Delay (d2), s/veh	0.2	0.4	9.0	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	1.8	4.1	0.9	2.7	0.0
LnGrp Delay(d),s/veh	16.3	16.6	26.0	5.3	19.4	0.0
LnGrp LOS	B	B	C	A	B	
Approach Vol, veh/h	457			584	221	
Approach Delay, s/veh	16.4			15.2	19.4	
Approach LOS	B			B	B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.5	15.3	14.2				29.5
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.9	10.1	29.0				46.0
Max Q Clear Time (g_c+I1), s		7.8	8.6	5.6				4.0
Green Ext Time (p_c), s		0.4	0.1	1.9				1.4

Intersection Summary	
HCM 2010 Ctrl Delay	16.3
HCM 2010 LOS	B

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	429	103	292	68	587	289
v/c Ratio	0.44	0.21	0.29	0.13	0.78	0.21
Control Delay	16.1	4.8	14.9	5.0	22.6	2.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.1	4.8	14.9	5.0	22.6	2.3
Queue Length 50th (ft)	49	0	31	0	114	0
Queue Length 95th (ft)	113	29	75	22	#412	23
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2800	1212	2933	1324	1336	2174
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.15	0.08	0.10	0.05	0.44	0.13

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	380	104	0	277	65	0	0	0	522	0	257
Future Volume (veh/h)	0	380	104	0	277	65	0	0	0	522	0	257
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	418	0	0	292	0				587	0	289
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	848	360	0	806	360				709	0	1113
Arrive On Green	0.00	0.23	0.00	0.00	0.23	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	418	0	0	292	0				587	0	289
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	3.4	0.0	0.0	2.4	0.0				10.4	0.0	2.4
Cycle Q Clear(g_c), s	0.0	3.4	0.0	0.0	2.4	0.0				10.4	0.0	2.4
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	848	360	0	806	360				709	0	1113
V/C Ratio(X)	0.00	0.49	0.00	0.00	0.36	0.00				0.83	0.00	0.26
Avail Cap(c_a), veh/h	0	4241	1802	0	4029	1802				1767	0	2776
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.8	0.0	0.0	11.4	0.0				9.5	0.0	7.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.8	0.0	0.0	1.2	0.0				5.2	0.0	0.9
LnGrp Delay(d),s/veh	0.0	12.0	0.0	0.0	11.5	0.0				10.4	0.0	7.1
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		418			292						876	
Approach Delay, s/veh		12.0			11.5						9.3	
Approach LOS		B			B						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.2		20.9		14.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		5.4		12.4		4.4		
Green Ext Time (p_c), s		2.0		1.6		1.3		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	777	205	535	287	121	102
v/c Ratio	0.66	0.31	0.65	0.55	0.41	0.19
Control Delay	22.8	4.2	19.2	8.2	35.0	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.8	4.2	19.2	8.2	35.0	8.6
Queue Length 50th (ft)	138	0	59	0	45	0
Queue Length 95th (ft)	243	41	148	70	125	25
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2143	1039	1971	983	935	1520
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.36	0.20	0.27	0.29	0.13	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	707	187	0	221	511	109	0	92	0	0	0
Future Volume (veh/h)	0	707	187	0	221	511	109	0	92	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	777	0	0	248	0	121	0	102			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1264	565	0	1330	565	458	0	719			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	777	0	0	248	0	121	0	102			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.2	0.0	0.0	1.6	0.0	1.8	0.0	1.0			
Cycle Q Clear(g_c), s	0.0	6.2	0.0	0.0	1.6	0.0	1.8	0.0	1.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1264	565	0	1330	565	458	0	719			
V/C Ratio(X)	0.00	0.61	0.00	0.00	0.19	0.00	0.26	0.00	0.14			
Avail Cap(c_a), veh/h	0	4158	1860	0	4377	1860	1824	0	2865			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	7.5	0.0	10.1	0.0	9.7			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	2.9	0.0	0.0	0.8	0.0	0.9	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	7.6	0.0	10.2	0.0	9.8			
LnGrp LOS		A			A		B		A			
Approach Vol, veh/h		777			248			223				
Approach Delay, s/veh		9.2			7.6			10.0				
Approach LOS		A			A			A				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.4				18.4		15.7
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.2				3.6		3.8
Green Ext Time (p_c), s		4.0				1.1		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.0
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	277	195	2	1	2
Future Vol, veh/h	9	277	195	2	1	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	84	84	91	91	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	330	214	2	1	3

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	216	0	-	0	567	215
Stage 1	-	-	-	-	215	-
Stage 2	-	-	-	-	352	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1354	-	-	-	485	825
Stage 1	-	-	-	-	821	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1354	-	-	-	480	825
Mov Cap-2 Maneuver	-	-	-	-	480	-
Stage 1	-	-	-	-	813	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1354	-	-	-	666
HCM Lane V/C Ratio	0.008	-	-	-	0.006
HCM Control Delay (s)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	583	187	493	616
v/c Ratio	0.55	0.68	0.30	0.88
Control Delay	25.5	47.5	13.5	31.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.5	47.5	13.5	31.1
Queue Length 50th (ft)	76	77	68	169
Queue Length 95th (ft)	118	#241	121	288
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2124	284	2421	936
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.27	0.66	0.20	0.66

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	416	91	170	449	114	360
Future Volume (veh/h)	416	91	170	449	114	360
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	478	105	187	493	148	468
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.87	0.87	0.91	0.91	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	731	157	228	1428	158	500
Arrive On Green	0.17	0.17	0.13	0.40	0.41	0.41
Sat Flow, veh/h	4363	899	1774	3632	390	1233
Grp Volume(v), veh/h	384	199	187	493	617	0
Grp Sat Flow(s),veh/h/ln	1695	1704	1774	1770	1626	0
Q Serve(g_s), s	7.2	7.5	7.1	6.6	25.0	0.0
Cycle Q Clear(g_c), s	7.2	7.5	7.1	6.6	25.0	0.0
Prop In Lane		0.53	1.00		0.24	0.76
Lane Grp Cap(c), veh/h	591	297	228	1428	660	0
V/C Ratio(X)	0.65	0.67	0.82	0.35	0.94	0.00
Avail Cap(c_a), veh/h	1431	720	284	2417	828	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.4	26.5	29.1	14.2	19.5	0.0
Incr Delay (d2), s/veh	0.5	1.0	11.5	0.1	14.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	3.6	4.2	3.2	13.7	0.0
LnGrp Delay(d),s/veh	26.9	27.5	40.7	14.2	33.7	0.0
LnGrp LOS	C	C	D	B	C	
Approach Vol, veh/h	583			680	617	
Approach Delay, s/veh	27.1			21.5	33.7	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		34.8	15.7	18.2				33.9
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		27.0	9.1	9.5				8.6
Green Ext Time (p_c), s		0.9	0.1	2.5				2.4

Intersection Summary	
HCM 2010 Ctrl Delay	27.2
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	717	142	430	104	552	251
v/c Ratio	0.60	0.24	0.34	0.17	0.79	0.20
Control Delay	17.4	4.1	14.5	4.2	25.9	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.4	4.1	14.5	4.2	25.9	2.6
Queue Length 50th (ft)	98	0	51	0	144	0
Queue Length 95th (ft)	197	35	108	28	368	23
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2538	1117	2656	1214	1197	1967
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.28	0.13	0.16	0.09	0.46	0.13

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	638	144	0	391	95	0	0	0	508	0	231
Future Volume (veh/h)	0	638	144	0	391	95	0	0	0	508	0	231
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	701	0	0	430	0				552	0	251
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1120	476	0	1064	476				657	0	1032
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	701	0	0	430	0				552	0	251
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.5	0.0	0.0	3.9	0.0				11.3	0.0	2.5
Cycle Q Clear(g_c), s	0.0	6.5	0.0	0.0	3.9	0.0				11.3	0.0	2.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1120	476	0	1064	476				657	0	1032
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.40	0.00				0.84	0.00	0.24
Avail Cap(c_a), veh/h	0	3740	1589	0	3553	1589				1558	0	2448
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	11.1	0.0				11.5	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.0	1.9	0.0				5.6	0.0	0.9
LnGrp Delay(d),s/veh	0.0	12.2	0.0	0.0	11.2	0.0				12.6	0.0	8.7
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		701			430						803	
Approach Delay, s/veh		12.2			11.2						11.4	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.2		21.7		18.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		8.5		13.3		5.9		
Green Ext Time (p_c), s		3.5		1.4		2.0		

Intersection Summary	
HCM 2010 Ctrl Delay	11.6
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	823	423	863	426	127	73
v/c Ratio	0.72	0.53	0.76	0.57	0.52	0.16
Control Delay	32.4	5.3	27.4	6.0	49.4	10.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	32.4	5.3	27.4	6.0	49.4	10.7
Queue Length 50th (ft)	220	0	192	0	71	0
Queue Length 95th (ft)	350	68	306	60	145	20
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	1602	948	1518	883	698	1146
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.51	0.45	0.57	0.48	0.18	0.06

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	757	389	0	375	734	109	0	63	0	0	0
Future Volume (veh/h)	0	757	389	0	375	734	109	0	63	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	823	0	0	436	0	127	0	73			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1319	590	0	1388	590	439	0	689			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	823	0	0	436	0	127	0	73			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.6	0.0	0.0	2.9	0.0	2.0	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.6	0.0	0.0	2.9	0.0	2.0	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1319	590	0	1388	590	439	0	689			
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.31	0.00	0.29	0.00	0.11			
Avail Cap(c_a), veh/h	0	4106	1837	0	4323	1837	1801	0	2829			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.0	0.0	7.7	0.0	10.5	0.0	10.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	0.0	1.5	0.0	1.0	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	7.7	0.0	10.7	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		823			436			200				
Approach Delay, s/veh		9.0			7.7			10.4				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.0				19.0		15.4
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.6				4.9		4.0
Green Ext Time (p_c), s		4.3				2.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	4	256	458	2	2	8
Future Vol, veh/h	4	256	458	2	2	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	76	76	70	70
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	275	603	3	3	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	606	0	-	0	888	605
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	283	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	972	-	-	-	314	498
Stage 1	-	-	-	-	545	-
Stage 2	-	-	-	-	765	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	972	-	-	-	312	498
Mov Cap-2 Maneuver	-	-	-	-	312	-
Stage 1	-	-	-	-	542	-
Stage 2	-	-	-	-	765	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	972	-	-	-	445
HCM Lane V/C Ratio	0.004	-	-	-	0.032
HCM Control Delay (s)	8.7	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Appendix E

Analysis Worksheets for
Existing (2018) plus Approved and Pending Project plus Proposed Project Conditions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	466	366	307	326
v/c Ratio	0.44	1.06	0.16	0.58
Control Delay	19.2	94.1	8.1	9.0
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	19.2	94.1	8.1	9.0
Queue Length 50th (ft)	38	97	18	12
Queue Length 95th (ft)	88	#513	76	79
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2799	345	3144	1219
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.17	1.06	0.10	0.27

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	325	57	333	279	47	253
Future Volume (veh/h)	325	57	333	279	47	253
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	396	70	366	307	51	275
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.82	0.82	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	717	124	354	1770	61	327
Arrive On Green	0.16	0.16	0.20	0.50	0.24	0.24
Sat Flow, veh/h	4536	752	1774	3632	251	1355
Grp Volume(v), veh/h	305	161	366	307	327	0
Grp Sat Flow(s),veh/h/ln	1695	1730	1774	1770	1611	0
Q Serve(g_s), s	4.2	4.3	10.1	2.4	9.8	0.0
Cycle Q Clear(g_c), s	4.2	4.3	10.1	2.4	9.8	0.0
Prop In Lane		0.43	1.00		0.16	0.84
Lane Grp Cap(c), veh/h	557	284	354	1770	389	0
V/C Ratio(X)	0.55	0.57	1.03	0.17	0.84	0.00
Avail Cap(c_a), veh/h	1942	991	354	3216	1142	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.4	19.5	20.3	6.9	18.3	0.0
Incr Delay (d2), s/veh	0.3	0.7	56.9	0.0	1.9	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.1	10.4	1.2	4.6	0.0
LnGrp Delay(d),s/veh	19.7	20.2	77.2	6.9	20.2	0.0
LnGrp LOS	B	C	F	A	C	
Approach Vol, veh/h	466			673	327	
Approach Delay, s/veh	19.9			45.2	20.2	
Approach LOS	B			D	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		19.1	17.0	14.5				31.5
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.9	10.1	29.0				46.0
Max Q Clear Time (g_c+I1), s		11.8	12.1	6.3				4.4
Green Ext Time (p_c), s		0.6	0.0	2.0				1.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.6
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	461	161	318	66	587	352
v/c Ratio	0.46	0.30	0.30	0.13	0.78	0.25
Control Delay	16.2	4.6	15.0	5.0	23.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	4.6	15.0	5.0	23.0	2.2
Queue Length 50th (ft)	55	0	35	0	124	0
Queue Length 95th (ft)	121	37	81	22	#412	25
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2753	1206	2890	1305	1311	2155
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.11	0.05	0.45	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	403	163	0	302	63	0	0	0	522	0	313
Future Volume (veh/h)	0	403	163	0	302	63	0	0	0	522	0	313
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	443	0	0	318	0				587	0	352
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	844	359	0	802	359				714	0	1121
Arrive On Green	0.00	0.23	0.00	0.00	0.23	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	443	0	0	318	0				587	0	352
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	3.7	0.0	0.0	2.7	0.0				10.4	0.0	3.1
Cycle Q Clear(g_c), s	0.0	3.7	0.0	0.0	2.7	0.0				10.4	0.0	3.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	844	359	0	802	359				714	0	1121
V/C Ratio(X)	0.00	0.52	0.00	0.00	0.40	0.00				0.82	0.00	0.31
Avail Cap(c_a), veh/h	0	4222	1794	0	4011	1794				1759	0	2763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	11.6	0.0				9.4	0.0	7.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	1.3	0.0				5.2	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.2	0.0	0.0	11.7	0.0				10.4	0.0	7.3
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		443			318						939	
Approach Delay, s/veh		12.2			11.7						9.2	
Approach LOS		B			B						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.2		21.1		14.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		5.7		12.4		4.7		
Green Ext Time (p_c), s		2.1		1.8		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	785	223	547	283	132	102
v/c Ratio	0.66	0.33	0.66	0.53	0.44	0.18
Control Delay	23.5	4.2	20.7	8.0	36.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	4.2	20.7	8.0	36.3	8.6
Queue Length 50th (ft)	145	0	68	0	51	0
Queue Length 95th (ft)	256	44	161	69	137	25
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2085	1024	1921	963	909	1481
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.22	0.28	0.29	0.15	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	714	203	0	234	505	119	0	92	0	0	0
Future Volume (veh/h)	0	714	203	0	234	505	119	0	92	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	785	0	0	263	0	132	0	102			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1270	568	0	1337	568	461	0	724			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	785	0	0	263	0	132	0	102			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.3	0.0	0.0	1.7	0.0	2.0	0.0	1.0			
Cycle Q Clear(g_c), s	0.0	6.3	0.0	0.0	1.7	0.0	2.0	0.0	1.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1270	568	0	1337	568	461	0	724			
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.20	0.00	0.29	0.00	0.14			
Avail Cap(c_a), veh/h	0	4120	1843	0	4337	1843	1807	0	2839			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	7.6	0.0	10.2	0.0	9.8			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	0.0	0.8	0.0	1.0	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.3	0.0	0.0	7.6	0.0	10.3	0.0	9.8			
LnGrp LOS		A			A		B		A			
Approach Vol, veh/h		785			263			234				
Approach Delay, s/veh		9.3			7.6			10.1				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.5				18.5		15.8
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.3				3.7		4.0
Green Ext Time (p_c), s		4.1				1.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	107	193	37	115	267
Future Vol, veh/h	46	107	193	37	115	267
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	116	210	40	125	290

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	770	230	0	0	250	0
Stage 1	230	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	369	809	-	-	1316	-
Stage 1	808	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	327	809	-	-	1316	-
Mov Cap-2 Maneuver	327	-	-	-	-	-
Stage 1	717	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.1	0	2.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	561	1316	-
HCM Lane V/C Ratio	-	-	0.296	0.095	-
HCM Control Delay (s)	-	-	14.1	8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	1.2	0.3	-

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	65	248	141	61	35	82
Future Vol, veh/h	65	248	141	61	35	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	276	157	68	39	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	611	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	420	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1344	-	-	-	457	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	663	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	428	851
Mov Cap-2 Maneuver	-	-	-	-	428	-
Stage 1	-	-	-	-	788	-
Stage 2	-	-	-	-	663	-

Approach	EB	WB	SB
HCM Control Delay, s	1.6	0	11.8
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	657
HCM Lane V/C Ratio	0.054	-	-	-	0.198
HCM Control Delay (s)	7.8	0	-	-	11.8
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.7

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	588	274	493	736
v/c Ratio	0.60	1.12	0.34	0.89
Control Delay	28.4	130.6	16.6	30.7
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	28.4	130.6	16.6	30.7
Queue Length 50th (ft)	88	~159	87	229
Queue Length 95th (ft)	116	#374	121	#414
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	1841	244	2087	853
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	1.12	0.24	0.86

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	406	105	249	449	118	449
Future Volume (veh/h)	406	105	249	449	118	449
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	467	121	274	493	153	583
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.87	0.87	0.91	0.91	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	681	171	246	1393	148	565
Arrive On Green	0.17	0.17	0.14	0.39	0.44	0.44
Sat Flow, veh/h	4221	1020	1774	3632	336	1281
Grp Volume(v), veh/h	388	200	274	493	737	0
Grp Sat Flow(s),veh/h/ln	1695	1683	1774	1770	1620	0
Q Serve(g_s), s	8.5	8.9	11.0	7.8	35.0	0.0
Cycle Q Clear(g_c), s	8.5	8.9	11.0	7.8	35.0	0.0
Prop In Lane		0.61	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	570	283	246	1393	715	0
V/C Ratio(X)	0.68	0.71	1.11	0.35	1.03	0.00
Avail Cap(c_a), veh/h	1239	615	246	2092	715	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	31.0	31.1	34.2	16.9	22.2	0.0
Incr Delay (d2), s/veh	0.5	1.2	91.4	0.1	42.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	4.2	11.6	3.8	23.8	0.0
LnGrp Delay(d),s/veh	31.5	32.4	125.6	17.0	64.1	0.0
LnGrp LOS	C	C	F	B	F	
Approach Vol, veh/h	588			767	737	
Approach Delay, s/veh	31.8			55.8	64.1	
Approach LOS	C			E	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		41.9	17.9	19.5				37.4
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		37.0	13.0	10.9				9.8
Green Ext Time (p_c), s		0.0	0.0	2.5				2.4

Intersection Summary	
HCM 2010 Ctrl Delay	52.0
HCM 2010 LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	747	199	456	102	552	311
v/c Ratio	0.61	0.31	0.36	0.16	0.80	0.24
Control Delay	17.7	4.0	14.8	4.2	26.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.0	14.8	4.2	26.2	2.5
Queue Length 50th (ft)	104	0	55	0	148	0
Queue Length 95th (ft)	207	40	114	27	368	25
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2483	1112	2601	1190	1157	1929
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18	0.18	0.09	0.48	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	660	201	0	415	93	0	0	0	508	0	286
Future Volume (veh/h)	0	660	201	0	415	93	0	0	0	508	0	286
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	725	0	0	456	0				552	0	311
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1142	486	0	1085	486				659	0	1036
Arrive On Green	0.00	0.31	0.00	0.00	0.31	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	725	0	0	456	0				552	0	311
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.8	0.0	0.0	4.2	0.0				11.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	4.2	0.0				11.6	0.0	3.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1142	486	0	1085	486				659	0	1036
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.42	0.00				0.84	0.00	0.30
Avail Cap(c_a), veh/h	0	3659	1555	0	3476	1555				1524	0	2395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	0.0	0.0	11.2	0.0				11.7	0.0	9.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	2.0	0.0				5.7	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.4	0.0	0.0	11.3	0.0				12.8	0.0	9.1
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		725			456						863	
Approach Delay, s/veh		12.4			11.3						11.5	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.7		22.0		18.7		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		8.8		13.6		6.2		
Green Ext Time (p_c), s		3.7		1.6		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	827	442	872	422	138	73
v/c Ratio	0.72	0.54	0.77	0.56	0.55	0.16
Control Delay	33.1	5.4	28.6	6.0	50.8	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	5.4	28.6	6.0	50.8	10.5
Queue Length 50th (ft)	230	0	207	0	80	0
Queue Length 95th (ft)	355	71	318	60	156	19
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	1566	946	1485	871	682	1121
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.47	0.59	0.48	0.20	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	761	407	0	387	726	119	0	63	0	0	0
Future Volume (veh/h)	0	761	407	0	387	726	119	0	63	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	827	0	0	450	0	138	0	73			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1320	591	0	1390	591	444	0	697			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	827	0	0	450	0	138	0	73			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.6	0.0	0.0	3.0	0.0	2.2	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.6	0.0	0.0	3.0	0.0	2.2	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1320	591	0	1390	591	444	0	697			
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.32	0.00	0.31	0.00	0.10			
Avail Cap(c_a), veh/h	0	4073	1822	0	4287	1822	1786	0	2806			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	7.8	0.0	10.6	0.0	10.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	1.5	0.0	1.1	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	7.8	0.0	10.7	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		827			450			211				
Approach Delay, s/veh		9.1			7.8			10.5				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.2				19.2		15.6
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.6				5.0		4.2
Green Ext Time (p_c), s		4.3				2.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Intersection						
Int Delay, s/veh	3.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	90	477	27	96	257
Future Vol, veh/h	33	90	477	27	96	257
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	98	518	29	104	279

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1020	533	0	0	547	0
Stage 1	533	-	-	-	-	-
Stage 2	487	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	262	547	-	-	1022	-
Stage 1	588	-	-	-	-	-
Stage 2	618	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	231	547	-	-	1022	-
Mov Cap-2 Maneuver	231	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	618	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.5	0	2.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	400	1022	-
HCM Lane V/C Ratio	-	-	0.334	0.102	-
HCM Control Delay (s)	-	-	18.5	8.9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.4	0.3	-

Intersection						
Int Delay, s/veh	2.6					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	56	234	418	45	27	78
Future Vol, veh/h	56	234	418	45	27	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	282	504	54	33	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	558	0	-	0	947	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	416	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	-	290	548
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	267	548
Mov Cap-2 Maneuver	-	-	-	-	267	-
Stage 1	-	-	-	-	544	-
Stage 2	-	-	-	-	666	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	16.8
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	431
HCM Lane V/C Ratio	0.067	-	-	-	0.294
HCM Control Delay (s)	8.8	0	-	-	16.8
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

Appendix F

Analysis Worksheets for Cumulative (2040) Conditions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	532	402	511	228
v/c Ratio	0.54	0.72	0.23	0.51
Control Delay	25.6	33.3	7.2	11.1
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.6	33.3	7.2	11.1
Queue Length 50th (ft)	60	117	33	14
Queue Length 95th (ft)	133	#508	124	74
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2286	558	3110	1006
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.23	0.72	0.16	0.23

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	430	60	370	470	40	170
Future Volume (veh/h)	430	60	370	470	40	170
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	467	65	402	511	43	185
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	808	110	464	2028	53	229
Arrive On Green	0.18	0.18	0.26	0.57	0.18	0.18
Sat Flow, veh/h	4693	619	1774	3632	304	1306
Grp Volume(v), veh/h	348	184	402	511	229	0
Grp Sat Flow(s),veh/h/ln	1695	1754	1774	1770	1617	0
Q Serve(g_s), s	4.9	5.0	11.2	3.7	7.1	0.0
Cycle Q Clear(g_c), s	4.9	5.0	11.2	3.7	7.1	0.0
Prop In Lane		0.35	1.00		0.19	0.81
Lane Grp Cap(c), veh/h	605	313	464	2028	283	0
V/C Ratio(X)	0.57	0.59	0.87	0.25	0.81	0.00
Avail Cap(c_a), veh/h	1891	978	686	3812	1116	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	19.6	19.6	18.3	5.5	20.6	0.0
Incr Delay (d2), s/veh	0.3	0.7	5.5	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	2.5	6.2	1.8	3.3	0.0
LnGrp Delay(d),s/veh	19.9	20.3	23.8	5.6	22.7	0.0
LnGrp LOS	B	C	C	A	C	
Approach Vol, veh/h	532			913	229	
Approach Delay, s/veh	20.0			13.6	22.7	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		16.0	20.5	15.5				36.0
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.9	20.1	29.0				56.0
Max Q Clear Time (g_c+I1), s		9.1	13.2	7.0				5.7
Green Ext Time (p_c), s		0.4	0.4	2.3				2.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.9
HCM 2010 LOS	B

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	545	108	630	207	576	283
v/c Ratio	0.49	0.20	0.54	0.32	0.79	0.21
Control Delay	16.2	4.2	16.8	3.8	25.3	2.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	4.2	16.8	3.8	25.3	2.6
Queue Length 50th (ft)	72	0	82	0	139	0
Queue Length 95th (ft)	130	28	144	35	#441	25
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2444	1071	2558	1202	1054	1775
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.22	0.10	0.25	0.17	0.55	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	490	110	0	580	190	0	0	0	530	0	260
Future Volume (veh/h)	0	490	110	0	580	190	0	0	0	530	0	260
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	533	0	0	630	0				576	0	283
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1056	449	0	1003	449				683	0	1072
Arrive On Green	0.00	0.28	0.00	0.00	0.28	0.00				0.38	0.00	0.38
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	533	0	0	630	0				576	0	283
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	4.7	0.0	0.0	6.1	0.0				11.7	0.0	2.7
Cycle Q Clear(g_c), s	0.0	4.7	0.0	0.0	6.1	0.0				11.7	0.0	2.7
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1056	449	0	1003	449				683	0	1072
V/C Ratio(X)	0.00	0.50	0.00	0.00	0.63	0.00				0.84	0.00	0.26
Avail Cap(c_a), veh/h	0	3471	1475	0	3298	1475				1352	0	2124
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	11.8	0.0	0.0	12.3	0.0				11.1	0.0	8.3
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0				1.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	0.0	0.0	3.0	0.0				5.8	0.0	1.0
LnGrp Delay(d),s/veh	0.0	12.0	0.0	0.0	12.6	0.0				12.2	0.0	8.4
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		533			630						859	
Approach Delay, s/veh		12.0			12.6						10.9	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		17.4		22.1		17.4		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		30.1		36.8		
Max Q Clear Time (g_c+I1), s		6.7		13.7		8.1		
Green Ext Time (p_c), s		2.5		1.5		3.1		

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	870	239	892	390	120	109
v/c Ratio	0.72	0.34	1.03	0.59	0.50	0.23
Control Delay	24.2	3.6	68.6	7.5	40.5	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.2	3.6	68.6	7.5	40.5	8.4
Queue Length 50th (ft)	177	0	~217	0	50	0
Queue Length 95th (ft)	233	39	#469	85	#133	24
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2023	1007	865	659	241	478
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.24	1.03	0.59	0.50	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	800	220	0	660	520	110	0	100	0	0	0
Future Volume (veh/h)	0	800	220	0	660	520	110	0	100	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	870	0	0	717	0	120	0	109			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1363	610	0	1435	610	444	0	697			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	870	0	0	717	0	120	0	109			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	7.2	0.0	0.0	5.3	0.0	2.0	0.0	1.1			
Cycle Q Clear(g_c), s	0.0	7.2	0.0	0.0	5.3	0.0	2.0	0.0	1.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1363	610	0	1435	610	444	0	697			
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.50	0.00	0.27	0.00	0.16			
Avail Cap(c_a), veh/h	0	4130	1848	0	1950	829	494	0	776			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	8.4	0.0	10.8	0.0	10.5			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.0	0.0	2.7	0.0	0.9	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	8.5	0.0	10.9	0.0	10.5			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		870			717			229				
Approach Delay, s/veh		9.2			8.5			10.8				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		20.0				20.0		15.9
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.9				18.8		10.0
Max Q Clear Time (g_c+I1), s		9.2				7.3		4.0
Green Ext Time (p_c), s		4.6				2.7		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	420	200	10	10	10
Future Vol, veh/h	10	420	200	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	457	217	11	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	228	0	-	0	702	223
Stage 1	-	-	-	-	223	-
Stage 2	-	-	-	-	479	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1340	-	-	-	404	817
Stage 1	-	-	-	-	814	-
Stage 2	-	-	-	-	623	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1340	-	-	-	400	817
Mov Cap-2 Maneuver	-	-	-	-	400	-
Stage 1	-	-	-	-	805	-
Stage 2	-	-	-	-	623	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	12
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1340	-	-	-	537
HCM Lane V/C Ratio	0.008	-	-	-	0.04
HCM Control Delay (s)	7.7	0	-	-	12
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	663	207	533	532
v/c Ratio	0.58	0.69	0.30	0.86
Control Delay	24.5	45.1	11.5	29.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.5	45.1	11.5	29.3
Queue Length 50th (ft)	81	77	61	126
Queue Length 95th (ft)	145	#273	132	311
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2251	301	2567	980
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.29	0.69	0.21	0.54

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	520	90	190	490	120	370
Future Volume (veh/h)	520	90	190	490	120	370
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	565	98	207	533	130	402
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	855	146	251	1566	142	438
Arrive On Green	0.20	0.20	0.14	0.44	0.36	0.36
Sat Flow, veh/h	4542	746	1774	3632	397	1227
Grp Volume(v), veh/h	436	227	207	533	533	0
Grp Sat Flow(s),veh/h/ln	1695	1731	1774	1770	1626	0
Q Serve(g_s), s	7.8	7.9	7.4	6.5	20.5	0.0
Cycle Q Clear(g_c), s	7.8	7.9	7.4	6.5	20.5	0.0
Prop In Lane		0.43	1.00		0.24	0.75
Lane Grp Cap(c), veh/h	662	338	251	1566	581	0
V/C Ratio(X)	0.66	0.67	0.83	0.34	0.92	0.00
Avail Cap(c_a), veh/h	1504	768	298	2539	871	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	24.3	24.4	27.3	12.0	20.1	0.0
Incr Delay (d2), s/veh	0.4	0.9	12.7	0.0	8.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	3.9	4.5	3.1	10.5	0.0
LnGrp Delay(d),s/veh	24.7	25.2	40.0	12.0	28.2	0.0
LnGrp LOS	C	C	D	B	C	
Approach Vol, veh/h	663			740	533	
Approach Delay, s/veh	24.9			19.8	28.2	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		30.3	16.1	19.0				35.1
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		22.5	9.4	9.9				8.5
Green Ext Time (p_c), s		0.9	0.1	2.8				2.6

Intersection Summary	
HCM 2010 Ctrl Delay	23.9
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	733	235	489	130	554	250
v/c Ratio	0.61	0.35	0.39	0.20	0.78	0.20
Control Delay	16.8	3.5	14.2	3.4	26.7	2.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.8	3.5	14.2	3.4	26.7	2.9
Queue Length 50th (ft)	110	0	64	0	139	0
Queue Length 95th (ft)	158	36	96	25	#432	24
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2308	1059	2420	1123	825	1433
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.32	0.22	0.20	0.12	0.67	0.17

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	650	240	0	450	120	0	0	0	510	0	230
Future Volume (veh/h)	0	650	240	0	450	120	0	0	0	510	0	230
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	707	0	0	489	0				554	0	250
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1125	478	0	1069	478				655	0	1029
Arrive On Green	0.00	0.30	0.00	0.00	0.30	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	707	0	0	489	0				554	0	250
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.5	0.0	0.0	4.5	0.0				11.4	0.0	2.5
Cycle Q Clear(g_c), s	0.0	6.5	0.0	0.0	4.5	0.0				11.4	0.0	2.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1125	478	0	1069	478				655	0	1029
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.46	0.00				0.85	0.00	0.24
Avail Cap(c_a), veh/h	0	3442	1463	0	3270	1463				1118	0	1756
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	11.3	0.0				11.5	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.4	0.0	0.0	2.2	0.0				5.8	0.0	0.9
LnGrp Delay(d),s/veh	0.0	12.2	0.0	0.0	11.4	0.0				12.7	0.0	8.8
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		707			489						804	
Approach Delay, s/veh		12.2			11.4						11.5	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.2		21.6		18.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		25.1		36.8		
Max Q Clear Time (g_c+I1), s		8.5		13.4		6.5		
Green Ext Time (p_c), s		3.5		1.3		2.3		

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	826	435	894	410	120	76
v/c Ratio	0.65	0.51	0.86	0.58	0.47	0.15
Control Delay	22.0	4.0	31.9	7.1	40.2	3.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	22.0	4.0	31.9	7.1	40.2	3.8
Queue Length 50th (ft)	168	0	171	0	52	0
Queue Length 95th (ft)	223	50	#384	89	#133	10
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2099	1116	1041	702	258	504
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.39	0.39	0.86	0.58	0.47	0.15

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	760	400	0	460	740	110	0	70	0	0	0
Future Volume (veh/h)	0	760	400	0	460	740	110	0	70	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	826	0	0	500	0	120	0	76			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1324	592	0	1394	592	436	0	685			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	826	0	0	500	0	120	0	76			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.6	0.0	0.0	3.3	0.0	1.9	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.6	0.0	0.0	3.3	0.0	1.9	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1324	592	0	1394	592	436	0	685			
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.36	0.00	0.28	0.00	0.11			
Avail Cap(c_a), veh/h	0	4210	1884	0	2119	900	520	0	817			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.8	0.0	0.0	7.8	0.0	10.5	0.0	10.1			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	0.0	1.7	0.0	0.9	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.0	0.0	0.0	7.9	0.0	10.6	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		826			500			196				
Approach Delay, s/veh		9.0			7.9			10.4				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.1				19.1		15.4
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.0				19.6		10.1
Max Q Clear Time (g_c+I1), s		8.6				5.3		3.9
Green Ext Time (p_c), s		4.3				2.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	270	480	10	10	10
Future Vol, veh/h	10	270	480	10	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	11	293	522	11	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	533	0	-	0	843	528
Stage 1	-	-	-	-	528	-
Stage 2	-	-	-	-	315	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1035	-	-	-	334	550
Stage 1	-	-	-	-	592	-
Stage 2	-	-	-	-	740	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1035	-	-	-	330	550
Mov Cap-2 Maneuver	-	-	-	-	330	-
Stage 1	-	-	-	-	584	-
Stage 2	-	-	-	-	740	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	14.2
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1035	-	-	-	412
HCM Lane V/C Ratio	0.011	-	-	-	0.053
HCM Control Delay (s)	8.5	0	-	-	14.2
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Appendix G

Analysis Worksheets for
Cumulative (2040) plus Proposed Project Conditions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	541	490	511	334
v/c Ratio	0.55	0.88	0.24	0.63
Control Delay	25.4	45.1	7.3	11.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.4	45.1	7.3	11.4
Queue Length 50th (ft)	60	152	33	16
Queue Length 95th (ft)	133	#644	124	92
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2265	555	3092	1041
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.24	0.88	0.17	0.32

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	422	75	451	470	47	260
Future Volume (veh/h)	422	75	451	470	47	260
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	459	82	490	511	51	283
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	718	125	529	2004	58	324
Arrive On Green	0.16	0.16	0.30	0.57	0.24	0.24
Sat Flow, veh/h	4525	761	1774	3632	245	1360
Grp Volume(v), veh/h	355	186	490	511	335	0
Grp Sat Flow(s),veh/h/ln	1695	1728	1774	1770	1610	0
Q Serve(g_s), s	6.5	6.7	17.9	4.9	13.4	0.0
Cycle Q Clear(g_c), s	6.5	6.7	17.9	4.9	13.4	0.0
Prop In Lane		0.44	1.00		0.15	0.84
Lane Grp Cap(c), veh/h	559	285	529	2004	383	0
V/C Ratio(X)	0.64	0.65	0.93	0.26	0.87	0.00
Avail Cap(c_a), veh/h	1470	750	533	2964	865	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.0	26.1	22.8	7.4	24.5	0.0
Incr Delay (d2), s/veh	0.4	1.0	21.9	0.0	2.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.1	3.3	11.9	2.3	6.2	0.0
LnGrp Delay(d),s/veh	26.5	27.1	44.7	7.4	27.0	0.0
LnGrp LOS	C	C	D	A	C	
Approach Vol, veh/h	541			1001	335	
Approach Delay, s/veh	26.7			25.7	27.0	
Approach LOS	C			C	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		22.8	26.8	17.2				44.1
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.9	20.1	29.0				56.0
Max Q Clear Time (g_c+I1), s		15.4	19.9	8.7				6.9
Green Ext Time (p_c), s		0.6	0.0	2.3				2.5

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	576	166	658	204	576	343
v/c Ratio	0.51	0.28	0.56	0.31	0.79	0.26
Control Delay	16.4	4.0	17.0	3.7	25.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	4.0	17.0	3.7	25.6	3.6
Queue Length 50th (ft)	78	0	87	0	143	5
Queue Length 95th (ft)	137	34	151	34	#441	36
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2417	1079	2535	1191	1041	1760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.15	0.26	0.17	0.55	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	513	169	0	605	188	0	0	0	530	0	316
Future Volume (veh/h)	0	513	169	0	605	188	0	0	0	530	0	316
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	558	0	0	658	0				576	0	343
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1084	461	0	1030	461				684	0	1075
Arrive On Green	0.00	0.29	0.00	0.00	0.29	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	558	0	0	658	0				576	0	343
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	5.1	0.0	0.0	6.6	0.0				12.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	5.1	0.0	0.0	6.6	0.0				12.0	0.0	3.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1084	461	0	1030	461				684	0	1075
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.64	0.00				0.84	0.00	0.32
Avail Cap(c_a), veh/h	0	3385	1439	0	3216	1439				1318	0	2071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	12.5	0.0				11.3	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0				1.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	0.0	3.2	0.0				6.0	0.0	1.3
LnGrp Delay(d),s/veh	0.0	12.1	0.0	0.0	12.8	0.0				12.4	0.0	8.8
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		558			658						919	
Approach Delay, s/veh		12.1			12.8						11.1	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.0		22.5		18.0		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		30.1		36.8		
Max Q Clear Time (g_c+I1), s		7.1		14.0		8.6		
Green Ext Time (p_c), s		2.7		1.7		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	877	257	900	391	130	109
v/c Ratio	0.71	0.36	1.05	0.59	0.54	0.23
Control Delay	24.0	3.6	74.3	7.5	42.6	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	3.6	74.3	7.5	42.6	8.4
Queue Length 50th (ft)	179	0	~242	0	56	0
Queue Length 95th (ft)	235	40	#476	86	#147	24
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2007	1009	857	658	239	476
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.25	1.05	0.59	0.54	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	807	236	0	673	514	120	0	100	0	0	0
Future Volume (veh/h)	0	807	236	0	673	514	120	0	100	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	877	0	0	732	0	130	0	109			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1368	612	0	1440	612	446	0	700			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	877	0	0	732	0	130	0	109			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	7.3	0.0	0.0	5.4	0.0	2.1	0.0	1.1			
Cycle Q Clear(g_c), s	0.0	7.3	0.0	0.0	5.4	0.0	2.1	0.0	1.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1368	612	0	1440	612	446	0	700			
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.51	0.00	0.29	0.00	0.16			
Avail Cap(c_a), veh/h	0	4098	1834	0	1936	823	490	0	770			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	8.5	0.0	10.9	0.0	10.6			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	0.0	2.8	0.0	1.1	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	8.6	0.0	11.1	0.0	10.6			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		877			732			239				
Approach Delay, s/veh		9.2			8.6			10.9				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		20.2				20.2		16.0
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.9				18.8		10.0
Max Q Clear Time (g_c+I1), s		9.3				7.4		4.1
Green Ext Time (p_c), s		4.7				2.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	3.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	46	107	200	37	115	411
Future Vol, veh/h	46	107	200	37	115	411
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	50	116	217	40	125	447

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	934	237	0	0	257	0
Stage 1	237	-	-	-	-	-
Stage 2	697	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	295	802	-	-	1308	-
Stage 1	802	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	258	802	-	-	1308	-
Mov Cap-2 Maneuver	258	-	-	-	-	-
Stage 1	700	-	-	-	-	-
Stage 2	494	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16	0	1.8
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	491	1308	-
HCM Lane V/C Ratio	-	-	0.339	0.096	-
HCM Control Delay (s)	-	-	16	8	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	-

Intersection						
Int Delay, s/veh	2.9					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	66	391	146	69	44	90
Future Vol, veh/h	66	391	146	69	44	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	72	425	159	75	48	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	234	0	-	0	766	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	569	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1333	-	-	-	371	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	566	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1333	-	-	-	345	844
Mov Cap-2 Maneuver	-	-	-	-	345	-
Stage 1	-	-	-	-	777	-
Stage 2	-	-	-	-	566	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	13.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	572
HCM Lane V/C Ratio	0.054	-	-	-	0.255
HCM Control Delay (s)	7.9	0	-	-	13.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	667	292	533	634
v/c Ratio	0.60	1.06	0.32	0.89
Control Delay	26.6	108.2	13.6	31.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.6	108.2	13.6	31.3
Queue Length 50th (ft)	92	~149	76	171
Queue Length 95th (ft)	143	#400	132	#448
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2061	275	2348	927
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	1.06	0.23	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	510	104	269	490	124	459
Future Volume (veh/h)	510	104	269	490	124	459
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	554	113	292	533	135	499
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	793	159	253	1480	142	525
Arrive On Green	0.19	0.19	0.14	0.42	0.41	0.41
Sat Flow, veh/h	4420	851	1774	3632	345	1274
Grp Volume(v), veh/h	440	227	292	533	635	0
Grp Sat Flow(s),veh/h/ln	1695	1713	1774	1770	1621	0
Q Serve(g_s), s	9.4	9.6	11.0	8.0	29.2	0.0
Cycle Q Clear(g_c), s	9.4	9.6	11.0	8.0	29.2	0.0
Prop In Lane		0.50	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	632	319	253	1480	668	0
V/C Ratio(X)	0.70	0.71	1.16	0.36	0.95	0.00
Avail Cap(c_a), veh/h	1273	643	253	2149	734	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.4	29.5	33.1	15.4	21.9	0.0
Incr Delay (d2), s/veh	0.5	1.1	105.4	0.1	20.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.6	12.7	3.9	16.8	0.0
LnGrp Delay(d),s/veh	29.9	30.6	138.5	15.4	42.2	0.0
LnGrp LOS	C	C	F	B	D	
Approach Vol, veh/h	667			825	635	
Approach Delay, s/veh	30.1			59.0	42.2	
Approach LOS	C			E	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		38.7	17.9	20.6				38.5
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		31.2	13.0	11.6				10.0
Green Ext Time (p_c), s		0.6	0.0	2.8				2.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	762	291	515	128	554	310
v/c Ratio	0.62	0.41	0.40	0.20	0.78	0.24
Control Delay	17.0	3.6	14.3	3.4	27.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	3.6	14.3	3.4	27.2	2.8
Queue Length 50th (ft)	118	0	70	0	148	0
Queue Length 95th (ft)	165	39	102	25	#432	27
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2272	1065	2384	1108	813	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.22	0.12	0.68	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	672	297	0	474	118	0	0	0	510	0	285
Future Volume (veh/h)	0	672	297	0	474	118	0	0	0	510	0	285
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	730	0	0	515	0				554	0	310
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1146	487	0	1089	487				657	0	1032
Arrive On Green	0.00	0.31	0.00	0.00	0.31	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	730	0	0	515	0				554	0	310
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.9	0.0	0.0	4.8	0.0				11.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	6.9	0.0	0.0	4.8	0.0				11.6	0.0	3.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1146	487	0	1089	487				657	0	1032
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.47	0.00				0.84	0.00	0.30
Avail Cap(c_a), veh/h	0	3372	1433	0	3203	1433				1095	0	1720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	0.0	0.0	11.4	0.0				11.7	0.0	9.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	2.3	0.0				5.8	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.3	0.0	0.0	11.5	0.0				13.0	0.0	9.1
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		730			515						864	
Approach Delay, s/veh		12.3			11.5						11.6	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.7		22.0		18.7		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		25.1		36.8		
Max Q Clear Time (g_c+I1), s		8.9		13.6		6.8		
Green Ext Time (p_c), s		3.6		1.4		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	830	454	895	414	130	76
v/c Ratio	0.68	0.54	0.93	0.61	0.55	0.16
Control Delay	23.8	4.2	40.5	7.5	43.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	4.2	40.5	7.5	43.0	3.9
Queue Length 50th (ft)	170	0	179	0	57	0
Queue Length 95th (ft)	224	51	#396	89	#149	10
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	1943	1074	964	683	239	475
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.42	0.93	0.61	0.54	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	764	418	0	472	732	120	0	70	0	0	0
Future Volume (veh/h)	0	764	418	0	472	732	120	0	70	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	830	0	0	513	0	130	0	76			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1326	593	0	1395	593	441	0	692			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	830	0	0	513	0	130	0	76			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.7	0.0	0.0	3.5	0.0	2.1	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.7	0.0	0.0	3.5	0.0	2.1	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1326	593	0	1395	593	441	0	692			
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.37	0.00	0.29	0.00	0.11			
Avail Cap(c_a), veh/h	0	4177	1869	0	2102	893	516	0	810			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	7.9	0.0	10.6	0.0	10.1			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.0	1.8	0.0	1.0	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	7.9	0.0	10.7	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		830			513			206				
Approach Delay, s/veh		9.1			7.9			10.5				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.2				19.2		15.5
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.0				19.6		10.1
Max Q Clear Time (g_c+I1), s		8.7				5.5		4.1
Green Ext Time (p_c), s		4.4				2.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	3.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	33	90	493	27	96	277
Future Vol, veh/h	33	90	493	27	96	277
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	36	98	536	29	104	301

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1060	551	0	0	565	0
Stage 1	551	-	-	-	-	-
Stage 2	509	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	248	534	-	-	1007	-
Stage 1	577	-	-	-	-	-
Stage 2	604	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	217	534	-	-	1007	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	505	-	-	-	-	-
Stage 2	604	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	19.3	0	2.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	384	1007	-
HCM Lane V/C Ratio	-	-	0.348	0.104	-
HCM Control Delay (s)	-	-	19.3	9	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	1.5	0.3	-

Intersection						
Int Delay, s/veh	2.7					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	62	248	440	53	35	80
Future Vol, veh/h	62	248	440	53	35	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	67	270	478	58	38	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	536	0	-	0	911	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	404	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1032	-	-	-	304	566
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	674	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	281	566
Mov Cap-2 Maneuver	-	-	-	-	281	-
Stage 1	-	-	-	-	559	-
Stage 2	-	-	-	-	674	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	432
HCM Lane V/C Ratio	0.065	-	-	-	0.289
HCM Control Delay (s)	8.7	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.2	-	-	-	1.2

Appendix H

Analysis Worksheets for
Existing (2018) plus Proposed Project Conditions with Access Restrictions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	466	366	307	326
v/c Ratio	0.50	0.64	0.14	0.62
Control Delay	25.0	30.1	6.9	11.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	25.0	30.1	6.9	11.3
Queue Length 50th (ft)	51	101	18	16
Queue Length 95th (ft)	102	#450	75	91
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2284	570	3140	1035
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.20	0.64	0.10	0.31

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	325	57	333	279	47	253
Future Volume (veh/h)	325	57	333	279	47	253
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	396	70	366	307	51	275
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.82	0.82	0.91	0.91	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	692	119	426	1853	60	323
Arrive On Green	0.16	0.16	0.24	0.52	0.24	0.24
Sat Flow, veh/h	4536	752	1774	3632	251	1355
Grp Volume(v), veh/h	305	161	366	307	327	0
Grp Sat Flow(s),veh/h/ln	1695	1730	1774	1770	1611	0
Q Serve(g_s), s	4.6	4.8	10.9	2.5	10.7	0.0
Cycle Q Clear(g_c), s	4.6	4.8	10.9	2.5	10.7	0.0
Prop In Lane		0.43	1.00		0.16	0.84
Lane Grp Cap(c), veh/h	537	274	426	1853	384	0
V/C Ratio(X)	0.57	0.59	0.86	0.17	0.85	0.00
Avail Cap(c_a), veh/h	1785	911	660	3624	1038	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	21.4	21.5	20.0	6.8	20.0	0.0
Incr Delay (d2), s/veh	0.4	0.7	4.4	0.0	2.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.1	2.3	5.8	1.2	4.9	0.0
LnGrp Delay(d),s/veh	21.8	22.3	24.4	6.9	22.1	0.0
LnGrp LOS	C	C	C	A	C	
Approach Vol, veh/h	466			673	327	
Approach Delay, s/veh	22.0			16.4	22.1	
Approach LOS	C			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		20.0	20.1	14.9				35.0
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.5	20.5	29.0				56.4
Max Q Clear Time (g_c+I1), s		12.7	12.9	6.8				4.5
Green Ext Time (p_c), s		0.6	0.4	2.0				1.4

Intersection Summary	
HCM 2010 Ctrl Delay	19.4
HCM 2010 LOS	B

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	461	161	318	66	587	352
v/c Ratio	0.46	0.30	0.30	0.13	0.78	0.25
Control Delay	16.2	4.6	15.0	5.0	23.0	2.2
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.2	4.6	15.0	5.0	23.0	2.2
Queue Length 50th (ft)	55	0	35	0	124	0
Queue Length 95th (ft)	121	37	81	22	#412	25
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2753	1206	2890	1305	1311	2155
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.17	0.13	0.11	0.05	0.45	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	403	163	0	302	63	0	0	0	522	0	313
Future Volume (veh/h)	0	403	163	0	302	63	0	0	0	522	0	313
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	443	0	0	318	0				587	0	352
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.95	0.95	0.95				0.89	0.89	0.89
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	844	359	0	802	359				714	0	1121
Arrive On Green	0.00	0.23	0.00	0.00	0.23	0.00				0.40	0.00	0.40
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	443	0	0	318	0				587	0	352
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	3.7	0.0	0.0	2.7	0.0				10.4	0.0	3.1
Cycle Q Clear(g_c), s	0.0	3.7	0.0	0.0	2.7	0.0				10.4	0.0	3.1
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	844	359	0	802	359				714	0	1121
V/C Ratio(X)	0.00	0.52	0.00	0.00	0.40	0.00				0.82	0.00	0.31
Avail Cap(c_a), veh/h	0	4222	1794	0	4011	1794				1759	0	2763
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	11.6	0.0				9.4	0.0	7.2
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				0.9	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.9	0.0	0.0	1.3	0.0				5.2	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.2	0.0	0.0	11.7	0.0				10.4	0.0	7.3
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		443			318						939	
Approach Delay, s/veh		12.2			11.7						9.2	
Approach LOS		B			B						A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		14.2		21.1		14.2		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		5.7		12.4		4.7		
Green Ext Time (p_c), s		2.1		1.8		1.4		

Intersection Summary	
HCM 2010 Ctrl Delay	10.4
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	785	223	547	283	132	102
v/c Ratio	0.66	0.33	0.66	0.53	0.44	0.18
Control Delay	23.5	4.2	20.7	8.0	36.3	8.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.5	4.2	20.7	8.0	36.3	8.6
Queue Length 50th (ft)	145	0	68	0	51	0
Queue Length 95th (ft)	256	44	161	69	137	25
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2085	1024	1921	963	909	1481
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.38	0.22	0.28	0.29	0.15	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	714	203	0	234	505	119	0	92	0	0	0
Future Volume (veh/h)	0	714	203	0	234	505	119	0	92	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	785	0	0	263	0	132	0	102			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.91	0.91	0.91	0.89	0.89	0.89	0.90	0.90	0.90			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1270	568	0	1337	568	461	0	724			
Arrive On Green	0.00	0.36	0.00	0.00	0.36	0.00	0.26	0.00	0.26			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	785	0	0	263	0	132	0	102			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.3	0.0	0.0	1.7	0.0	2.0	0.0	1.0			
Cycle Q Clear(g_c), s	0.0	6.3	0.0	0.0	1.7	0.0	2.0	0.0	1.0			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1270	568	0	1337	568	461	0	724			
V/C Ratio(X)	0.00	0.62	0.00	0.00	0.20	0.00	0.29	0.00	0.14			
Avail Cap(c_a), veh/h	0	4120	1843	0	4337	1843	1807	0	2839			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.1	0.0	0.0	7.6	0.0	10.2	0.0	9.8			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.1	0.0	0.0	0.8	0.0	1.0	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.3	0.0	0.0	7.6	0.0	10.3	0.0	9.8			
LnGrp LOS		A			A		B		A			
Approach Vol, veh/h		785			263			234				
Approach Delay, s/veh		9.3			7.6			10.1				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		18.5				18.5		15.8
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.3				3.7		4.0
Green Ext Time (p_c), s		4.1				1.2		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	1.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	107	193	37	0	382
Future Vol, veh/h	0	107	193	37	0	382
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	210	40	0	415

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	645	230	0	0	-	-
Stage 1	230	-	-	-	-	-
Stage 2	415	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	437	809	-	-	0	-
Stage 1	808	-	-	-	0	-
Stage 2	666	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	437	809	-	-	-	-
Mov Cap-2 Maneuver	437	-	-	-	-	-
Stage 1	808	-	-	-	-	-
Stage 2	666	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	809	-
HCM Lane V/C Ratio	-	-	0.144	-
HCM Control Delay (s)	-	-	10.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection						
Int Delay, s/veh	6.1					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	180	202	141	61	81	82
Future Vol, veh/h	180	202	141	61	81	82
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	200	224	157	68	90	91

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	225	0	-	0	815	191
Stage 1	-	-	-	-	191	-
Stage 2	-	-	-	-	624	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1344	-	-	-	347	851
Stage 1	-	-	-	-	841	-
Stage 2	-	-	-	-	534	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1344	-	-	-	288	851
Mov Cap-2 Maneuver	-	-	-	-	288	-
Stage 1	-	-	-	-	698	-
Stage 2	-	-	-	-	534	-

Approach	EB	WB	SB
HCM Control Delay, s	3.8	0	19.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1344	-	-	-	432
HCM Lane V/C Ratio	0.149	-	-	-	0.419
HCM Control Delay (s)	8.1	0	-	-	19.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.5	-	-	-	2

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	588	274	493	736
v/c Ratio	0.63	0.85	0.32	0.91
Control Delay	34.1	61.8	17.4	35.5
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	34.1	61.8	17.4	35.5
Queue Length 50th (ft)	105	154	96	287
Queue Length 95th (ft)	135	#350	131	#459
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	1612	324	2046	830
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.36	0.85	0.24	0.89

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	406	105	249	449	118	449
Future Volume (veh/h)	406	105	249	449	118	449
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	467	121	274	493	153	583
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.87	0.87	0.91	0.91	0.77	0.77
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	657	165	308	1462	148	564
Arrive On Green	0.16	0.16	0.17	0.41	0.44	0.44
Sat Flow, veh/h	4221	1020	1774	3632	336	1281
Grp Volume(v), veh/h	388	200	274	493	737	0
Grp Sat Flow(s),veh/h/ln	1695	1683	1774	1770	1620	0
Q Serve(g_s), s	9.7	10.1	13.5	8.5	39.3	0.0
Cycle Q Clear(g_c), s	9.7	10.1	13.5	8.5	39.3	0.0
Prop In Lane		0.61	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	550	273	308	1462	713	0
V/C Ratio(X)	0.71	0.73	0.89	0.34	1.03	0.00
Avail Cap(c_a), veh/h	1101	546	332	2085	713	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	35.4	35.6	36.0	17.9	25.0	0.0
Incr Delay (d2), s/veh	0.6	1.4	22.0	0.1	42.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.6	4.8	8.5	4.1	25.9	0.0
LnGrp Delay(d),s/veh	36.0	37.0	58.0	17.9	67.7	0.0
LnGrp LOS	D	D	E	B	F	
Approach Vol, veh/h	588			767	737	
Approach Delay, s/veh	36.4			32.2	67.7	
Approach LOS	D			C	E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		46.2	22.4	20.7				43.1
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		39.3	16.7	29.0				52.6
Max Q Clear Time (g_c+I1), s		41.3	15.5	12.1				10.5
Green Ext Time (p_c), s		0.0	0.1	2.4				2.4

Intersection Summary	
HCM 2010 Ctrl Delay	45.9
HCM 2010 LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	747	199	456	102	552	311
v/c Ratio	0.61	0.31	0.36	0.16	0.80	0.24
Control Delay	17.7	4.0	14.8	4.2	26.2	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.7	4.0	14.8	4.2	26.2	2.5
Queue Length 50th (ft)	104	0	55	0	148	0
Queue Length 95th (ft)	207	40	114	27	368	25
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2483	1112	2601	1190	1157	1929
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.30	0.18	0.18	0.09	0.48	0.16

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	660	201	0	415	93	0	0	0	508	0	286
Future Volume (veh/h)	0	660	201	0	415	93	0	0	0	508	0	286
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	725	0	0	456	0				552	0	311
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1142	486	0	1085	486				659	0	1036
Arrive On Green	0.00	0.31	0.00	0.00	0.31	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	725	0	0	456	0				552	0	311
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.8	0.0	0.0	4.2	0.0				11.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	6.8	0.0	0.0	4.2	0.0				11.6	0.0	3.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1142	486	0	1085	486				659	0	1036
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.42	0.00				0.84	0.00	0.30
Avail Cap(c_a), veh/h	0	3659	1555	0	3476	1555				1524	0	2395
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.2	0.0	0.0	11.2	0.0				11.7	0.0	9.0
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	2.0	0.0				5.7	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.4	0.0	0.0	11.3	0.0				12.8	0.0	9.1
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		725			456						863	
Approach Delay, s/veh		12.4			11.3						11.5	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.7		22.0		18.7		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		40.0		35.0		40.0		
Max Q Clear Time (g_c+I1), s		8.8		13.6		6.2		
Green Ext Time (p_c), s		3.7		1.6		2.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.8
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	827	442	872	422	138	73
v/c Ratio	0.72	0.54	0.77	0.56	0.55	0.16
Control Delay	33.1	5.4	28.6	6.0	50.8	10.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	33.1	5.4	28.6	6.0	50.8	10.5
Queue Length 50th (ft)	230	0	207	0	80	0
Queue Length 95th (ft)	355	71	318	60	156	19
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	1566	946	1485	871	682	1121
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.53	0.47	0.59	0.48	0.20	0.07

Intersection Summary

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	761	407	0	387	726	119	0	63	0	0	0
Future Volume (veh/h)	0	761	407	0	387	726	119	0	63	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	827	0	0	450	0	138	0	73			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.86	0.86	0.86	0.86	0.86	0.86			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1320	591	0	1390	591	444	0	697			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	827	0	0	450	0	138	0	73			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.6	0.0	0.0	3.0	0.0	2.2	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.6	0.0	0.0	3.0	0.0	2.2	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1320	591	0	1390	591	444	0	697			
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.32	0.00	0.31	0.00	0.10			
Avail Cap(c_a), veh/h	0	4073	1822	0	4287	1822	1786	0	2806			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	7.8	0.0	10.6	0.0	10.0			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.0	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.2	0.0	0.0	1.5	0.0	1.1	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	7.8	0.0	10.7	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		827			450			211				
Approach Delay, s/veh		9.1			7.8			10.5				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.2				19.2		15.6
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		40.0				40.0		35.0
Max Q Clear Time (g_c+I1), s		8.6				5.0		4.2
Green Ext Time (p_c), s		4.3				2.1		0.3

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Intersection	
Int Delay, s/veh	1.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	90	477	27	0	353
Future Vol, veh/h	0	90	477	27	0	353
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	98	518	29	0	384

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	917	533	0	0	-	-
Stage 1	533	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	302	547	-	-	0	-
Stage 1	588	-	-	-	0	-
Stage 2	688	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	302	547	-	-	-	-
Mov Cap-2 Maneuver	302	-	-	-	-	-
Stage 1	588	-	-	-	-	-
Stage 2	688	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	547	-
HCM Lane V/C Ratio	-	-	0.179	-
HCM Control Delay (s)	-	-	13	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.6	-

Intersection	
Int Delay, s/veh	6.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	152	201	418	45	60	78
Future Vol, veh/h	152	201	418	45	60	78
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	183	242	504	54	72	94

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	558	0	-	0	1139	531
Stage 1	-	-	-	-	531	-
Stage 2	-	-	-	-	608	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1013	-	-	-	223	548
Stage 1	-	-	-	-	590	-
Stage 2	-	-	-	-	543	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1013	-	-	-	176	548
Mov Cap-2 Maneuver	-	-	-	-	176	-
Stage 1	-	-	-	-	467	-
Stage 2	-	-	-	-	543	-

Approach	EB	WB	SB
HCM Control Delay, s	4	0	33.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1013	-	-	-	286
HCM Lane V/C Ratio	0.181	-	-	-	0.581
HCM Control Delay (s)	9.3	0	-	-	33.7
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.7	-	-	-	3.4

Appendix I

Analysis Worksheets for
Cumulative (2040) plus Proposed Project Conditions with Access Restrictions

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	541	490	511	334
v/c Ratio	0.52	0.77	0.22	0.62
Control Delay	24.6	27.6	5.1	13.4
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	24.6	27.6	5.1	13.4
Queue Length 50th (ft)	46	114	22	20
Queue Length 95th (ft)	167	437	100	140
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	1196	1579	3300	592
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.45	0.31	0.15	0.56

Intersection Summary

Description: Frontage Rd and E Mariposa Rd

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	422	75	451	470	47	260
Future Volume (veh/h)	422	75	451	470	47	260
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	459	82	490	511	51	283
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	767	134	567	2066	59	327
Arrive On Green	0.18	0.18	0.32	0.58	0.24	0.24
Sat Flow, veh/h	4525	761	1774	3632	245	1360
Grp Volume(v), veh/h	355	186	490	511	335	0
Grp Sat Flow(s),veh/h/ln	1695	1728	1774	1770	1610	0
Q Serve(g_s), s	4.4	4.5	11.8	3.2	9.1	0.0
Cycle Q Clear(g_c), s	4.4	4.5	11.8	3.2	9.1	0.0
Prop In Lane		0.44	1.00		0.15	0.84
Lane Grp Cap(c), veh/h	597	304	567	2066	387	0
V/C Ratio(X)	0.59	0.61	0.86	0.25	0.87	0.00
Avail Cap(c_a), veh/h	821	418	2187	4362	390	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	17.2	17.3	14.5	4.6	16.6	0.0
Incr Delay (d2), s/veh	0.4	0.7	1.6	0.0	17.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	2.2	6.0	1.6	5.9	0.0
LnGrp Delay(d),s/veh	17.6	18.0	16.1	4.6	33.9	0.0
LnGrp LOS	B	B	B	A	C	
Approach Vol, veh/h	541			1001	335	
Approach Delay, s/veh	17.7			10.2	33.9	
Approach LOS	B			B	C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		14.9	18.5	12.0				30.5
Change Period (Y+Rc), s		4.0	4.0	4.0				4.0
Max Green Setting (Gmax), s		11.0	56.0	11.0				56.0
Max Q Clear Time (g_c+I1), s		11.1	13.8	6.5				5.2
Green Ext Time (p_c), s		0.0	0.8	1.0				2.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.6
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	576	166	658	204	576	343
v/c Ratio	0.51	0.28	0.56	0.31	0.79	0.26
Control Delay	16.4	4.0	17.0	3.7	25.6	3.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	16.4	4.0	17.0	3.7	25.6	3.6
Queue Length 50th (ft)	78	0	87	0	143	5
Queue Length 95th (ft)	137	34	151	34	#441	36
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2417	1079	2535	1191	1041	1760
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.24	0.15	0.26	0.17	0.55	0.19

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	513	169	0	605	188	0	0	0	530	0	316
Future Volume (veh/h)	0	513	169	0	605	188	0	0	0	530	0	316
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	558	0	0	658	0				576	0	343
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1084	461	0	1030	461				684	0	1075
Arrive On Green	0.00	0.29	0.00	0.00	0.29	0.00				0.39	0.00	0.39
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	558	0	0	658	0				576	0	343
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	5.1	0.0	0.0	6.6	0.0				12.0	0.0	3.5
Cycle Q Clear(g_c), s	0.0	5.1	0.0	0.0	6.6	0.0				12.0	0.0	3.5
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1084	461	0	1030	461				684	0	1075
V/C Ratio(X)	0.00	0.51	0.00	0.00	0.64	0.00				0.84	0.00	0.32
Avail Cap(c_a), veh/h	0	3385	1439	0	3216	1439				1318	0	2071
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.0	0.0	0.0	12.5	0.0				11.3	0.0	8.7
Incr Delay (d2), s/veh	0.0	0.1	0.0	0.0	0.2	0.0				1.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.6	0.0	0.0	3.2	0.0				6.0	0.0	1.3
LnGrp Delay(d),s/veh	0.0	12.1	0.0	0.0	12.8	0.0				12.4	0.0	8.8
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		558			658						919	
Approach Delay, s/veh		12.1			12.8						11.1	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.0		22.5		18.0		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		30.1		36.8		
Max Q Clear Time (g_c+I1), s		7.1		14.0		8.6		
Green Ext Time (p_c), s		2.7		1.7		3.2		

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	877	257	900	391	120	109
v/c Ratio	0.71	0.36	1.05	0.59	0.50	0.23
Control Delay	24.0	3.6	74.3	7.5	40.9	8.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	24.0	3.6	74.3	7.5	40.9	8.4
Queue Length 50th (ft)	179	0	~242	0	51	0
Queue Length 95th (ft)	235	40	#476	86	#133	24
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	2007	1009	857	658	239	476
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.25	1.05	0.59	0.50	0.23

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	807	236	0	673	514	110	0	100	0	0	0
Future Volume (veh/h)	0	807	236	0	673	514	110	0	100	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	877	0	0	732	0	120	0	109			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1370	613	0	1442	613	442	0	695			
Arrive On Green	0.00	0.39	0.00	0.00	0.39	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	877	0	0	732	0	120	0	109			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	7.3	0.0	0.0	5.4	0.0	2.0	0.0	1.1			
Cycle Q Clear(g_c), s	0.0	7.3	0.0	0.0	5.4	0.0	2.0	0.0	1.1			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1370	613	0	1442	613	442	0	695			
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.51	0.00	0.27	0.00	0.16			
Avail Cap(c_a), veh/h	0	4114	1841	0	1943	826	492	0	773			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	9.0	0.0	0.0	8.4	0.0	10.9	0.0	10.6			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.6	0.0	0.0	2.8	0.0	0.9	0.0	0.4			
LnGrp Delay(d),s/veh	0.0	9.2	0.0	0.0	8.5	0.0	11.0	0.0	10.6			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		877			732			229				
Approach Delay, s/veh		9.2			8.5			10.8				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		20.2				20.2		15.9
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.9				18.8		10.0
Max Q Clear Time (g_c+I1), s		9.3				7.4		4.0
Green Ext Time (p_c), s		4.7				2.8		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.1
HCM 2010 LOS	A

Notes

Intersection						
Int Delay, s/veh	1.3					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	107	200	37	0	526
Future Vol, veh/h	0	107	200	37	0	526
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	116	217	40	0	572

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	809	237	0	0	-	-
Stage 1	237	-	-	-	-	-
Stage 2	572	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	350	802	-	-	0	-
Stage 1	802	-	-	-	0	-
Stage 2	565	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	350	802	-	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	802	-	-	-	-	-
Stage 2	565	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	802	-
HCM Lane V/C Ratio	-	-	0.145	-
HCM Control Delay (s)	-	-	10.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.5	-

Intersection	
Int Delay, s/veh	6.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	181	345	146	69	90	90
Future Vol, veh/h	181	345	146	69	90	90
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	197	375	159	75	98	98

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	234	0	-	0	966	197
Stage 1	-	-	-	-	197	-
Stage 2	-	-	-	-	769	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1333	-	-	-	282	844
Stage 1	-	-	-	-	836	-
Stage 2	-	-	-	-	457	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1333	-	-	-	229	844
Mov Cap-2 Maneuver	-	-	-	-	229	-
Stage 1	-	-	-	-	680	-
Stage 2	-	-	-	-	457	-

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	26.3
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1333	-	-	-	360
HCM Lane V/C Ratio	0.148	-	-	-	0.543
HCM Control Delay (s)	8.2	0	-	-	26.3
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.5	-	-	-	3.1

Lane Group	EBT	WBL	WBT	NBL
Lane Group Flow (vph)	667	292	533	634
v/c Ratio	0.60	1.06	0.32	0.89
Control Delay	26.6	108.2	13.6	31.3
Queue Delay	0.0	0.0	0.0	0.0
Total Delay	26.6	108.2	13.6	31.3
Queue Length 50th (ft)	92	~149	76	171
Queue Length 95th (ft)	143	#400	132	#448
Internal Link Dist (ft)	155		563	282
Turn Bay Length (ft)		465		
Base Capacity (vph)	2061	275	2348	927
Starvation Cap Reductn	0	0	0	0
Spillback Cap Reductn	0	0	0	0
Storage Cap Reductn	0	0	0	0
Reduced v/c Ratio	0.32	1.06	0.23	0.68

Intersection Summary

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	510	104	269	490	124	459
Future Volume (veh/h)	510	104	269	490	124	459
Number	4	14	3	8	5	12
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1900	1863	1863	1863	1900
Adj Flow Rate, veh/h	554	113	292	533	135	499
Adj No. of Lanes	3	0	1	2	0	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	0	0
Cap, veh/h	793	159	253	1480	142	525
Arrive On Green	0.19	0.19	0.14	0.42	0.41	0.41
Sat Flow, veh/h	4420	851	1774	3632	345	1274
Grp Volume(v), veh/h	440	227	292	533	635	0
Grp Sat Flow(s),veh/h/ln	1695	1713	1774	1770	1621	0
Q Serve(g_s), s	9.4	9.6	11.0	8.0	29.2	0.0
Cycle Q Clear(g_c), s	9.4	9.6	11.0	8.0	29.2	0.0
Prop In Lane		0.50	1.00		0.21	0.79
Lane Grp Cap(c), veh/h	632	319	253	1480	668	0
V/C Ratio(X)	0.70	0.71	1.16	0.36	0.95	0.00
Avail Cap(c_a), veh/h	1273	643	253	2149	734	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	29.4	29.5	33.1	15.4	21.9	0.0
Incr Delay (d2), s/veh	0.5	1.1	105.4	0.1	20.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	4.6	12.7	3.9	16.8	0.0
LnGrp Delay(d),s/veh	29.9	30.6	138.5	15.4	42.2	0.0
LnGrp LOS	C	C	F	B	D	
Approach Vol, veh/h	667			825	635	
Approach Delay, s/veh	30.1			59.0	42.2	
Approach LOS	C			E	D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		38.7	17.9	20.6				38.5
Change Period (Y+Rc), s		6.9	6.9	6.2				6.2
Max Green Setting (Gmax), s		35.0	11.0	29.0				46.9
Max Q Clear Time (g_c+I1), s		31.2	13.0	11.6				10.0
Green Ext Time (p_c), s		0.6	0.0	2.8				2.6

Intersection Summary	
HCM 2010 Ctrl Delay	44.9
HCM 2010 LOS	D

Lane Group	EBT	EBR	WBT	WBR	SBL	SBR
Lane Group Flow (vph)	762	291	515	128	554	310
v/c Ratio	0.62	0.41	0.40	0.20	0.78	0.24
Control Delay	17.0	3.6	14.3	3.4	27.2	2.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	17.0	3.6	14.3	3.4	27.2	2.8
Queue Length 50th (ft)	118	0	70	0	148	0
Queue Length 95th (ft)	165	39	102	25	#432	27
Internal Link Dist (ft)	563		1295			
Turn Bay Length (ft)				895		
Base Capacity (vph)	2272	1065	2384	1108	813	1448
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.34	0.27	0.22	0.12	0.68	0.21

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	672	297	0	474	118	0	0	0	510	0	285
Future Volume (veh/h)	0	672	297	0	474	118	0	0	0	510	0	285
Number	5	2	12	1	6	16				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863				1863	0	1863
Adj Flow Rate, veh/h	0	730	0	0	515	0				554	0	310
Adj No. of Lanes	0	2	1	0	2	1				1	0	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	0	2	2				2	0	2
Cap, veh/h	0	1146	487	0	1089	487				657	0	1032
Arrive On Green	0.00	0.31	0.00	0.00	0.31	0.00				0.37	0.00	0.37
Sat Flow, veh/h	0	3725	1583	0	3632	1583				1774	0	2787
Grp Volume(v), veh/h	0	730	0	0	515	0				554	0	310
Grp Sat Flow(s),veh/h/ln	0	1863	1583	0	1770	1583				1774	0	1393
Q Serve(g_s), s	0.0	6.9	0.0	0.0	4.8	0.0				11.6	0.0	3.2
Cycle Q Clear(g_c), s	0.0	6.9	0.0	0.0	4.8	0.0				11.6	0.0	3.2
Prop In Lane	0.00		1.00	0.00		1.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1146	487	0	1089	487				657	0	1032
V/C Ratio(X)	0.00	0.64	0.00	0.00	0.47	0.00				0.84	0.00	0.30
Avail Cap(c_a), veh/h	0	3372	1433	0	3203	1433				1095	0	1720
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	12.1	0.0	0.0	11.4	0.0				11.7	0.0	9.1
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0				1.3	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.5	0.0	0.0	2.3	0.0				5.8	0.0	1.2
LnGrp Delay(d),s/veh	0.0	12.3	0.0	0.0	11.5	0.0				13.0	0.0	9.1
LnGrp LOS		B			B					B		A
Approach Vol, veh/h		730			515						864	
Approach Delay, s/veh		12.3			11.5						11.6	
Approach LOS		B			B						B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		18.7		22.0		18.7		
Change Period (Y+Rc), s		6.2		6.9		6.2		
Max Green Setting (Gmax), s		36.8		25.1		36.8		
Max Q Clear Time (g_c+I1), s		8.9		13.6		6.8		
Green Ext Time (p_c), s		3.6		1.4		2.4		

Intersection Summary	
HCM 2010 Ctrl Delay	11.9
HCM 2010 LOS	B

Notes

Lane Group	EBT	EBR	WBT	WBR	NBL	NBR
Lane Group Flow (vph)	830	454	895	414	130	76
v/c Ratio	0.68	0.54	0.93	0.61	0.55	0.16
Control Delay	23.8	4.2	40.5	7.5	43.0	3.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	23.8	4.2	40.5	7.5	43.0	3.9
Queue Length 50th (ft)	170	0	179	0	57	0
Queue Length 95th (ft)	224	51	#396	89	#149	10
Internal Link Dist (ft)	1295		2090			
Turn Bay Length (ft)		880				
Base Capacity (vph)	1943	1074	964	683	239	475
Starvation Cap Reductn	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.42	0.93	0.61	0.54	0.16

Intersection Summary

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	764	418	0	472	732	120	0	70	0	0	0
Future Volume (veh/h)	0	764	418	0	472	732	120	0	70	0	0	0
Number	5	2	12	1	6	16	3	8	18			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	0	1863	1863	0	1863	1863	1863	0	1863			
Adj Flow Rate, veh/h	0	830	0	0	513	0	130	0	76			
Adj No. of Lanes	0	2	1	0	2	1	1	0	2			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	0	2	2	0	2	2	2	0	2			
Cap, veh/h	0	1326	593	0	1395	593	441	0	692			
Arrive On Green	0.00	0.37	0.00	0.00	0.37	0.00	0.25	0.00	0.25			
Sat Flow, veh/h	0	3632	1583	0	3725	1583	1774	0	2787			
Grp Volume(v), veh/h	0	830	0	0	513	0	130	0	76			
Grp Sat Flow(s),veh/h/ln	0	1770	1583	0	1863	1583	1774	0	1393			
Q Serve(g_s), s	0.0	6.7	0.0	0.0	3.5	0.0	2.1	0.0	0.7			
Cycle Q Clear(g_c), s	0.0	6.7	0.0	0.0	3.5	0.0	2.1	0.0	0.7			
Prop In Lane	0.00		1.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	0	1326	593	0	1395	593	441	0	692			
V/C Ratio(X)	0.00	0.63	0.00	0.00	0.37	0.00	0.29	0.00	0.11			
Avail Cap(c_a), veh/h	0	4177	1869	0	2102	893	516	0	810			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.00	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	0.0	8.9	0.0	0.0	7.9	0.0	10.6	0.0	10.1			
Incr Delay (d2), s/veh	0.0	0.2	0.0	0.0	0.1	0.0	0.1	0.0	0.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.0	3.3	0.0	0.0	1.8	0.0	1.0	0.0	0.3			
LnGrp Delay(d),s/veh	0.0	9.1	0.0	0.0	7.9	0.0	10.7	0.0	10.1			
LnGrp LOS		A			A		B		B			
Approach Vol, veh/h		830			513			206				
Approach Delay, s/veh		9.1			7.9			10.5				
Approach LOS		A			A			B				

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2				6		8
Phs Duration (G+Y+Rc), s		19.2				19.2		15.5
Change Period (Y+Rc), s		6.2				6.2		6.9
Max Green Setting (Gmax), s		41.0				19.6		10.1
Max Q Clear Time (g_c+I1), s		8.7				5.5		4.1
Green Ext Time (p_c), s		4.4				2.0		0.2

Intersection Summary	
HCM 2010 Ctrl Delay	8.9
HCM 2010 LOS	A

Notes

Intersection						
Int Delay, s/veh	1.2					

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑			↑
Traffic Vol, veh/h	0	90	493	27	0	373
Future Vol, veh/h	0	90	493	27	0	373
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	98	536	29	0	405

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	956	551	0	0	-	-
Stage 1	551	-	-	-	-	-
Stage 2	405	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	-	-
Pot Cap-1 Maneuver	286	534	-	-	0	-
Stage 1	577	-	-	-	0	-
Stage 2	673	-	-	-	0	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	286	534	-	-	-	-
Mov Cap-2 Maneuver	286	-	-	-	-	-
Stage 1	577	-	-	-	-	-
Stage 2	673	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBT
Capacity (veh/h)	-	-	534	-
HCM Lane V/C Ratio	-	-	0.183	-
HCM Control Delay (s)	-	-	13.2	-
HCM Lane LOS	-	-	B	-
HCM 95th %tile Q(veh)	-	-	0.7	-

Intersection						
Int Delay, s/veh	5.8					

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	158	215	440	53	68	80
Future Vol, veh/h	158	215	440	53	68	80
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	172	234	478	58	74	87

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	536	0	-	0	1085	507
Stage 1	-	-	-	-	507	-
Stage 2	-	-	-	-	578	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1032	-	-	-	240	566
Stage 1	-	-	-	-	605	-
Stage 2	-	-	-	-	561	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1032	-	-	-	194	566
Mov Cap-2 Maneuver	-	-	-	-	194	-
Stage 1	-	-	-	-	489	-
Stage 2	-	-	-	-	561	-

Approach	EB	WB	SB
HCM Control Delay, s	3.9	0	29.9
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1032	-	-	-	301
HCM Lane V/C Ratio	0.166	-	-	-	0.534
HCM Control Delay (s)	9.2	0	-	-	29.9
HCM Lane LOS	A	A	-	-	D
HCM 95th %tile Q(veh)	0.6	-	-	-	2.9

STAFF REPORT - Time Extension (Use Permit)

Application Information

Owner:	**Roche Brothers Inc.**
Applicant:	**Norman Wilson**
File Number:	**PA-1700043**
Location:	**On the north side of E. Jones Road, 653' east of St. John Avenue, Escalon.**
Address:	**26639 E. Jones Road, Escalon**

General Plan:	**A/G**	Community:	**None**
Zoning:	**AG-40**	APN:	**247-180-12**
Project Size:	**37.09 acres**	Parcel(s) Size:	**37.09 acres**
Water Supply:	**Private well**	Sewage Disposal:	**Septic system**
Storm Drainage:	**On site**	100-Year Flood:	**No**
Williamson Act:	**No**	Supervisorial District:	**4**
Staff:	**Alisa Goulart**	CEQA Determination:	**Notice of Exemption**

Project Description

This project is a one-year Time Extension application for a previously approved Use Permit application to convert an existing nut processing facility into a food manufacturing facility, to be completed in five phases over eight (8) years. The effective date of approval is November 16, 2017. The one-year Time Extension will provide one (1) additional year per phase and result in the development of five (5) phases over nine (9) years. (Use Type: Agricultural Processing – Food Manufacturing)

- Phase 1, with building permits to be issued within eighteen (18) thirty (30) months of the effective date of approval, includes the construction of a 35,907 square foot food manufacturing building with cold storage, a 27,000 square foot cold storage and storage building, and a 4,000 square foot storage building.
- Phase 2, with building permits to be issued within ~~two (2)~~ three (3) years of the effective date of approval, includes the construction of a 4,800 square foot equipment repair building.
- Phase 3, with building permits to be issued within ~~three (3)~~ four (4) years of the effective date of approval, includes the construction of a 3,600 square foot office building.
- Phase 4, with building permits to be issued within ~~five (5)~~ six (6) years of the effective date of approval, includes the construction of a 50,400 square foot storage building.
- Phase 5, with building permits to be issued within ~~eight (8)~~ nine (9) years of the effective date of approval, includes the construction of a 58,800 square foot storage building.

Recommendation

Approval.

Referrals and Replies

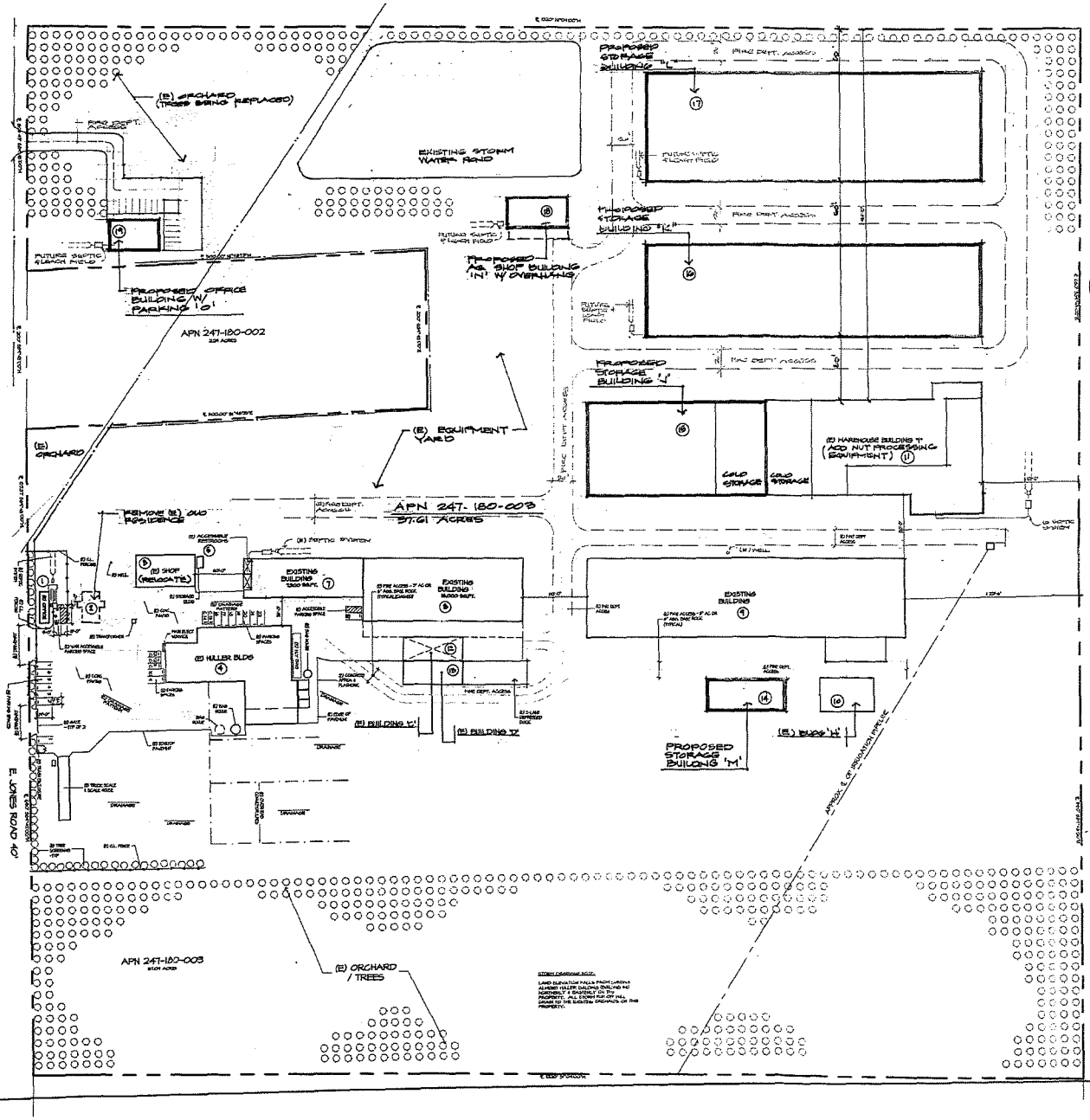
The application re-referrals were mailed on May 24, 2019, with responses due by June 19, 2019.

AGENCY	RESPONSE DATE (through June 20, 2019)
SJC Public Works	May 28, 2019
SJC Environmental Health Department	
SJC Building Division / Plan Check	
SJC AG Commissioner	
SJC County Assessor	
SJC Mosquito Control	
SJC County Sheriff	
SJC Fire Prevention Bureau	
Air Pollution Control District	
SJ Council of Governments	
SJ Farm Bureau	
AT & T	
BIA	
Burlington Railroad	
CRWQCB	
Caltrans District 10	June 3, 2019
Carpenter's Union	
FEMA	June 10, 2019
Fish and Game – Region 2	
CA Food & Agriculture	
Haley Flying Services	
Kathy Perez	
John Glick	
City of Escalon	June 17, 2019
Escalon Unified School District	
Escalon Fire District	
SSJ Irrigation District	June 4, 2019
PG & E	
PG & E EEP	
Precessi Flying Service	
Sierra Club	
U.S. Army Corp of Engineers	
U.S. Fish & Wildlife	

A legal ad for the public hearing was published in the **Stockton Record** on July 8, 2019,

Fify-five (55) public hearing notices were mailed on July 5, 2019.

Application # SITE PLAN PA1700043
Received By ___ On 3/9/17



SITE PLAN
SCALE: 1" = 60'-0"

BUILDING LEGEND

1	EXISTING OFFICE W/ RESTROOMS	480 sf
2	EXISTING HOUSE (TO BE REMOVED)	1,010 sf
3	EXISTING BUILDING (TO BE RELOCATED)	3,034 sf
4	EXISTING HULLER	14,344 sf
5	EXISTING STORAGE	240 sf
6	NOT USED	
7	EXISTING STORAGE BUILDING W/ OFFICE, BREAK ROOM, RR	7,500 sf
8	EXISTING EQUIP. & STORAGE BUILDING	16,000 sf
9	EXISTING EQUIP. & STORAGE BUILDING	40,000 sf
10	EXISTING EQUIP. & STORAGE BUILDING	2,800 sf
11	~~EXISTING~~ PROPOSED EQUIP. & STORAGE BUILDING PROCESSING, COLD STORAGE, BREAK ROOM RR	35,907 sf Part of Phase 1
12	EXISTING EQUIP. & STORAGE BUILDING	2,250 sf
13	EXISTING EQUIP. & STORAGE BUILDING	2,250 sf
		125,815 sf

ADDITIONS PROPOSED

14	STORAGE BLDG "M" (PHASE 1)	4,000 sf
15	STORAGE , COLD STORAGE, PROCESSING BUILDING "J" (PHASE 1)	27,000 SF
16	STORAGE BLDG "K" (PHASE 4)	50,400 sf
17	STORAGE BLDG "L" (PHASE 5)	58,800 sf
18	SHOP BLDG "N" (PHASE 2)	4,800 sf
19	OFFICE BLDG "O"	3,600 sf
		148,600 sf

PARKING

(E) 22 PARKING SPACES
3 ACCESSIBLE SPACES

PROPOSED W/ OFFICE BUILDING
15 PARKING SPACES
1 ACCESSIBLE SPACE

PROPOSED USE

AGRICULTURAL NUT PROCESSING-
ALMOND HULLING/ PACKAGING (UNCHANGED)
FURTHER NUT PROCESSING AND PACKAGING

VICINITY MAP
SCALE: NTS

WILSON ARCHITECTURE, INC.
109 15th STREET
MODESTO, CALIFORNIA 95354
TEL: (209)577-4814
FAX: (209)577-4816

NORMAN E. WILSON, AIA

LICENSED ARCHITECT NORMAN E. WILSON LICENSE SEP 30 2017 STATE OF CALIFORNIA

PROJECT TITLE:

ROCHE BROS. INC.
26594 E JONES RD
ESCALON, CA 95320

BOB GROSSI CONSTRUCTION
LICENSE # 645410
PH. (209) 858-7464
FAX (209) 858-3241

SHEET TITLE:

SITE PLAN

DO NOT SCALE DRAWINGS
REVISIONS:
1 PLANNING COMMENTS 2/27/17

JOB NO: 141680 C2
DATE: MAR 2014
CHKD: NEW
DRAWN: JPH

SHEET NO.
A-0

C:\2014 Jobs\201141680 Roche Bros - Roaster Building\AB-REV_A_D.dwg, 2/6/2017 2:45:30 PM

Analysis

Background

On November 16, 2017, the Planning Commission approved Use Permit application No. PA-1700043 to convert an existing agricultural processing/preparation facility to an agricultural processing/food manufacturing use and to expand the facility by 184,507 square feet in five (5) phases over eight (8) years. Currently the facility has 87,200 square feet of buildings used for nut processing and storage. The applicant plans to include almond blanching, roasting and flavoring in addition to the nut processing already performed at the facility which requires a conversion of the use type to food manufacturing.

On March 19, 2019, the applicant submitted a one-year Time Extension application to allow additional time to comply with all conditions of approval required for Phase 1. The applicant is requesting additional time as the company was unable to secure funding for the project in 2018 and company growth was hindered in 2018 by mandatory California labor wage increases and weather issues affecting the almond industry. The company is currently in the position to secure funds and move forward with the project.

Pursuant to Development Title Section 9-881.4(a), upon receipt of an application for Time Extension submitted prior to the expiration of an approved development application, an automatic extension of the expiration date shall be granted by the Director for a period of not to exceed sixty (60) days, or until the application for the Time Extension is approved, conditionally approved, or denied, whichever occurs first. The period of the automatic time extension is then deducted from the period for the normal Time Extension application. As a result, although this application expired on May 28, 2019, the application remains in effect.

The proposed Time Extension, if approved, will extend the overall project length from eight (8) years to nine (9) years, adding twelve (12) months to each phase of the project. If this Time Extension application is approved, the new expiration date for Phase 1 will be May 28, 2020, thirty (30) months from the effective date of approval, which was November 16, 2017. With the exception of the twelve (12) month extension for each phase, the proposed Time Extension does not change any of the previously approved Conditions of Approval.

Approval of the Time Extension application is consistent with the requirements of the Development Title.

Notice of Exemption

Under the California Environmental Quality Act (CEQA) of 1970, this project is exempt from CEQA review. Pursuant to CEQA guidelines Section 15061, as a general rule, CEQA applies only to projects which have the potential for causing a significant effect on the environment. If it can be seen with certainty that an activity has no possibility of having a significant effect on the environment, the activity is not subject to CEQA. This project is a one-year Time Extension for a previously approved project for which an Initial Study was performed and concluded that the project's effect on the environment would be less than significant. As a result, the Time Extension is not subject to CEQA review.

A Notice of Exemption has been completed and will be filed upon the Planning Commission's determination on this Time Extension.

City of Escalon

The Community Development Department received a letter from the City of Escalon dated June 17, 2019, expressing concern regarding the potential for heavy traffic at the intersection of Jones Road and McHenry Avenue, a city-maintained intersection, resulting from the project. The City is requesting that the

project pay a portion of the City Transportation Developer Impact Fee at the time of permit issuance in order to offset the wear and tear to the City intersection and roadway.

The proposed project is located within the jurisdiction of San Joaquin County, outside the Sphere of Influence of the City of Escalon. The development is not jurisdictionally subject to the City's fees. Pursuant to Government Code 66002(b), capital improvement plans must be adopted by, and annually updated by, the local jurisdiction and adopted at a noticed public hearing. The City of Escalon's City Transportation Developer Impact Fee is not adopted by the San Joaquin County Board of Supervisors. and, as a result, cannot be required on this application.

The project site fronts along East Jones Avenue, which is a County maintained road. The Department of Public Works reviewed the previously approved application and determined that the traffic impacts would be less than significant, and has conditioned the project accordingly, including the following Conditions of Approval for the County Transportation Fee programs, which were deemed applicable:

2.c. The Traffic Impact Mitigation Fee shall be required for any incremental traffic resulting from this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the Engineering Construction Cost Index as published by the Engineering News Record. (Resolution R-00-433)

2.d. The Regional Transportation Impact Fee shall be required any incremental traffic resulting from this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

Caltrans

The Community Development Department received a letter from Caltrans dated June 3, 2019, stating that Caltrans had previously commented on the project in 2017, asking the Community Development Department for Trip Generation Figures showing what types of trucks will be used at the facility and how they will impact intersections at: 1) SR-120/S. Harrold Avenue; 2) SR-120/McHenry Avenue; 3) SR-108/McHenry Avenue; and, 4) SR-108/Santa Fe/First Street. Caltrans stated that, as they had not received the requested information, their previous comments still apply to the project.

There are no Trip Generation Figures because in 2017 the Department of Public Works determined impacts due to traffic generated by the proposed project would be less than significant and no traffic study was required for approval of the project. As a result, specific trip generation and impact information is not available.

Additionally, based on information provided by the applicant, the facility currently generates up to ten (10) truck trips per day in season (August – December). However, the proposed additional product storage space will enable the facility to reduce truck trips by an estimated one-third by eliminating the need to transport product between the facility and off-site storage facilities. Therefore, approval of the project is expected to reduce truck traffic at the facility at full buildout.

Recommendations

Action

It is recommended that the Planning Commission:

1. **Approve the one-year Time Extension application for previously approved Use Permit application No. PA-1700043 with the previously approved Findings and the previously approved Conditions of Approval contained in the staff report.**

Previously Approved Findings

1. The proposed use is consistent with the goals, policies, standards, and maps of the General Plan, any applicable Master Plan, Specific Plan, and Special Purpose Plan, and any other applicable plan adopted by the County.

   - **This Finding can be made because the General Plan land use goal for agricultural land is, in part, to accommodate agricultural services that support the continued viability of the County's agricultural industry (General Plan p. 3.1-60). Additionally, the General Plan's General Agriculture (A/G) land use designation is intended to provide for large-scale agricultural production and associated processing, sales and support uses (General Plan p. 3.1-57). The proposed food manufacturing facility is located on a parcel with the General Agriculture land use designation and will support agricultural land use. The subject parcel is zoned AG-40 (General Agriculture with a 40-acre minimum) and pursuant to Development Title Table 9-605.2, the proposed use type, Agricultural Processing-Food Manufacturing, may be conditionally permitted in the AG-40 zone subject to an approved Use Permit application. There are no Master Plans, Specific Plans, Special Purpose Plans, or any other applicable plan adopted by the County in the vicinity.**

2. Adequate utilities, roadway improvements, sanitation, water supply, drainage, and other necessary facilities have been provided, and the proposed improvements are properly related to existing and proposed roadways.

   This Finding can be made because the proposed services and parking requirements related to the project are adequate. The project will be served by a private well and septic system, and on-site storm drainage. As a recommended condition of approval, the Environmental Health Department is requiring a water well permit be obtained and a final inspection be conducted of the water well permit prior to final occupancy. If the applicant plans to discharge food manufacturing/processing wastewater to land, the applicant is required to submit an application for Waste Discharge Requirements to the Central Valley Regional Water Quality Control Board.

   To ensure that roadways are adequate, the Public Works Department has included a recommended condition of approval requiring the applicant to improve the driveway approach to include a return radii to accommodate truck-trailer movements for trucks exiting the site so as not to encroach on opposing lanes of traffic.

   Additionally, reducing the number of required parking spaces from 461 to 16 parking spaces for a total of 41 parking spaces pursuant to Development Title Section 9-1015.9 is adequate because the proposed buildings are to be used for storage and nut processing and are not anticipated to result in the hiring of additional employees.

3. The site is physically suitable for the type of development and for the intensity of development.

   - **This Finding can be made because the project site is 37.09 acres and of adequate size and shape to accommodate the proposed Agricultural Processing-Food Manufacturing use type, the proposed 184,507 square foot expansion of the facility, the existing 87,200 square foot facility, and all yards, building coverage, setbacks, parking areas and other requirements of the Development Title. The Site Plan shows there is sufficient area for parking and circulation, in compliance with Standards of the Development Title. The applicant has requested to modify the required number of parking spaces from 461 to 16 in addition to the existing 25 parking spaces for a total of 41 parking spaces at full buildout because the majority of the additional square footage will be used for storage and no additional employees are expected to be hired.**

4. Issuance of the permit will not be significantly detrimental to the public health, safety, or welfare, or be injurious to the property or improvements of adjacent properties.

   - **This Finding can be made because the Initial Study prepared for the project found no potentially significant environmental impacts. With the recommended conditions from the Community Development Department, the Department of Public Works, the Environmental Health Department, the CVWQCB, and the APCD, the project is expected to have a less than significant impact on public health, safety, and welfare. In addition, the project is not anticipated to be injurious to the property or improvements of adjacent properties.**

5. The use is compatible with adjoining land uses.

   - **This Finding can be made because the proposed use will not interfere with nor alter the current land uses on adjoining properties. The adjoining parcels are agricultural with scattered residences. The nearest residence of a different property owner is located 50 feet east from the subject parcel. The proposed use type, Agricultural Processing-Food Manufacturing, supports agricultural land use by providing associated uses and may be conditionally permitted in the AG-40 zone subject to an approved Use Permit application.**

Previously Approved Conditions

A one-year Time Extension application for previously approved Use Permit application No. PA-1700043 was approved by the San Joaquin County Planning Commission on . The effective date of approval is . This approval will expire on , which is 12 months from the effective date of approval, unless (1) all Conditions of Approval have been complied with, (2) all necessary building permits have been secured and remain in force, and (3) all necessary permits from other agencies have been secured and remain in force.

Unless otherwise specified, all Conditions of Approval and Ordinance requirements shall be fulfilled prior to the establishment of the use and the issuance of any building permits. Those Conditions followed by a Section Number have been identified as Ordinance requirements pertinent to this application. Ordinance requirements cannot be modified, and other Ordinance requirements may apply.

1. COMMUNITY DEVELOPMENT DEPARTMENT (Contact Staff: Alisa Goulart, 209-468-0222)

   a. **BUILDING PERMIT:** Submit an "APPLICATION-COMMERCIAL BUILDING PERMIT". The Site Plan required as a part of the building permit must be prepared by a registered civil engineer or licensed architect. This Plan must show drainage, driveway access details including gates, on-site parking, landscaping, signs, existing and proposed utility services, and grading (refer to the "SITE PLAN CHECK LIST" for details). Foundation and soils investigation shall be conducted in conformance with Chapter 18 of the California Building Code at the time of permit application. A fee is required for the Site Plan review. (Development Title Section 9-884)

   b. This project is a one-year Time Extension application for a previously approved Use Permit application to convert an existing nut processing facility into a food manufacturing facility, to be completed in five phases over eight (8) years. The effective date of approval is November 16, 2017. The one-year Time Extension will extend the project to nine (9) years. (Use Type: Agricultural Processing – Food Manufacturing)

      1. Phase 1, with building permits to be issued within ~~eighteen (18)~~ thirty (30) months of the effective date of approval, includes the construction of a 35,907 square foot food manufacturing building with cold storage, a 27,000 square foot cold storage and storage building, and a 4,000 square foot storage building.

      2. Phase 2, with building permits to be issued within ~~two (2)~~ three (3) years of the effective date of approval, includes the construction of a 4,800 square foot equipment repair building.

      3. Phase 3, with building permits to be issued within ~~three (3)~~ four (4) years of the effective date of approval, includes the construction of a 3,600 square foot office building.

      4. Phase 4, with building permits to be issued within ~~five (5)~~ six (6) years of the effective date of approval, includes the construction of a 50,400 square foot storage building.

      5. Phase 5, with building permits to be issued within ~~eight (8)~~ nine (9) years of the effective date of approval, includes the construction of a 58,800 square foot storage building.

      These conditions of approval are in addition to the conditions of approval for PA-0500481 and PA-1000012.

6. **CAPITAL FACILITY FEE:** This project may be subject to the Capital Facility Fee. If the Capital Facility Fee is applicable, the County shall collect the fees before the issuance of any building permits. (Development Title Section 9-1245.2)

d. **PARKING:** Off-street parking shall be provided and comply with the following:

(1) All facility parking spaces, driveways, and maneuvering areas shall be surfaced and permanently maintained with asphalt concrete or Portland cement concrete to provide a durable, dust-free surface. Bumper guards shall be provided when necessary to protect adjacent structures or properties. (Development Title Section 9-1015.5[e])

(2) A minimum of sixteen (16) parking spaces shall be provided in addition to the existing twenty-five (25) parking spaces by the completion of the office addition (Phase 3) for a total of forty-one (41) parking spaces at full buildout. (Development Title Section 9-1015.9)

(3) Each parking stall shall be an unobstructed rectangle, minimum nine (9) feet wide and twenty (20) feet long. (Development Title Section 9-1015.5[b])

(4) All parking stalls and directional arrows must be delineated with paint. (Development Title Section 9-1015.5[d])

e. **ACCESS AND CIRCULATION:** The following requirements apply and shall be shown on the Site Plan:

(1) Access driveways shall have a width of no less than twenty-five (25) feet for two-way aisles and sixteen (16) feet for one-way aisles, except that in no case shall driveways designated as fire department access be less than twenty (20) feet wide. (Development Title Section 9-1015.5[h][1])

f. **LIGHTING:** Lighting shall be provided and comply with the following:

(1) If the parking area is to be used at night, parking lot and security lighting shall be installed. (Development Title Section 9-1015.5[g])

(2) Any lighting shall be designed to confine direct rays to the premises. No spillover beyond the property lines shall be permitted except onto public thoroughfares, provided, however, that such light shall not cause a hazard to motorists. (Development Title Section 9-1015.5[g][4])

g. **LANDSCAPING:** Landscaping shall be provided and comply with the following:

(1) This project will be required to comply with the Model Water Efficient Landscape Ordinance Requirement per California Code of Regulations, Title 23, Division 2, Chapter 2.7.

(2) A minimum ten (10) foot wide landscaped strip, respecting the ultimate right-of-way of E. Jones Avenue, shall be installed across the street frontage(s) of the project site. (Development Title Sections 9-1020.7)

h. **SCREENING:** Screening shall be consistent with Chapter 9-1022.4[d][2] of the Development Title and be provided on the Site Plan. All storage materials and related activities, including storage areas for trash, shall be screened so as not to be visible from adjacent properties and public rights-of-way. Screening shall be six (6) to seven (7) feet in height. Outside storage is not permitted in front yards, street side yards, or in front of main buildings.

i. **SIGNS:** Sign details shall be consistent with Chapter 9-1710 of the Development Title and be included on the Site Plan. All portions of any sign shall be set back a minimum of five (5) feet from any future right-of-way line, including any corner cut-off (snipe). (Development Title Section 9-1710.2[g])

j. **BUILDING CODE REQUIREMENTS:** The following California Building Code (CBC) and San Joaquin County Ordinance requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a building permit application to the Building Inspection Division:

(1) A building permit for each separate structure or building is required. Submit plans, specifications and supporting calculations, prepared by a Registered Design Professional (architect or engineer) for each structure or building, showing compliance with the 2016 California Building, Existing Building, Mechanical, Plumbing, Electrical, Energy and Fire Codes as may be applicable. Plans for the different buildings or structures may be combined into a single set of construction documents.

(2) A grading permit will be required for this project. Submit plans and grading calculations, including a statement of the estimated quantities of excavation and fill, prepared by a Registered Design Professional. The grading plan shall show the existing grade and finished grade in contour intervals of sufficient clarity to indicate the nature and extent of the work and show in detail that it complies with the requirements of the code. The plans shall show the existing grade on adjoining properties insufficient detail to identify how grade changes will conform to the requirements of the code.

(3) The required plans must be complete at the time of submittal for a building permit. Plans must address building design and construction, fire and life safety requirements, accessibility and show compliance with the current California codes and San Joaquin County ordinances. A complete set of plans must include fire sprinkler plans, truss design submittals, metal building shop drawings, structural plans and calculations, plumbing, electrical and mechanical drawings and energy report.

(4) A soils report is required pursuant to CBC § 1803 for foundations and CBC appendix § J104 for foundations. All recommendations of the Soils Report shall be incorporated into the construction drawings.

(5) As noted in the Project Description, Phase One includes the conversion of an existing mixed use storage / office building to a mixed use cold storage/ food manufacturing and storage building. This conversion will constitute a change of occupancy. A change of occupancy will require a code analysis report and necessary plans prepared by an architect or engineer in accordance with the California Existing Building Code. The report and plans shall identify existing conditions, propose alterations necessary to bring the building in compliance with the current code and include the following:

a. Description of proposed use
b. Existing and proposed Occupancy Groups
c. Type of construction
d. Sprinklers (Yes or No)
e. Number of stories
f. Building height
g. Allowable floor area
h. Proposed floor area
i. Occupant load based on the CBC for the new use
j. Occupant load based on the CPC for the new use

(6) Modifications to existing buildings are required to include upgrades related to disability access pursuant to the California Existing Building Code. Plans showing these upgrades must be

prepared by a registered engineer or licensed architect and shall be submitted for review and approval prior to issuance of a building permit.

(7) For each proposed new building, provide the following information on the plans:

a. Description of proposed use
b. Existing and proposed occupancy Groups
c. Type of construction
d. Sprinklers (Yes or No
e. Number of stories
f. Building height
g. Allowable floor area
h. Proposed floor area
i. Occupant load based on the CBC
j. Occupant load based on the CPC

(8) The building shall be provided with an automatic fire sprinkler system or separated into conforming fire areas, on a case by case basis.

(9) If high piled combustible storage is to be used in a building, an automatic fire sprinkler system will be required.

(10) Accessible routes shall be provided per CBC § 11B-206. At least one accessible route shall be provided within the site from accessible parking spaces and accessible passenger loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible. § 11B-206.2.1

(11) At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements and accessible spaces that are on the same site. §11B-206.2.2

(12) At least one accessible route shall connect accessible building or facility entrances with all accessible spaces and elements within the building or facility, including mezzanines, which are otherwise connected by a circulation path. §11B-206.2.4

(13) Parking spaces will be required to accommodate persons with disabilities in compliance with Chapter 11B of the California Building Code. Note that accessible parking spaces are required for each phase of the project. These parking space(s) shall be located as close as possible to the primary entrance to the building.

(14) Adequate sanitary facilities shall be provided for each building, per the requirements of Chapter 4 of the California Plumbing Code.

(15) Pursuant to Section 422.4 of the California Plumbing Code, toilet facilities shall be accessible to employees at all times, should not be more that 500 feet from where employees are regularly employed and accessible by not more than one flight of stairs. The plans shall indicate the location of the toilet facilities and the travel distance from work areas.

(16) This project will be required to comply with the Model Water Efficient Landscape Ordinance requirements of the California Code of Regulations, title 22, Division 2, Chapter 2.7.

k. **FIRE PREVENTION BUREAU:** The following California Fire Code (CFC) requirements will be applicable to the proposed project. The following conditions shall be addressed prior to submittal of a

building permit application to the Building Inspection Division.

(1) CFC 507 Fire Protection Water Supply - Fire flow and hydrants shall be provided for the proposed project by the use of: CFC Appendix B.

(2) If Fire Protection Systems are required they shall be installed according to the CFC, Chapter 9 and the appropriate standards and guides adopted in Chapter 35 of the California Building Code and the California Electrical Code.

(3) CFC, Section 503 Fire Apparatus Access Roads - Shall be provided as required by this section.

(4) CFC, Section 906 Portable Fire Extinguishers – Provide portable fire extinguishers as required by this section.

(5) CFC, Section 506 Key Box - A Knox® Box shall be installed according to the local fire department's instructions. Make application for the key box at the fire district having jurisdiction of this project. If there is an electronically controlled access gate at this site a Knox® key switch will also be required.

(6) CFC, Section 5001.3.3.1 Properties of Hazardous Materials – A complete list of hazardous materials used, stored, or planned for use/storage at this site shall be provided.

(7) A complete review, at building permit submittal, will require compliance with applicable codes and ordinances.

(8) CFC, Section 105 Permits: Operational Permit(s) may be required prior to occupancy.

2. DEPARTMENT OF PUBLIC WORKS (Staff Contact: Awni Taha, 468-3000)

a. Prior to issuance of the occupancy permit, the driveway approach shall be improved in accordance with the requirements of San Joaquin County Improvement Standards Drawing No. R-17 [including return radii to accommodate truck-trailer movements for trucks exiting the site so as not to encroach on opposing lanes of traffic]. (Development Title Section 9-1145.5)

b. The owner shall execute an Irrevocable Offer to Dedicate Road to result in a twenty-five (25) foot wide right –of-way from the centerline of Jones Road to the property line across the parcel's frontage. (A fee based on the current fee schedule is required for processing per Development Title Table 9-240.2 in addition to a copy of the Grant Deed and a legal description of the parcel to be offered for dedication.) (Development Title Section 9-1150.5)

c. The developer shall provide drainage facilities in accordance with the San Joaquin County Development Standards. Retention basins shall be fenced with six (6) foot high chain link fence or equal when the maximum design depth is 18 inches or more. Required retention basin capacity shall be calculated and submitted along with a drainage plan for review and approval, prior to release of building permit. (Development Title Section 9-1135)

d. The Traffic Impact Mitigation Fee shall be required for any incremental traffic resulting from this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. The fee shall be automatically adjusted July 1 of each year by the engineering Construction Coast Index as published by the Engineering News Record. (Resolutions R-00-433)

e. The Regional Transportation Impact Fee shall be required for any incremental traffic resulting from

this application. The fee is due and payable at the time of building permit application. The fee will be based on the current schedule at the time of payment. (Resolution R-06-38)

f. A copy of the Final Site Plan shall be submitted prior to release of building permit.

g. Permit Registration Documents (PRD's) shall be filed with the State Water Resources Control Board (SWRCB) to comply with the State "General Permit for Storm Water Discharges Association with Construction Activity". The Waste Discharge Identification (WDID) Number issued by SWRCB shall be submitted to the Department of Public Works for the file. Contact SWRCB at (916) 341-5537 for further information. Coverage under the SWRCB General Construction Permit Order 2009-0009-DWQ shall be maintained throughout the duration of all phases of the project.

Informational Notes:

(i.) A Solid Waste Diversion Plan for all applicable projects must be submitted to the Building Division of the Community Development Department prior to issuance of the building permit. Contact the Solid Waste Division (468-3066) for information.

(ii.) This property is subject to the requirements of San Joaquin County Mosquito & Vector Control District (209-982-4675) and the California Health and Safety Code for the prevention of mosquitoes. Best Management Practices (BMP) guidelines for storm water devices, ponds and wetlands are available.

(iii.) All future building permits for projects located within a Special Flood Hazard Area at the time of permit issuance shall meet the San Joaquin County flood hazard reduction requirements (Title 9, Chapter 9-1605) and all requirements of the State of California (CCR Title 23) that are in force at the time of permit issuance. As an example, these requirements may include raising the finish floor elevation one foot above the expected flood level and/or using flood resistant materials.

3. ENVIRONMENTAL HEALTH DEPARTMENT (Staff Contact: Sukhreet Kaur, 953-7868)

The San Joaquin County Development Title Requirements listed below have been identified as pertinent to this project. Other requirements may also apply. These requirements cannot be modified.

a. A soil suitability/nitrate loading study incorporating proposed staff and customer use shall be submitted to the Environmental Health Department, indicating that the area is suitable for septic system usage. The studies must be approved by the Environmental Health Department prior to issuance of building permit(s). (San Joaquin County Development Title, Section 9-1105.2(d)).

A percolation test that meets absorption rates of the manual of septic tank practice or E.P.A. Design Manual for onsite wastewater treatment and disposal system is required for each parcel. The permit fee is required for each percolation hole. The permit fee will be based on the current schedule at the time of development. The sewage disposal system shall comply with the on site sewage standards of San Joaquin County prior to approval

b. The existing private water wells shall be tested for the chemical Dibromochloropropane (DBCP) and nitrates with the results submitted to the Environmental Health Department prior to issuance of building permit(s). Samples are to be taken and analyzed by a State-approved laboratory (San Joaquin County Development Title, Section 9-1115.7).

c. Submit a Small Public Water System preliminary technical report to the California State Water Resources Control Board, Division of Drinking Water (Water Board) prior to issuance of building permits and at least six months before initiating construction of any water related improvement,

as defined. The issuance of a permit to operate a small public water system by the local primacy agency [Environmental Health Department (EHD)] is prohibited without the concurrence of the Water Board. Please contact Michelle Frederick by email at michelle.frederick@waterboards.ca.gov or by phone at (707) 576-2731 at the Water Board concerning the requirements for preliminary technical report submittal prior to issuance of building permits.

d. Construct a water well under permit and inspection of the Environmental Health Department prior to occupancy. Should the number of non-resident individuals exceed 24 for at least 60 days per year, or the number of service connections exceed four, a yearly permit to operate a public water system will be required by the Environmental Health Department (San Joaquin County Development Title, Section 9-1120.2 and 9-1115.9). The supplier must possess adequate financial, managerial, and technical capability to assure delivery of pure, wholesome, and potable drinking water in accordance with San Joaquin County Development Title, Sections 9-1120.2 and 9-115.9 and C.C.R., Title 22, and Health and Safety Code, Section 116525 through 116570.

   NOTE: Applicant shall contact Frank Girardi, Registered Environmental Health Specialist, Small Public Water System Program, at (209) 953-7868, to determine if the existing well can be permitted as a public water system prior to final occupancy.

e. The well must be repaired under permit and inspection by the Environmental Health Department (San Joaquin County Development Title, Section 9-1115.4(e)) as follows:
   a. Provide sample tap between the well head and the pressure tank.

f. If the applicant plans to discharge food manufacturing/processing wastewater to land, the project proponent is required to submit an application for Waste Discharge Requirements to the Central Valley Regional Water Quality Control Board prior to development (California Water Code, Article 4, Section 13260).

g. Construction of an individual sewage disposal system(s) under permit and inspection by the Environmental Health Department is required at the time of development based on the Nitrate Loading Study findings (San Joaquin County Development Title, Section 9-1110.3 & 9-1110.4).

h. Before any hazardous materials/waste can be stored or used onsite, the owner/operator must report to the California Environmental Reporting System (CERS) which can be found at cers.calepa.ca.gov/ for the following:

   (1) Any amount of hazardous waste (for distribution centers this may include broken or damaged pallets (or individual containers) of hazardous materials, soaps, perfumes, cleaners, dyes, nicotine, over the counter medicines, or other household items packaged for sale that have been damaged; used oil, used oil filters, used oil-contaminated absorbent/debris, waste antifreeze, used batteries or other universal waste, etc.)–Hazardous Waste Program

   (2) Onsite treatment of hazardous waste – Hazardous Waste Treatment Tiered Permitting Program

   (3) Reportable quantities of hazardous materials-reportable quantities are 55 gallons or more of liquids, 500 pounds for solids, or 200 cubic feet for compressed gases, with some exceptions. Carbon dioxide is a regulated substance and is required to be reported as a hazardous material if storing 1,200 cubic feet (137 pounds) or more onsite in San Joaquin County – Hazardous Materials Business Plan Program

(4) Any amount of hazardous material stored in an Underground Storage Tank – Underground Storage Tank Program

(5) Storage of at least 1,320 gallons of petroleum aboveground or any amount of petroleum stored below grade in a vault – Aboveground Petroleum Storage Program

(6) Threshold quantities of regulated substances stored onsite - California Accidental Release Prevention (CalARP) Program

If an underground storage tank (UST) system will be installed, a permit is required to be submitted to, and approved by, the San Joaquin County Environmental Health Department (EHD) before any UST installation work can begin. Additionally, an EHD permit to operate the UST is required once the UST system is installed.

If 1,320 gallons or more of petroleum is to be stored aboveground then a Spill Prevention, Countermeasures and Control (SPCC) Plan is required. If any amount of petroleum is to be stored in a below grade vault, an SPCC plan is required.

For any questions regarding these comments, please contact Muniappa Naidu at mnaidu@sjcehd.com or (209) 468-3439.

4. SJ COUNCIL OF GOVERNMENTS (Staff Contact: Laurel Boyd, [209] 235-0600)

a. This project is subject to the San Joaquin County Multi-Species Habitat Conservation and Open Space Plan (SJMSCP). This can be up to a 30-day process and it is recommended that the project applicant contact SJMSCP staff as early as possible. It is also recommended that the project applicant obtain an information package.