

CHAPTER NINE

TRANSPORTATION AND CIRCULATION

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CHAPTER NINE: TRANSPORTATION AND CIRCULATION

9.1 INTRODUCTION

9.1.1 Background

This chapter presents provisions for transportation services and facilities, public transit, transportation demand management, and land use planning strategies that reduce reliance upon the single occupant auto for trips. This chapter also specifies implementation measures and phasing in relation to specific thresholds along with underlying assumptions.

A Background Report to this chapter: Master Plan and Buildout ADT Volumes, provides information on expected traffic volumes. Chapter Three: Land Use contains information related to the integration of land use and circulation. Chapter Ten: Air Quality and Transportation Management, discusses provisions for transportation demand management. Section 9.10: Phasing and Costs, summarizes costs and funding for transportation improvements, as described more fully in the Public Financing Plan.

9.1.2 Transportation Trigger Points

This Master Plan anticipates the need for and timing of circulation improvements required to serve the community through buildout. The following chapter lists “trigger points” or points in the buildout of the community when specific transportation improvements are required to be in place, based on the number of building permits issued for new residences. Not included in the trigger schedules of this Master Plan are the amounts of time that will be required for the planning, engineering and construction of improvements. Such trigger points use residential development as the basis for requiring improvements. While trips are a more accurate basis for determining immediate need and benefit share, they are not easily used for ongoing community-wide planning and monitoring. Factors that make trips difficult to use include: peak hours vs. average daily trips (ADT), road segment capacities, segment trip variations (which segment is used as the trip trigger) and an increased responsibility to maintain frequent trip counting and traffic modeling.

Because transportation trigger points cannot be accurately specified in advance, the Director of Public Works may modify the trigger points after review of appropriate studies submitted by the County, MHCSD, or any Developer.

While the trigger points listed in this chapter are based on a comprehensive evaluation of the County’s traffic model and the policies and criteria of this Master Plan, the actual dates of improvement need and the actual dates of construction may vary significantly. Therefore, the use of trigger points is intended to serve as a flexible planning tool that will accommodate unpredicted changes in the future. The major factors influencing trigger points are:

- Growth patterns and rates both within the community and in the region.
- Job growth patterns and rates both within the community and in the region.

- Success or failure of regional alternative (to the auto) transportation programs such as bus and rail.
- Political, economic and funding factors beyond the control of the community.
- The degree of participation by other communities and jurisdictions in the shared improvement programs.

Objective: To establish thresholds in the buildout of the community when specific transportation improvements are required.

Policies:

- a) Trigger points shall be used as guidelines for the timing of future transportation improvements. Trigger points shall be tied to projected residential development or other points of development as appropriate.
- b) The community shall maintain a multi-year roadway improvement plan to identify financing and phasing provisions for transportation improvements.

Implementation:

- a) Monitoring Program. The monitoring program shall include the following:
 - a comparison of projected and actual traffic
 - current LOS (Level of Service) conditions
 - review of planned transportation improvements and planning studies, such as Project Study Reports
 - adequacy of trigger points and progress toward implementation of the required transportation improvements
 - provision for participation of CalTrans
 - identification of Master Plan changes needed to trigger points, improvement requirements, or other portions of the transportation program.
- b) Community Roadway Improvement Plan. A Community Roadway Improvement Plan shall be prepared prior to submittal of the first Development Permit.
- c) Roadway Responsibility. The Community shall be responsible for the planning, design and construction, ownership, financing, operation, and maintenance of all roadways within the Community, including portions of the County Arterials, Grant Line Road, Mountain House Parkway, and Byron Road, within the County boundary.

9.1.3 Fair Share

“Fair Share” means the community’s obligation to participate in the planning, construction and/or funding for an infrastructure facility improvement that will be shared with other jurisdictions, to the extent of the community’s proportional benefit or impact. The definition of “fair share” in all cases shall include the community’s approximate percentage obligation of the net improvement cost amount after accounting for Federal, State and Regional funding specifically allocated to the improvement.

Policies:

- a) The community will provide its fair share of any regional improvement required by this Master Plan. To accomplish this, any combination of the following implementation measures may be used to meet the fair share requirement and offset the community’s transportation impacts.
- b) The community’s ultimate financial participation in transportation improvements shall be limited to its overall fair share regardless of other jurisdiction participation.
- c) Final fair share shall be determined at the time of the programming of the transportation improvement.

Implementation:

- a) Any combination, including, but not limited to, the following implementations may be employed by the community to provide the necessary improvements.

Direct Participation. Participation directly by the community and/or its developers via cash payments, land dedications, public financing districts, or payment of impact fees applicable to the community.

Participation in Programs. Participation in the County’s Transportation Impact Mitigation Fee (TIMF) Program or the San Joaquin Council of Governments (SJCOG) Regional Transportation Impact Fee (RTIF) Program to the extent applicable to the community.

Participation in Improvement Districts. Participation in conjunction with the County or other jurisdictions in improvement districts.

Participation by Mitigation Offsets or Exchanges. “Mitigation offsets or exchanges” means that the County would allow the community to accept responsibility for certain improvements or portions of improvements which under the fair share definition are the responsibility of other jurisdictions in exchange of the relief of responsibility of fair share improvements in the other jurisdictions. The community shall not be responsible for more than its overall fair share for improvements.

9.1.4 Relationship to Specific Plan

This Master Plan provides a preliminary discussion of the overall circulation requirements of the project at buildout, including a description of major implementation measures and implementation phasing.

Each Specific Plan presents implementation measures of the Master Plan as they would relate to each Specific Plan, including measures to accomplish the following:

- a) Establish more precise locations of Arterial and Collector streets, pedestrian and bicycle facilities, and transit facilities within the Specific Plan Area;
- b) Assess additional improvements required in the project vicinity to address increased levels of travel demand that may arise from the development contemplated in the Specific Plan; and
- c) Establish phasing and sequence of improvements.

9.2 FREEWAY IMPROVEMENTS

The Mountain House site is well-situated with respect to regional transportation facilities. The community lies adjacent to two significant interstate freeways, I-205 and I-580. These two freeways serve inter-regional travel needs between the San Joaquin Valley and the greater San Francisco Bay Area. Primary access to this network of regional freeways will be via the Mountain House Parkway interchange on I-205, and via both the Mountain House Parkway and Grant Line Road interchanges on I-580. These three interchanges currently serve rural areas that are now experiencing growth in both population and employment, and shall require upgrading as noted below.

In addition to these interstate routes, there are several rural County roadways which serve the site. These include Byron Road, Grant Line Road, and Mountain House Parkway which travel through the community site. Each of these roadways provides significant connections to the surrounding region. Secondary County roads serving the site include Mountain House Road (in Alameda County) and Kelso Road (both Alameda and San Joaquin Counties.)

Assumptions:

- a) Specification of required freeway mainline improvements below assume I-205 will be widened to six lanes by the year 2010. Auxiliary lanes will be added to I-580 immediately west of the I-205 junction. These auxiliary lanes will not increase the capacity of I-580 to the west of the I-205 junction, but rather facilitate the merging of the two freeways, minimize backups at the junction, and improve traffic safety.
- b) Truck climbing lanes on I-580 have been studied by Caltrans as a way of mitigating the capacity-reducing effect of trucks on the uphill grade approaching the Altamont Pass. These lanes would improve traffic flow and safety on the uphill portions, but would not change in any way the capacity of the existing four-lane segment of the freeway leading downhill into the Livermore Valley. Because

of the uncertainty surrounding the political feasibility and cost-effectiveness of these climbing lanes, the SJCOG model does not assume that they are in place.

- c) Travel demand estimates used to identify necessary improvements are based on the SJCOG regional travel demand peak hour model, using the San Joaquin County revised 2010 land use projections.
- d) Each of the phasing thresholds of specific improvements has been based upon current travel demand model runs. These runs assume a standard, ambient level of transit ridership and do not account for any trip reduction that may be achieved through Transportation Demand Management strategies. The runs are also based upon an assumed regional growth rate. Thresholds may change if results of the annual monitoring and review program, which shall incorporate current information on transit ridership, the effectiveness of Transportation Demand Management (TDM) strategies, and regional growth, indicate significant deviation from these assumptions. Accelerated regional growth could require earlier thresholds whereas effective transit and TDM programs could enable specific transportation improvements to be delayed. Any revisions to thresholds for freeway improvements shall allow for the longer lead time necessary for completion of these projects.

Objective: To provide for a comprehensive, efficient and safe vehicular circulation system permitting access to and from the Mountain House community via the freeway system.

Policies:

- a) The community shall participate in the implementation of regional freeway improvements on a “fair share” basis. Freeway improvements include mainline, interchanges, High Occupancy Vehicles (HOV) lanes, ramp metering, truck lanes, study reports, and plans.
- b) Major improvements to State routes shall be completed in phases, consistent with the travel demand estimated by State project study reports or County improvement plans for regional transportation facilities (see Figure 9.1: Freeway and Rail Improvements).
- c) Community access to I-205 and I-580 shall be directed to existing interchanges.

Implementation:

- a) Cooperative Participation. The community and the County shall participate in an Area of Benefit or similar fair share arrangement for funding improvements in conjunction with the improvement conclusions of each project study report.
- b) Freeway Improvements. The community shall participate in the study and construction of improvements on I-205.
- c) Altamont Corridor Plan. The community shall participate in the completion of a Strategic Transportation Plan for the Altamont Corridor, in cooperation with the County, State, and the City of Tracy.
- d) Freeway Interchange Improvements. The community shall participate in the study and construction of freeway interchange improvements impacted by the community including ramp metering and HOV lanes.

- e) HOV Lanes. Should high-occupancy vehicle (HOV) lanes be added on I-205 between I-580 and Grant Line Road, a community “fair share” participation shall be required.
- f) Truck Climbing Lanes. Should truck climbing lanes be built on I-580 between I-205 and Greenville Road, the community shall provide a “fair share” participation.
- g) Freeway Schedule of Improvements. The community shall participate in project study reports and the fair share allocations determined by the reports for the improvements included in, but not limited to, Table 9.1: Freeway and Rail Improvements. (Refer to Section 9.9.2 for discussion details of rail transit.)

9.3 COUNTY ARTERIALS

County Arterials covered in this section include all non-freeway roadways external to the community plus those Arterials that serve to carry County and Mountain House traffic directly through the community. Specifically, these include Byron Road, Mountain House Parkway, and Grant Line Road. Also included are roads located within Alameda and Contra Costa Counties and the City of Tracy. Other County roads of lower use will also be included in future studies to a lesser extent. This section specifically covers lane needs, intersections, and traffic planning on Arterials in and near the community that are commonly used by all County residents. Design details for these roads are covered in Section 9.5, On-Site Roadway Circulation and Design.

Assumptions and Definitions:

- a) Designated improvements to County roadways are intended to maintain Level of Service (LOS) C during peak periods on all roads except State facilities, which may operate at LOS D, and County road segments which function as Mountain House Gateways.
- b) Mountain House Gateway road segments include Grant Line Road from the County line to Mountain House Parkway; Mountain House Parkway from Byron Road to I-205; and Byron Road from the County line to Wicklund Road.

Objective: To adequately plan for and assign fair share responsibility to all County Arterials that may be significantly impacted by the community.

Policies:

- a) To avoid over-designing the Local roadway system and further encouraging the use of single-occupant vehicles during commute periods, designated improvements at community gateway locations shall be designed to maintain a minimum of LOS D (see Figure 9.2: Gateway with Allowed Level of Service D).
- b) LOS D shall be allowed during peak hours on Mountain House Gateway road segments in order to discourage single occupant vehicle commuting and to encourage and support the use of alternative modes of travel including buses and high occupancy vehicles.

- c) The community shall participate on a “fair share” basis for improvements to Byron Road, Mountain House Parkway, Grant Line Road, and other roads affected by the buildout of the community (see Figure 9.1).
- d) The community shall, when it is determined by the County to be the primary new traffic contributor, initiate or fund, at the discretion of the County, appropriate traffic studies and improvement measures for all County Arterials listed in Table 9.2: County Arterial Road Improvements when such Arterials are impacted by the community, subject to the provisions of the County’s offset mitigation program and cost reimbursement program.
- e) The community shall, to the extent of its fair share, participate in appropriate traffic studies and improvement measures for all County Arterials impacted by the community.
- f) The community shall, to the extent of its fair share, participate in appropriate traffic studies and improvement measures with other Counties or cities whose roadways are impacted by the community.

Implementation:

- a) County Arterial Studies and Improvements. The community shall be responsible for initiating traffic studies and improvements consistent with Table 9.2.: County Arterial Road Improvements.
- b) Specific Plan Requirements. Each Specific Plan and accompanying environmental review shall assess the transportation impacts of Mountain House development on other Counties or cities.
- c) County Traffic Impact Mitigation Fee Program. The County Traffic Impact Mitigation Fee (TIMF) program is in the process of being amended to create a Mountain House planning area, and to include County Arterials, Mountain House Parkway (from I-205 to Byron Road), in the TIMF system as regional facilities. The Local components of the Mountain House TIMF will include all the Arterials, and other transportation improvements required for the Mountain House Master Plan development, but not included in the County TIMF program system. When the amendment is approved by the Board of Supervisors, the community can receive fee credit for County regional facilities constructed by MHCSD. The Local fee portion of the TIMF can be collected by the County and transferred to MHCSD. The TIMF program amendment and supporting engineering report shall be approved by the Board of Supervisors prior to the approval of the first Final Map.
- d) Cooperative Participation. To determine fair share participation of the community and other area property owners and impacted jurisdictions, formal arrangements shall be made for joint financial participation by all parties concerned with a given improvement. The community and the County shall initiate formation of the joint power authority for the study and improvements identified in Table 9.2: County Arterial Road Improvements.

MOUNTAIN HOUSE MASTER PLAN

Table 9.1 Freeway and Rail Improvements		
Improvement	Location	Trigger
Project Study Report	Mountain House Parkway/ I-205 Interchange	Approval of Caltrans contract prior to first Development Permit
Ramp intersection signals	Mountain House Parkway/ I-205 Interchange	1,600 dwelling units (DU's)
Add 2-lane Bridge	Mountain House Parkway/ I-205 Interchange	3,500 DU's
Add 2 loop ramps	Mountain House Parkway/ I-205 Interchange	3,500 DU's
Add third 2-lane bridge to yield 6 lanes	Mountain House Parkway/ I-205 Interchange	9,660 DU's
Add 1 loop ramp and widen on ramps	Mountain House Parkway/ I-205 Interchange	12,880 DU's
Project Study Report	Grant Line Road/ I-580 Interchange	To be determined by Caltrans
Install ramp intersection signals	Grant Line Road/ I-580 Interchange	4,830 DU's
Widen underpass to 4 lanes	Grant Line Road/ I-580 Interchange	8,050 DU's
Widen ramps to 2 lanes & signalize	Grant Line Road/ I-580 Interchange	8,050 DU's
Re-align ramps to final configuration	Grant Line Road/ I-580 Interchange	12,880 DU's
Widen I-205 from 4 to 6 lanes	Mainline I-580 to 11th Street	Funded construction estimate to begin 1997
Widen I-205 from 4 to 6 lanes	Mainline 11th Street to I-5	To be determined by Caltrans
Add auxiliary lanes to I-580	Mainline west of I-205 Junction	To be determined by Caltrans
Project Study Report for Upgrade of interchange	Mountain House Parkway/ I-580 Interchange	May be combined with Project Study Report for Mountain House Parkway/I-205, or to be determined by Caltrans
Altamont Rail Station	Union Pacific RR near I-580	After passenger service is initiated
Mococo Line Station · Passenger platform · Connection to Local transit service	Southern Pacific Railroad Northwest of Byron Road/Mountain House Parkway	After passenger service is initiated
Altamont Corridor Strategic Plan preparation and implementation	Alameda and San Joaquin Counties	To be determined by Caltrans, the San Joaquin County Council of Governments and the Metropolitan Transportation Commission

Table 9.2 County Arterial Road Improvements		
Road Segment	Lanes	Trigger DU's
Mountain House Parkway, Byron to I-205	To 4	4,100
Mountain House Parkway, Von Sosten to I-205	To 6	9,660
Mountain House Parkway, Von Sosten to I-205	To 8	12,080
Mountain House Parkway, Mascot to Von Sosten	To 6	12,080
Mountain House Parkway/Patterson Pass, I-205 to I-580	To 4	12,080
Grant Line, Mountain House Parkway to Alameda County	To 4	8,050
Grant Line, Mountain House Parkway to Byron Road	To 4	11,260
Grant Line, Alameda line to I-580	To 4	9,660
Byron Road, Mountain House Parkway to Great Valley Parkway	To 4	8,050
Byron Road, Great Valley Parkway to Alameda County	To 4	12,080
Byron Road, Mountain House Parkway to Grant Line	To 4	9,660
Byron Road, Mountain House Parkway to Wicklund	To 6	12,080

- e) Community Participation. If warranted by the traffic monitoring program, or, if initiated by others, the community shall participate in the traffic studies and improvement measures for improvements not listed in Table 9.2, including the following: Eleventh Street, Byron Road (south of Grant Line Road), existing Grant Line Road (east of Byron Road), new Grant Line Road (realigned section east of Byron Road), grade separation at Grant Line Road crossing the Union Pacific railroad tracks (City of Tracy), Middle Road extension, Altamont Pass Road (Alameda County), Byron Highway (Contra Costa County).
- f) Operation and Safety Improvements. The community shall, to the extent of its fair share, participate in upgrading pavement sections and/or safety improvements (e.g., standard pavement widths and paved shoulders) when it is determined by the County to be the primary new traffic contributor, on rural roads, including Bethany, Kelso, Hansen, Von Sosten, Reeve, and Middle Roads, and Tracy Boulevard where necessary to alleviate additional traffic caused by the project within the County.
- g) Construction Truck Management Plan. The Construction Truck Management Plan shall be administered by the MHCS D. It shall include identification of the preferred routes for trucks bringing construction materials to the site, and shall also include measures to ensure compliance by general contractors.
- h) Grant Line Road. When traffic reaches 5000 ADT, Grant Line Road (from Byron Road to I-580) shall be studied to determine whether it meets current road standards or has deficiencies not identified under previous model assumptions. The study shall be prepared by the MHCS D and approved by the County.
- i) Noise Study. Prior to the widening of Grant Line Road in the vicinity of Grant Line Village, the MHCS D shall prepare a noise study to determine future noise impacts and to identify measures which can mitigate, if feasible, exterior residential noise levels to 65 dB Ldn. Any approved mitigation measures shall be implemented at the same time the road widening is constructed.

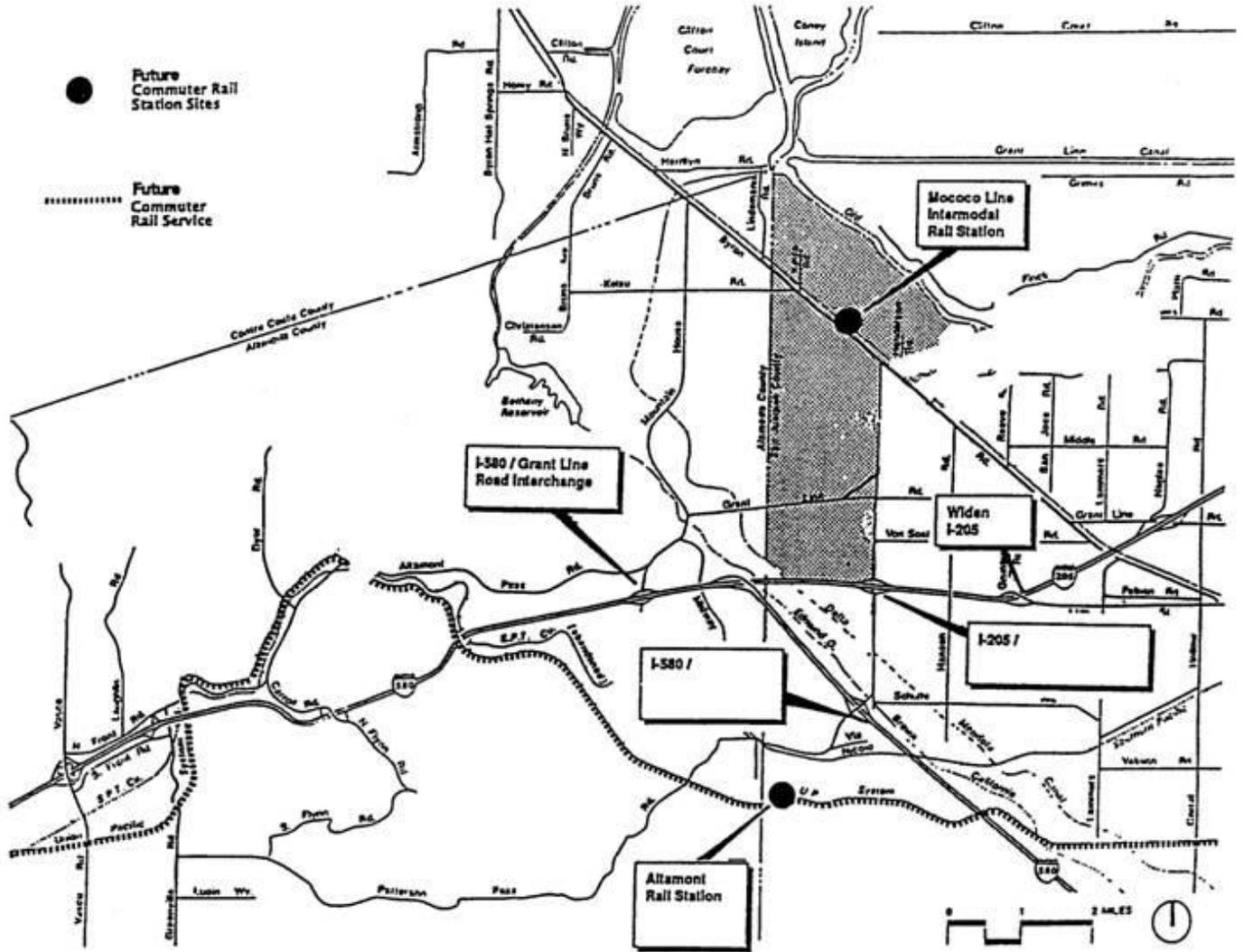


FIGURE 9.1 – FREEWAY AND RAIL IMPROVEMENTS

MOUNTAIN HOUSE MASTER PLAN

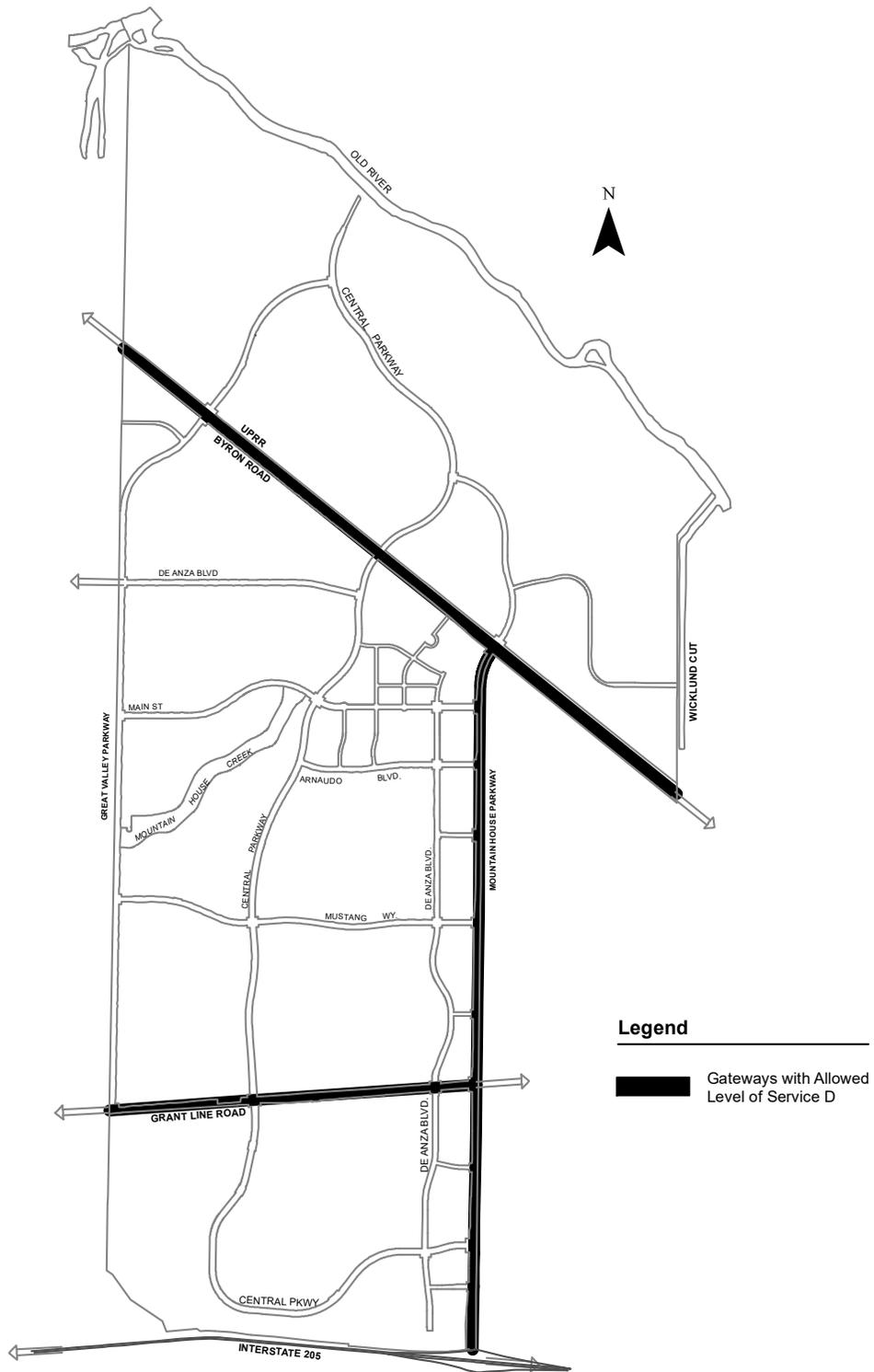


FIGURE 9.2 – GATEWAY WITH ALLOWED LEVEL OF SERVICE D

9.4 ARTERIAL INTERSECTIONS

Objective: To ensure that traffic, on all Arterials in and around the community, flows in a safe and efficient manner in compliance with County LOS standards.

Policies:

- a) Intersections, driveways, and minor access points on existing County Arterials shall be spaced at least 1/8 mile (660 feet) apart. Existing driveways and access points may remain, but shall be encouraged to relocate. 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 shall be allowed on existing access points.
- b) The community shall to the extent of its fair share, provide signalization and channelization at County Arterial intersections within the traffic impact area of the community.
- c) Safe intersections shall be provided through properly designed signalization and lane channelization at appropriate locations.

Implementation:

- a) Traffic Signals. Traffic signals will be provided within the community at 12 County major Arterial intersections, which are on existing County Arterials as identified in Table 9.3 and shown in Figure 9.3: Intersection Signalization and Channelization.

Table 9.3 Signalization at County Arterial Intersections	
1.	Byron Road and Great Valley Parkway
2.	Byron Road and Mountain House Parkway (*)
3.	Mountain House Parkway and Main Street
4.	Mountain House Parkway and Arnaudo Blvd. (*)
5.	Mountain House Parkway and Mustang Way (*)
6.	Mountain House Parkway and Grant Line Road (*)
7.	Mountain House Parkway and South Central Parkway (*)
8.	Mountain House Parkway and I-205 ramp (north of I-205)
9.	Grant Line and De Anza Boulevard
10.	Grant Line and the extension of Tradition Street
11.	Grant Line and Central Parkway
12.	Grant Line and Great Valley Parkway
13.	Mountain House Parkway and Grand Avenue (private road in Town Center shopping center)

- b) Requirements at 4,100 DU Buildout. Of the intersections specified in a) above, those shown with an * shall be completed upon 4,100 DU Master Plan buildout or sooner, if standard signal warrants are met prior to 4,100 DU Master Plan buildout in terms of traffic. Each Specific Plan shall include provisions for necessary intersection improvements required to serve the cumulative traffic of the community.

Monitoring of intersections within and immediately adjacent to the site for signal warrants shall be required on an annual basis.

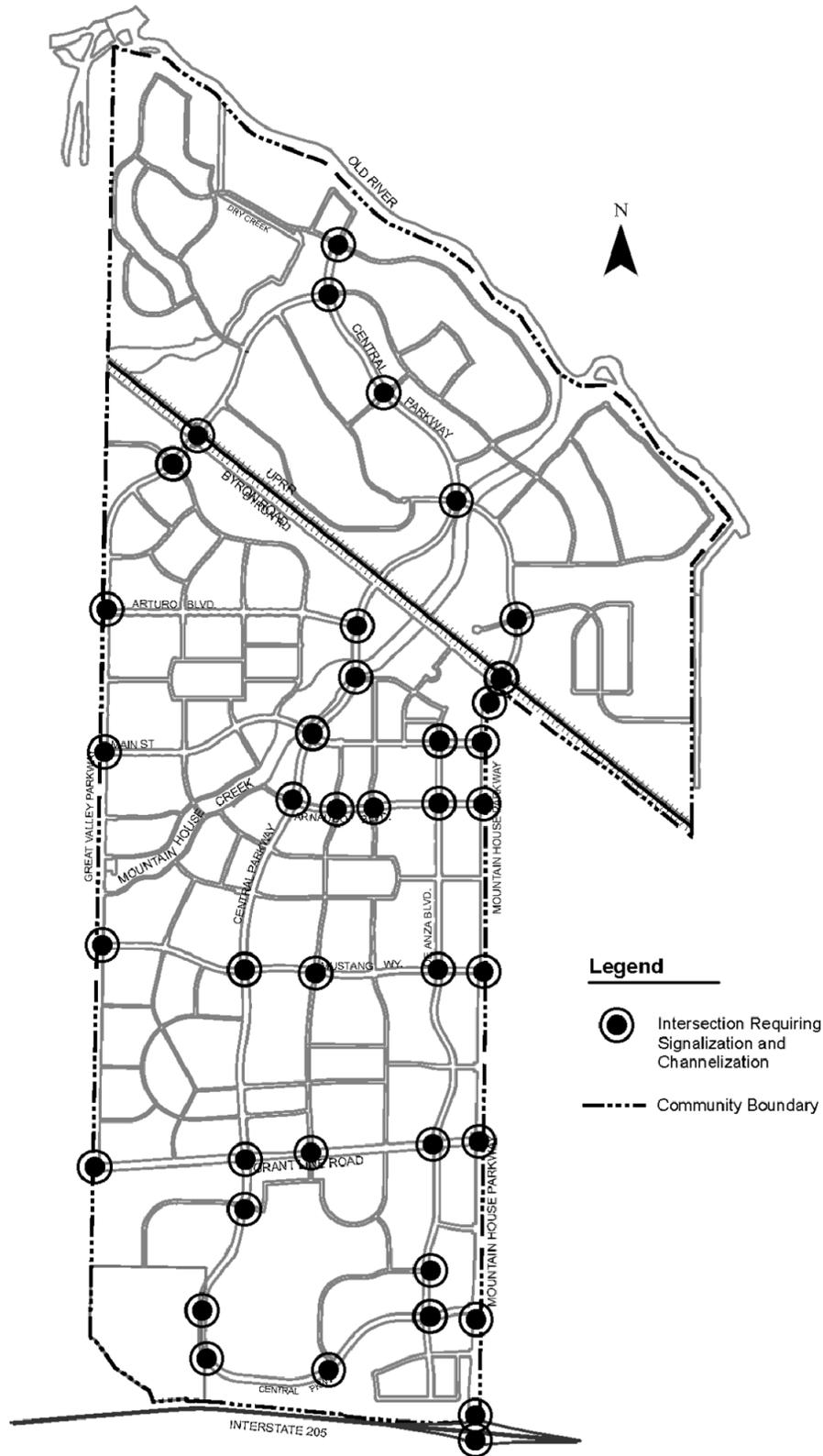


FIGURE 9.3 – INTERSECTION SIGNALIZATION AND CHANNELIZATION

- c) Community Arterial Intersections. Intersection signalization shall be required at the community Arterial intersections listed in Table 9.4 below and shown on Figure 9.3: Intersection Signalization and Channelization.

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

- d) Channelization. Channelization, that is, provision of additional turn and storage lanes, shall be provided at 18 intersections on and adjacent to the site (see Figure 9.3: Intersection Signalization and Channelization) as follows in Table 9.5.

Table 9.5 Channelization at Intersections	
1.	All County Arterial Intersections noted in Table 9.3
2.	All Community Arterial Intersections noted in Table 9.4
3.	Mountain House Parkway and I-205 ramp (south of I-205)

- e) Coordination with Roadway Improvements. All signalization and channelization shall be provided in conjunction with the roadway improvements or as needed if traffic studies support a deferral.
- f) Determination of Fair Share. “Fair share” contribution toward improvement of County Arterial intersections identified on Table 9.3 shall be determined in the Public Financing Plan and shall be based upon estimates provided in the most current EIR for the purpose of establishing and collecting the fees only. The final determination of fair share to a given improvement project shall be made during the design stages of the individual improvements.

9.5 ON-SITE ROADWAY CIRCULATION AND DESIGN

This section covers internal street circulation and design details and standards for all community roads including soundwalls and landscaping for County Arterials that pass through or are immediately adjacent to the community.

The on-site circulation system for Mountain House includes a coordinated system of Arterial and Collector roadways to provide vehicular access throughout the community. The hierarchy of streets balances accessibility and protects residential Neighborhoods from through traffic. (see Figure: 9.4: Roadway Classification Diagram, and Section 3.4.2: Residential Site Planning and Design).

Bridge structures over existing waterways, such as Mountain House Creek, and culvert structures at minor creeks, canals and ditches are also included in the on-site circulation system design. A new grade-separated structure on Central Parkway over Byron Road and UPRR will serve as an Arterial link to the marina area.

Landscape treatments of on-site roadways are contained in the MHCS Design Manual.

Assumptions:

- a) Travel demand estimates used to identify the desired circulation system design and necessary on-site improvements are based on the San Joaquin County Council of Governments (SJCOG) regional travel demand peak hour model, using the San Joaquin County revised 2010 land use projections.

Objective: To facilitate the movement of vehicular traffic within the community by providing a safe, efficient, and easily understood on-site circulation system.

Policies:

- a) Pavement widths shall be minimized, consistent with safety considerations, to reduce development costs and improve the visual appearance and scale of street corridors, especially within Neighborhoods.
- b) Design standards for Local streets shall be based upon the needs of the Neighborhood, and shall ensure that:
 - Pedestrian safety will not be compromised;
 - The width of the street is based upon the number of cars expected to use that street;
 - The street will safely accommodate the expected traffic; and
 - The arrangement of streets encourage short, quiet streets, that discourage through traffic.
- c) Road signs shall be developed in accordance with County policy and broadly adopted guidelines on uniform traffic signage. This applies to regulatory, warning, and guidance signs.

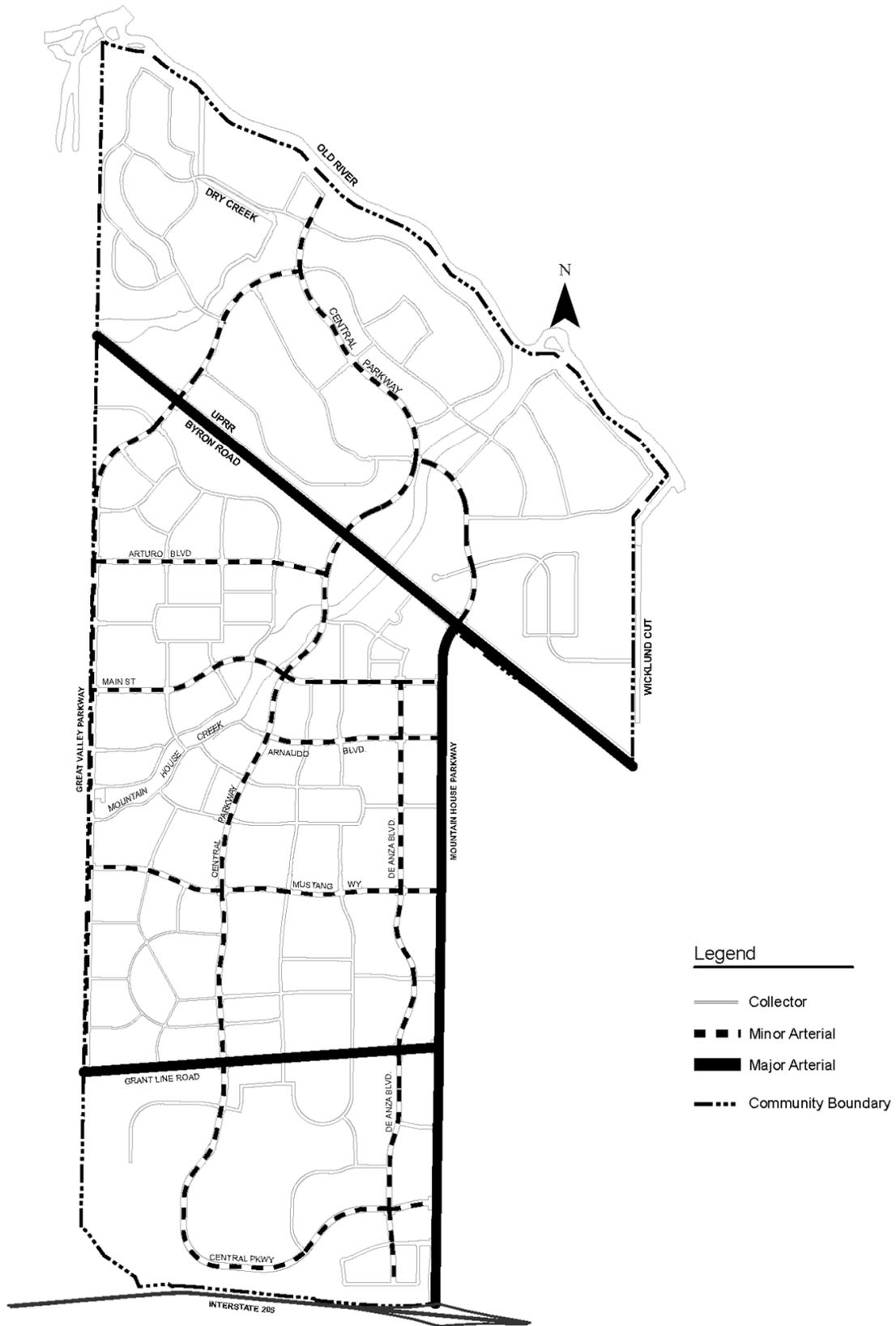


FIGURE 9.4 – ROADWAY CLASSIFICATION DIAGRAM

MOUNTAIN HOUSE MASTER PLAN

**Table 9.6
Mountain House Road Classifications and Standards**

	Right-of-Way	Number of Lanes	Access Control	Capacity (Vehicles/Day)	On-Street Parking
Major Arterial	98'-152'	4-6	Partially controlled intersections and access; at grade	35,000-45,000	No
Minor Arterial	104'-134'(5)	4	Intersections at grade; partially controlled access	25,000	No (4)
Residential Collector	62'	2	Intersections at grade; driveway access	7,000	Yes Both Sides
Local Residential Type I	45'-50'	2	Intersections at grade; driveway access	300	Yes One or Both Sides
Local Residential Type II	49'-54'	2	Intersections at grade; driveway access	600	Yes Both Sides
Local Residential Type III	53'-58'	2	Intersections at grade; driveway access	1,500	Yes Both Sides
Commercial & Industrial Collector	64'-84'	2	Intersections at grade; driveway access	7,000-10,000	Limited

Notes:

1. Standards are all minimums.
2. See roadways sections for pavement widths.
3. Right-of-way includes all public land within the street boundaries including roadway median, walks, paths, landscaping and soundwalls.
4. On street parking is not allowed, except along Main Street within the Town Center.
5. The minimum right-of way width is 96 feet for Main Street within the Town Center.

- d) Access standards shall define appropriate level of access to and from each type of street in the functional classification system. Unsignalized “right turn in, right turn out” intersections (excluding those in Table 9.3) may be permitted on Major Arterials, if consistent with safety criteria such as sight distance and minimum spacing.
- e) Minor Arterials and Collector streets may have unsignalized intersections, in addition to those that are signalized.
- f) Driveways serving individual homes are prohibited from Arterials. Driveways for individual homes may be accessed from Collectors. Access to residential lots fronting on Central Parkway shall be from Local streets, common driveways, or alleys.
- g) In commercial areas, a pedestrian-oriented street design shall be developed, including on-street parking, that is conducive to an active street life and meets minimum pedestrian crossing requirements contained in standard urban design guidelines.
- h) Landscaped medians shall be constructed along high volume major Arterials, and driveway access and on-street parking shall be prohibited (see Chapter Four for landscape treatments).
- i) Roadways within the community shall be constructed in coordination with phased development to accommodate vehicular travel demand and to minimize intrusion of through traffic into residential Neighborhoods.
- j) Stormwater runoff from publicly owned alleys shall be directed to publicly owned collection and disposal facilities. Runoff from privately owned alleys shall be directed to public or private facilities, depending on the nature of the development being served by the alley.
- k) Residential access streets may intersect or take access from any street type. Turning movements may be restricted where Local streets intersect with major Arterials.
- l) Collector Residential Streets shall be the primary means of movement through and between Neighborhoods.
- m) To improve traffic flow and reduce automobile emissions, traffic signals throughout Mountain House shall be synchronized to the maximum extent possible.
- n) Assignment of speed limits shall take into account several factors including design speed, sight distance, adjacent land use, and street function. Limits typically are 35 to 45 miles per hour (mph) on Major Arterial streets, and 25 to 30 mph on Minor Arterials and Collector streets.

Implementation:

- a) Corner Radii. Street corner radii shall be as small as possible to minimize pedestrian crossing distances (maximum curve radii of 20 to 30 feet for Arterials and Collectors, and 10 to 20 feet for Local streets). Arterial intersections which

are anticipated to experience consistent high volumes of truck traffic may utilize curb radii of up to 60 feet, subject to review and approval by the MHCSD. Bulb or bumpout corner radii may be used where it can be determined that safety will not be impaired. Radii less than 20 to 25 feet should not be used for street corners at intersections which are (or may be) part of a transit route or school bus route.

- b) Speed Limits. Speed limits shall be established on individual Arterial and Collector streets. Special speed zones shall be identified as dictated by sensitive land uses such as schools, hospitals, or other institutional uses.
- c) Intersection Spacing. Arterials shall have access limited to signalized intersections at minimum 1/8 mile spacing. Intersections of Collector streets with other Collector streets shall be spaced no closer than 300 feet. Intersections or offsets of Local streets with Collector streets shall be spaced no closer than 200 feet. Proposed signalized access points for Arterials that cannot achieve 1/8 mile spacing may be permitted as determined by a traffic study or other applicable study.
- d) Street Classifications. Classification of the streets including Major Arterial, Minor Arterial and Collector streets, shall be as cited in Figure 9.4: Roadway Classification Diagram.
- e) Typical Sections. Roads within the community shall be designed according to the typical sections shown by Figures 9.5 through 9.29. Travel lanes shall be measured to exclude the curb and gutter. Parking lanes shall be measured to face of curb.
- f) Street Locations. Final locations of Residential Collector Streets shall be designated in each Specific Plan.
- g) Loop Streets. Both ends of Local loop streets shall intersect the same collecting street in order to discourage through traffic.
- h) Limit on Residential Drives. No more than 16 homes may be served by a street with a single point of access.
- i) Intersections. The intersecting angle between two streets shall not deviate from the perpendicular by more than 10°.
- j) Sidewalks. Sidewalks shall be a minimum of four feet in width along Local residential streets and at a minimum of five feet in width along Collector streets. Sidewalks shall be constructed at the same time as street connections between residential areas and schools and parks.
- k) Alley Standards. Alleys serving individual or group residential units may be permitted. Design, construction and maintenance standards for alleys shall be developed prior to submittal of the first Development Permit and approved by the County prior to the recordation of the first Final Map. All alleys shall be designed to meet or exceed County Standards for drainage, lighting, and structural sections for accommodation of garbage trucks. Widths of alleys shall allow single turn access to garages by a full sized automobile.

MOUNTAIN HOUSE MASTER PLAN

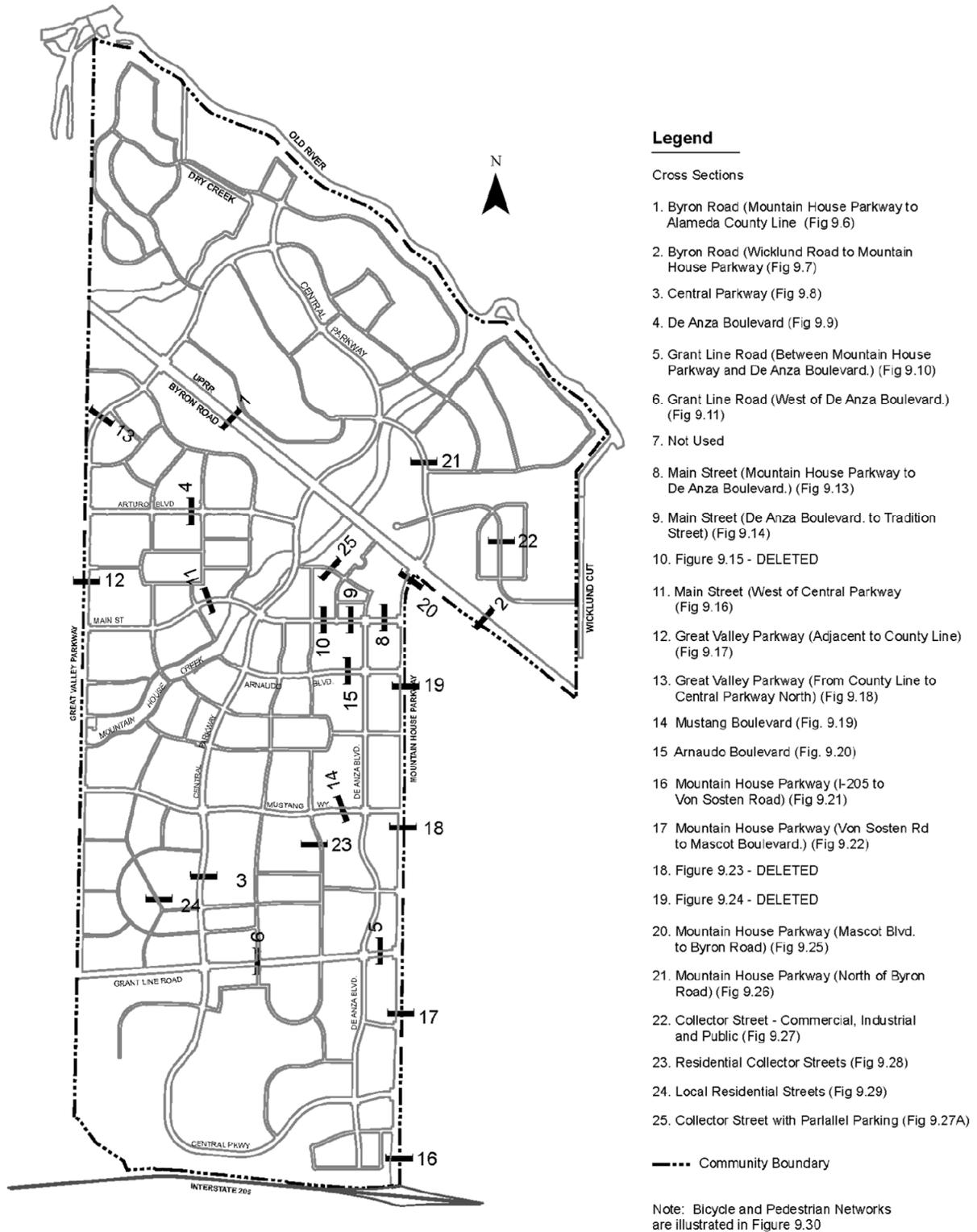


FIGURE 9.5 – CROSS SECTION INDEX

MOUNTAIN HOUSE MASTER PLAN

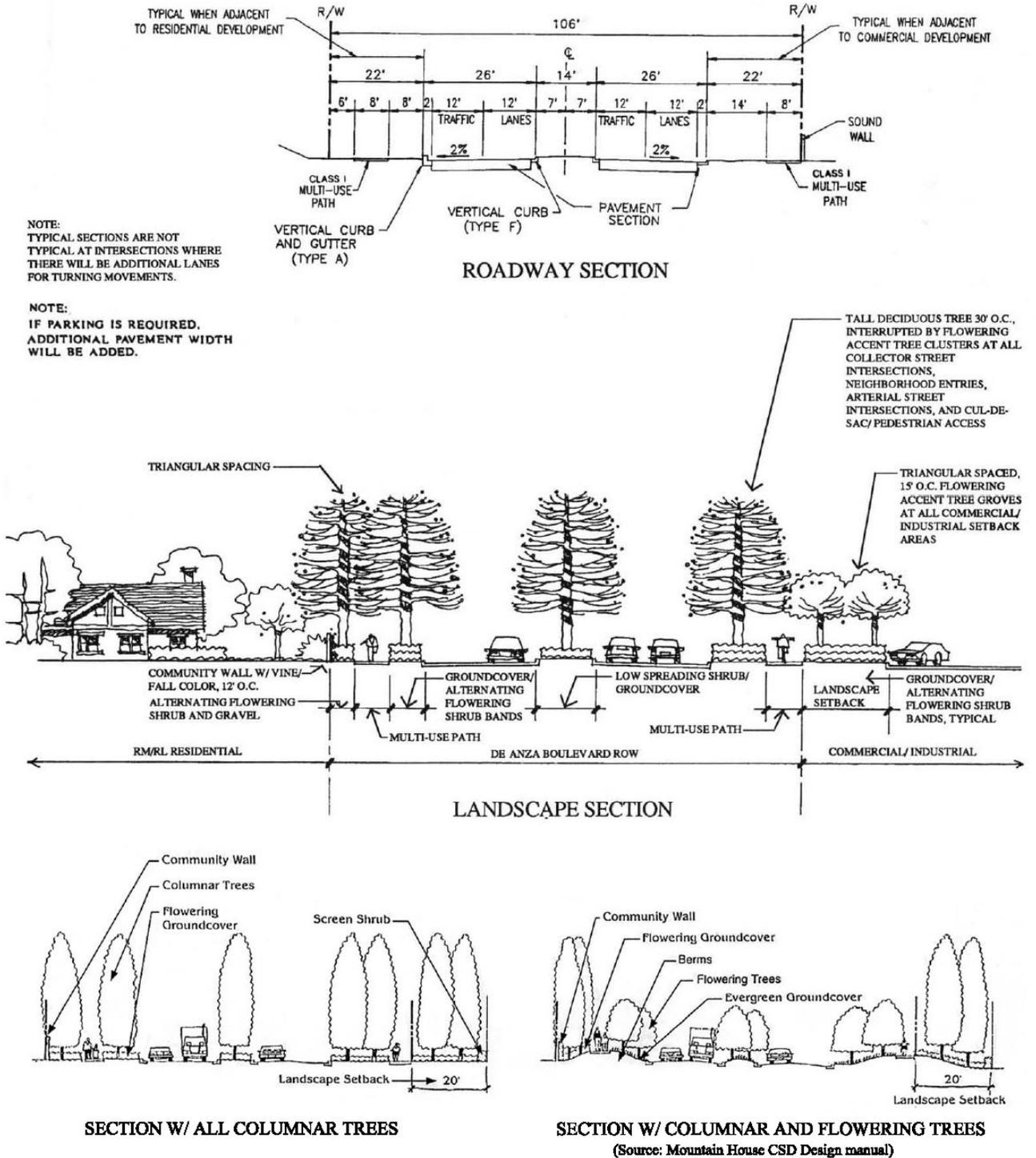


FIGURE 9.9 - DE ANZA BOULEVARD - MINOR ARTERIAL

MOUNTAIN HOUSE MASTER PLAN

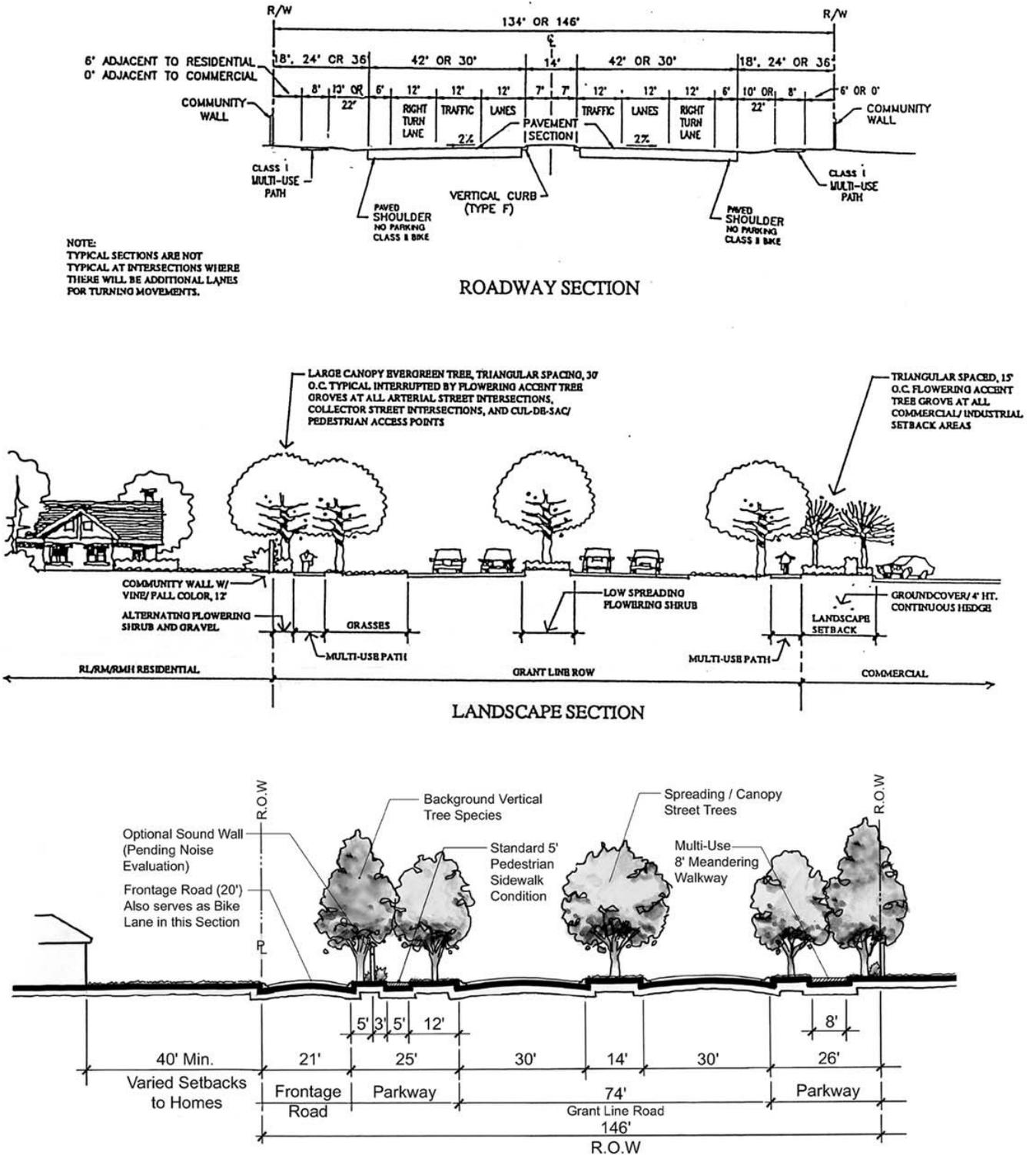


FIGURE 9.11 - GRANT LINE ROAD (WEST OF DE ANZA) - MAJOR ARTERIAL

FIGURE DELETED

FIGURE 9.12 - KELSO ROAD - MINOR ARTERIAL - DELETED

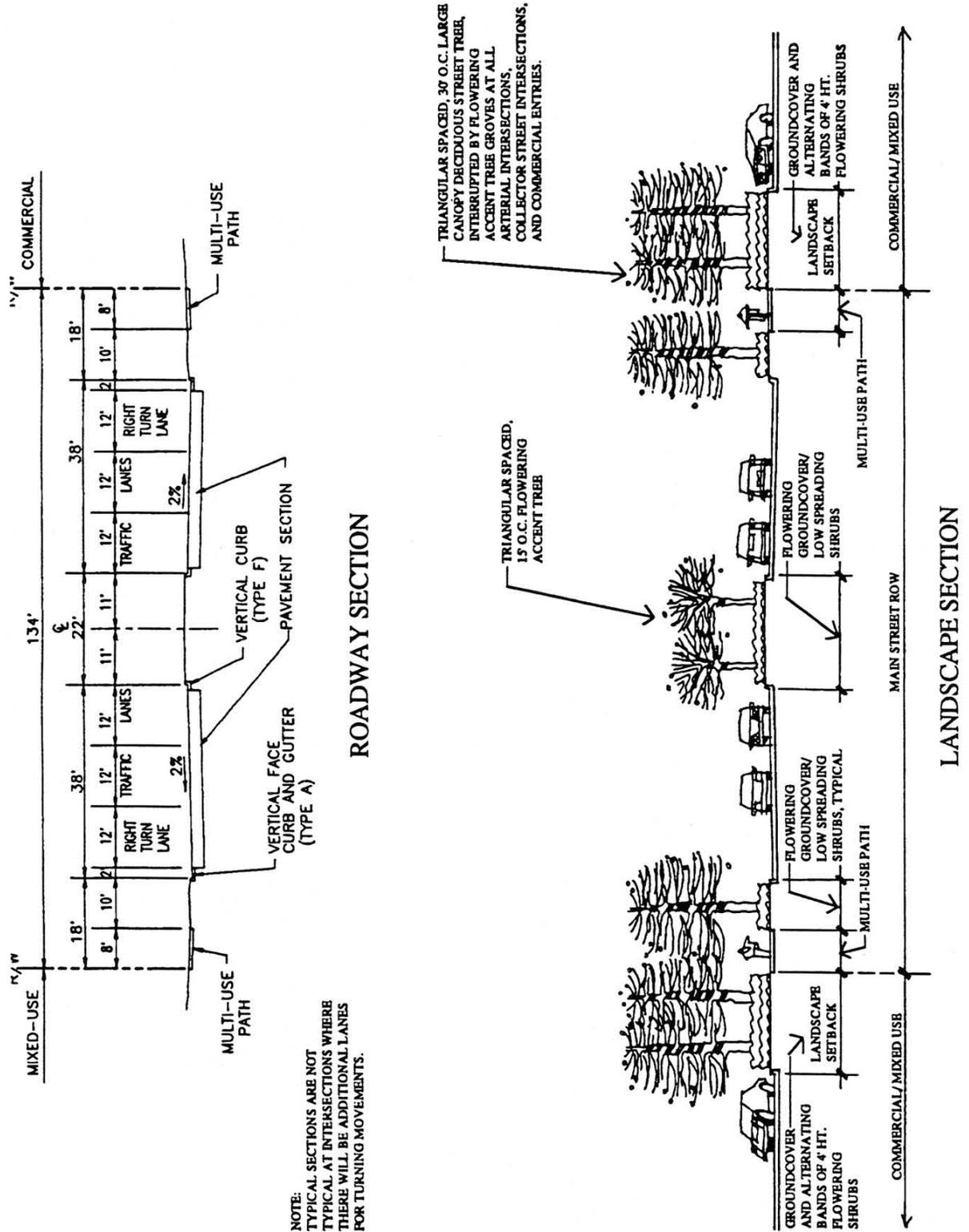


FIGURE 9.13 - MAIN STREET (MOUNTAIN HOUSE PARKWAY TO DE ANZA BOULEVARD) - MINOR ARTERIAL

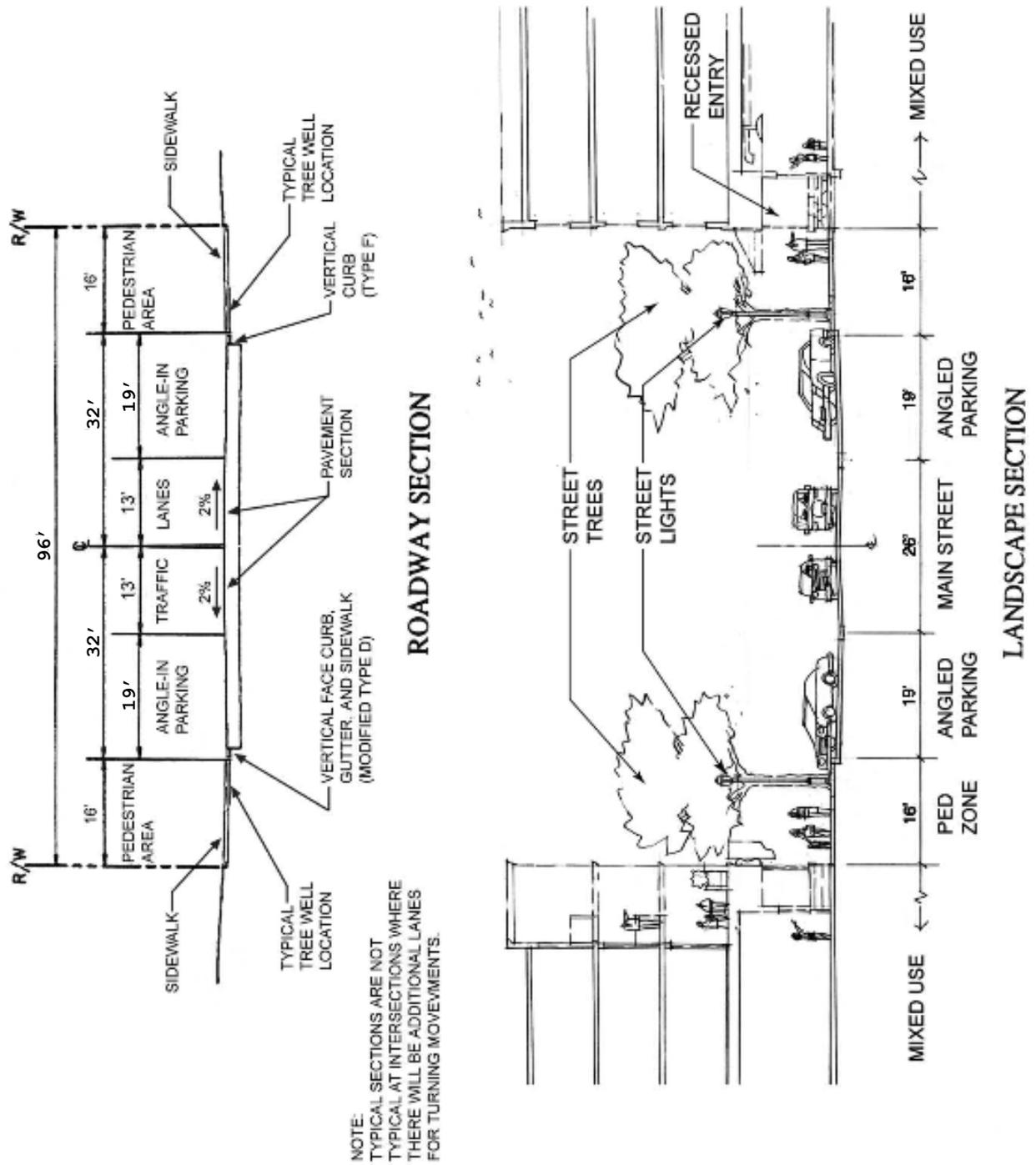


FIGURE 9.14 - MAIN STREET (DE ANZA BOULEVARD TO CENTRAL PARKWAY)

FIGURE DELETED

**FIGURE 9.15 - MAIN STREET (AT VILLAGE GREEN) - MINOR
ARTERIAL - DELETED**

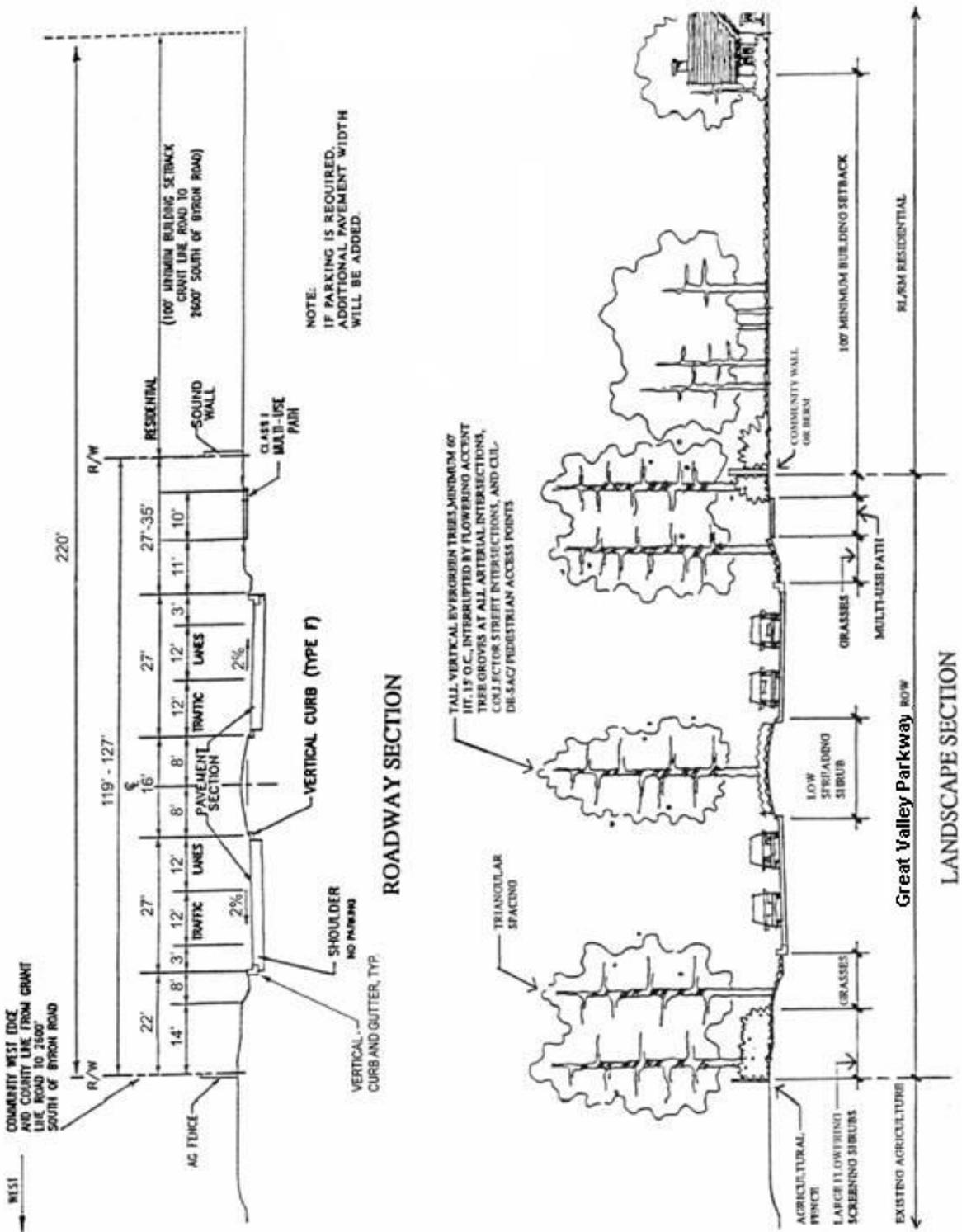


FIGURE 9.17 – GREAT VALLEY PARKWAY (ADJACENT TO COUNTY LINE) - MINOR ARTERIAL

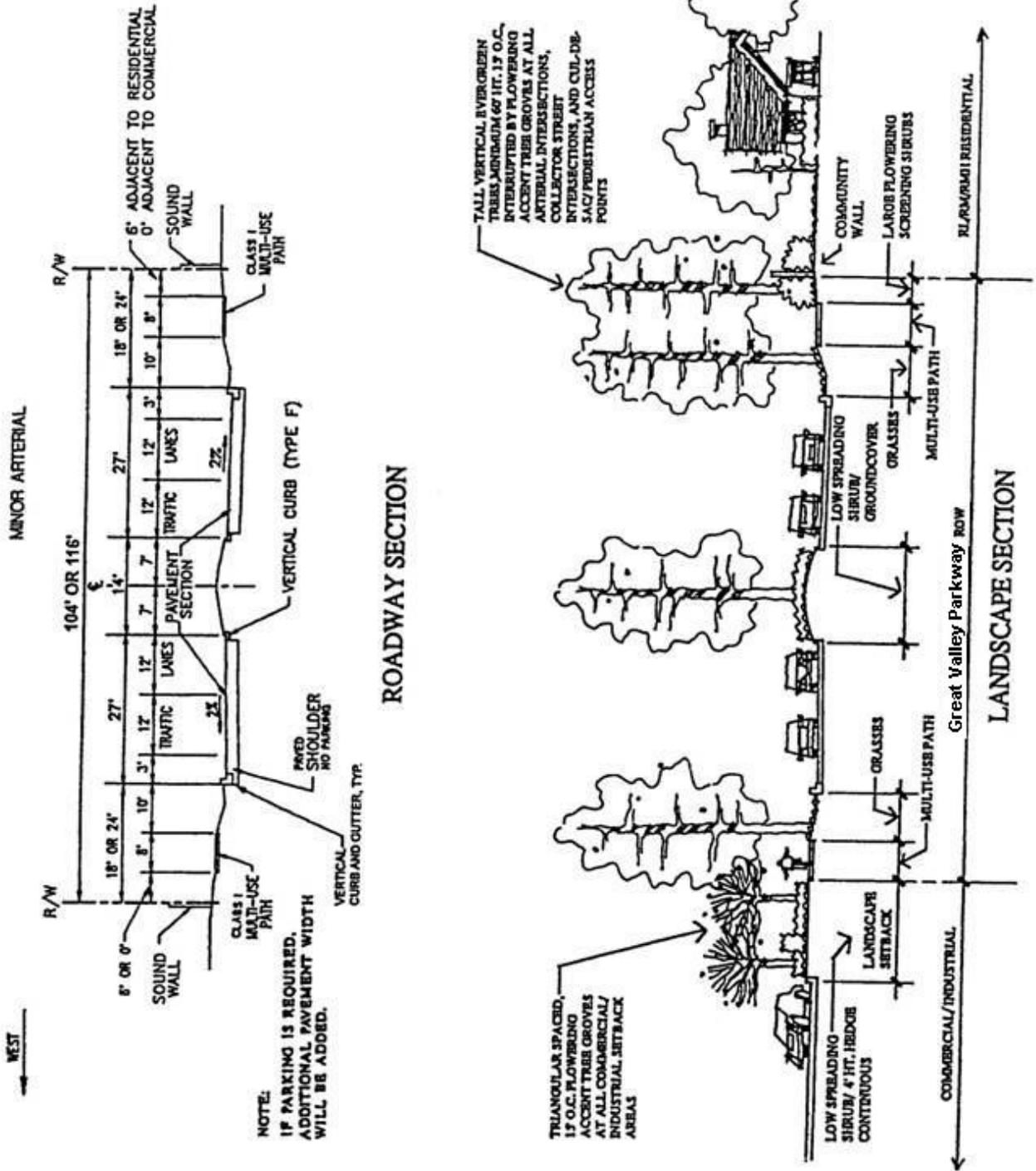


FIGURE 9.18 – GREAT VALLEY PARKWAY (FROM COUNTY LINE TO CENTRAL PARKWAY NORTH) – MINOR ARTERIAL

FIGURE DELETED

FIGURE 9.23 – MOUNTAIN HOUSE PARKWAY (GRANT LINE ROAD TO MASCOT BOULEVARD) - MAJOR ARTERIAL - DELETED

FIGURE DELETED

**FIGURE 9.24 – MOUNTAIN HOUSE PARKWAY (MASCOT BOULEVARD
TO MAIN STREET) - MAJOR ARTERIAL - DELETED**

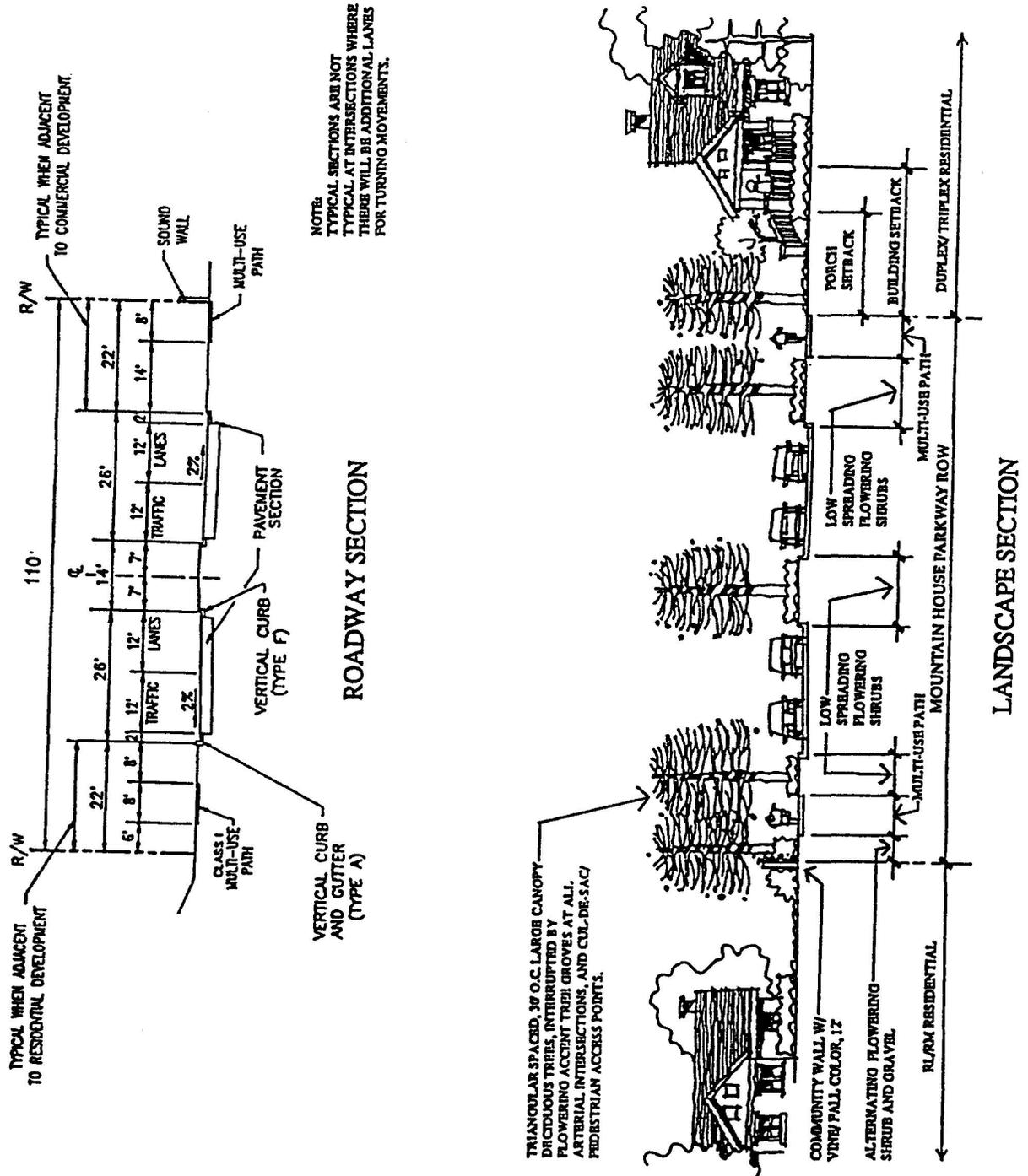


FIGURE 9.26 – MOUNTAIN HOUSE PARKWAY (NORTH OF BYRON ROAD) – MINOR ARTERIAL

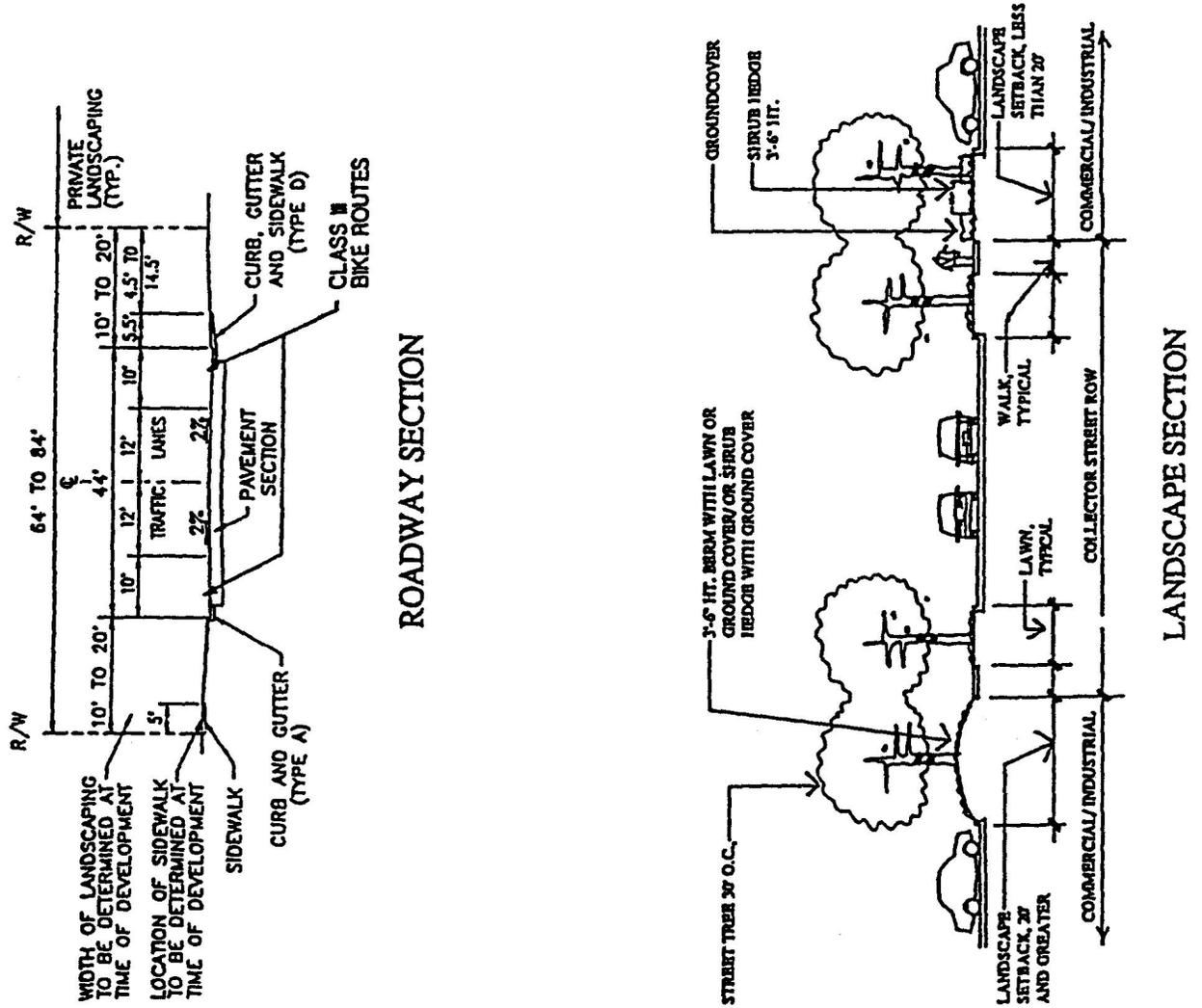
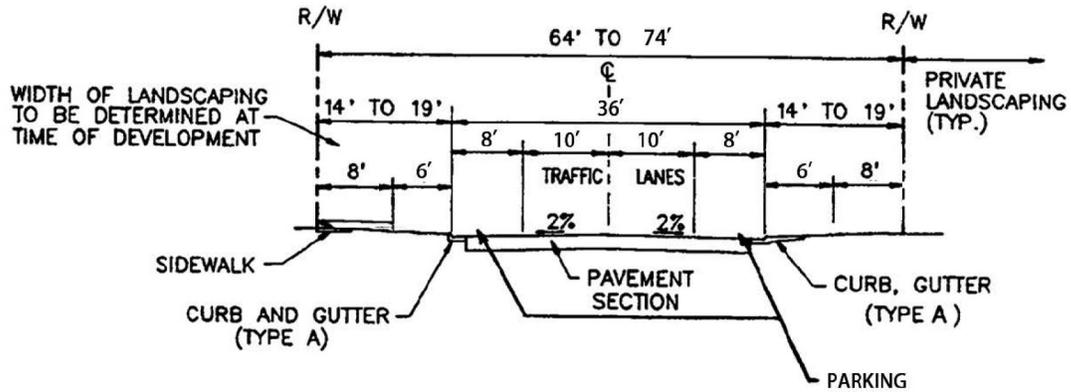
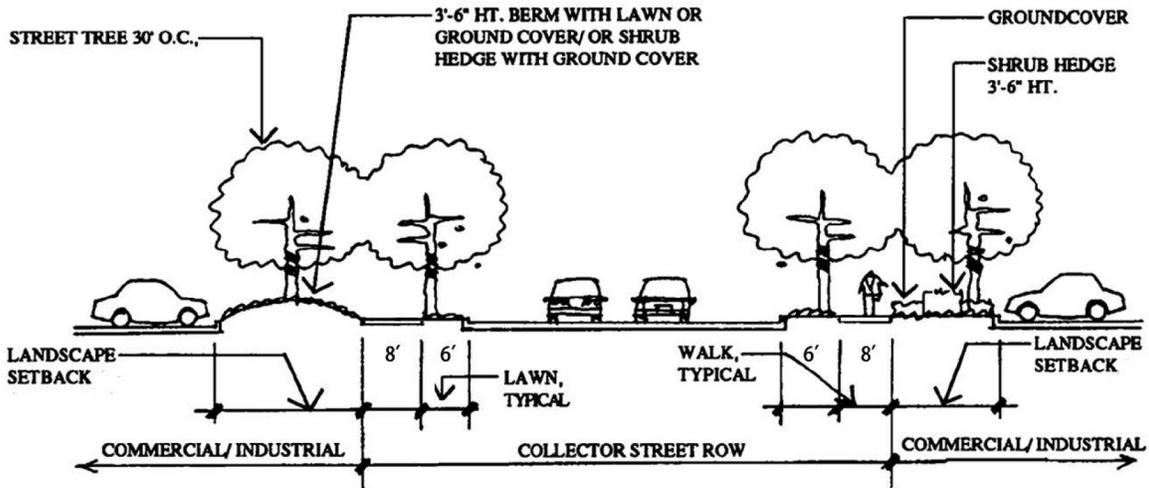


FIGURE 9.27 – COLLECTOR STREET – COMMERCIAL, INDUSTRIAL AND PUBLIC



ROADWAY SECTION



LANDSCAPE SECTION

FIGURE 9.27A – COLLECTOR STREET – TOWN CENTER

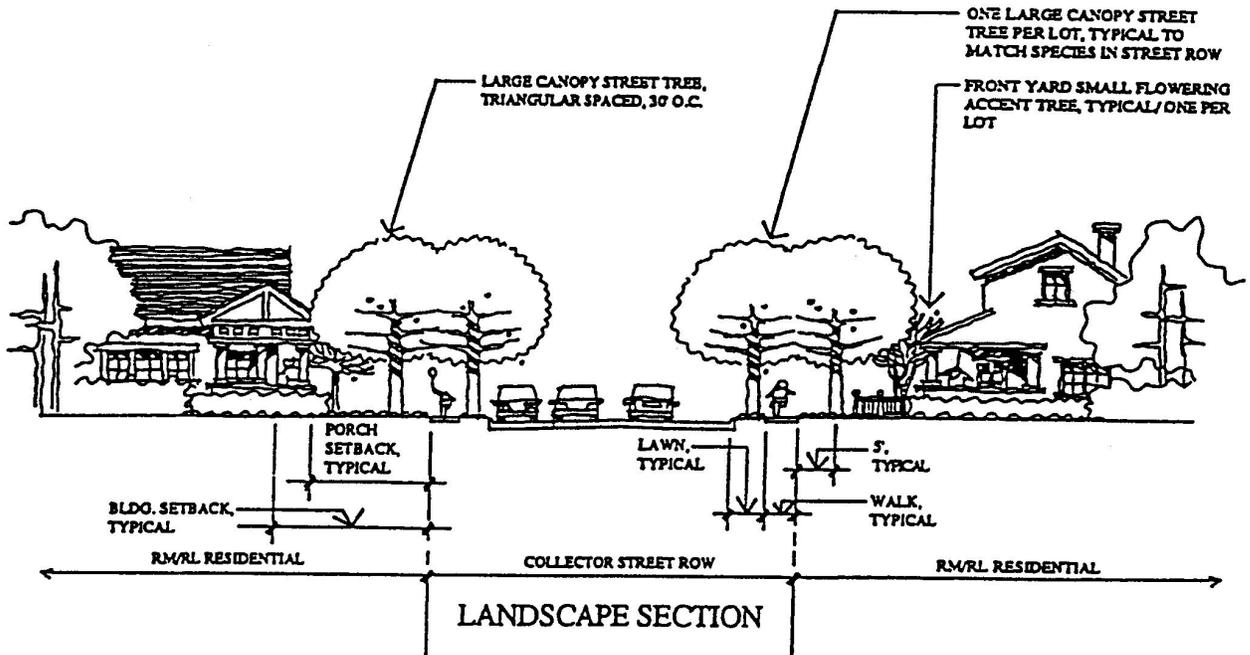
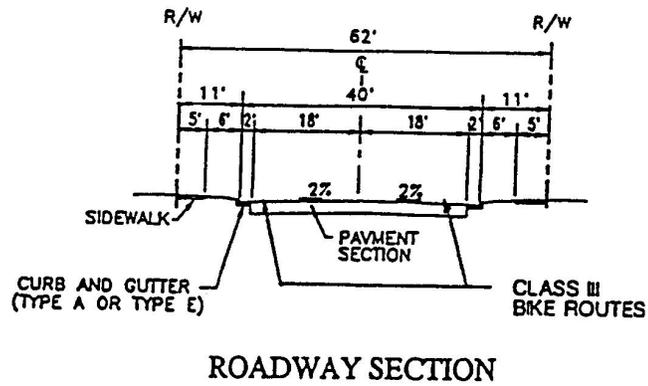
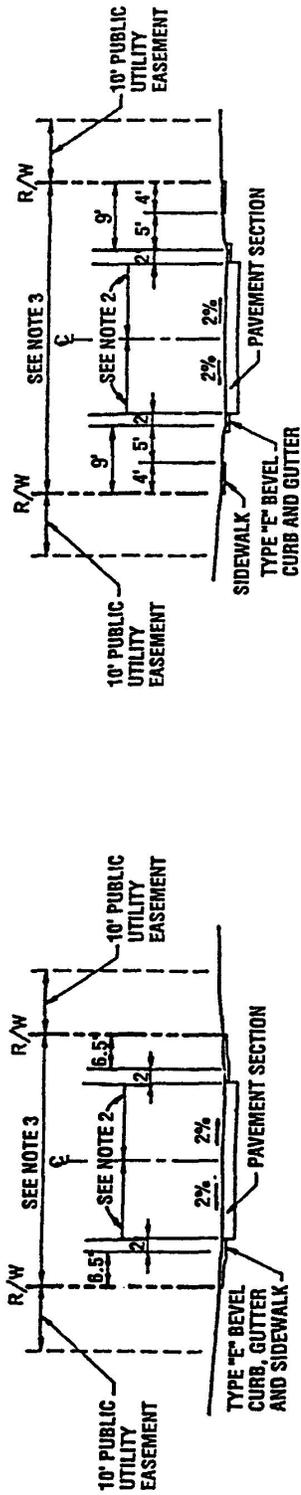


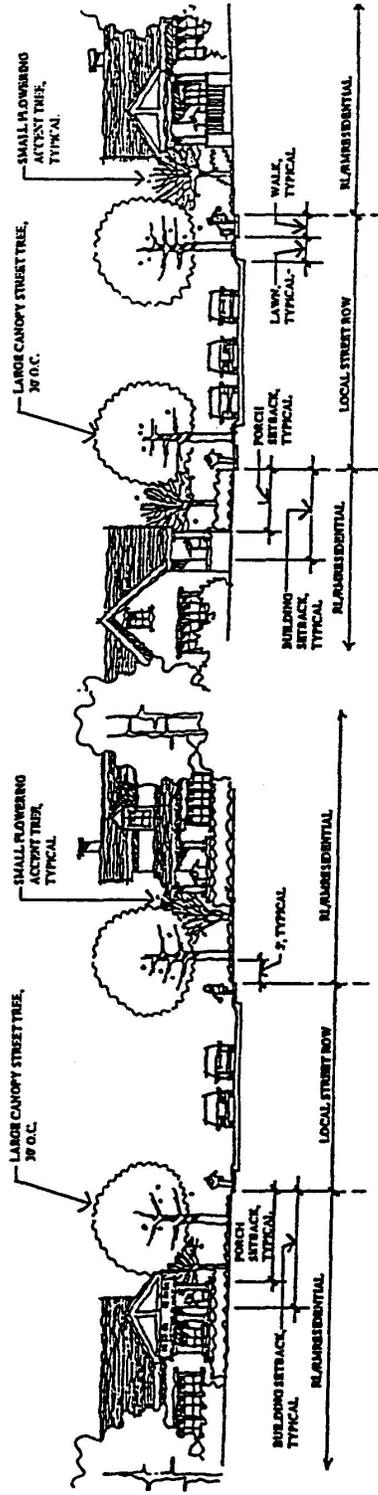
FIGURE 9.28 – RESIDENTIAL COLLECTOR STREETS



**ROADWAY SECTION TYPE A
CONNECTED SIDEWALKS
NOT TO SCALE**

**ROADWAY SECTION TYPE B
DISCONNECTED SIDEWALKS
NOT TO SCALE**

- NOTES**
1. PAVEMENT WIDTH WILL BE 24', 30' OR 36' DEPENDING ON NEIGHBORHOOD TRAFFIC COUNT AND/OR RESIDENTIAL UNITS SERVED.
 2. RIGHT-OF-WAY WIDTH WILL VARY DEPENDING ON PAVEMENT WIDTH
 3. SEE TABLE 9.4: ROAD CLASSIFICATIONS AND STANDARDS FOR INFORMATION ON ROAD RIGHTS-OF-WAY, LANE CONFIGURATIONS, ACCESS CONTROL, CAPACITY, AND ON-STREET PARKING.



LANDSCAPE SECTION TYPE A

LANDSCAPE SECTION TYPE B

FIGURE 9.29 – LOCAL RESIDENTIAL STREETS – TYPES I, II, AND III

9.6 ROADWAY MAINTENANCE

Provisions covering maintenance of community roadways as well as County roadways adjacent to the site are included below to ensure safe vehicular travel within the community and the surrounding area.

Objective: To provide for adequate and cost effective maintenance including routine maintenance, resurfacing, signal maintenance, and landscaping.

Policies:

- a) Roads within the Mountain House community shall be adequately maintained to facilitate safe vehicular travel and according to a pavement management system which maximizes pavement life.
- b) Road maintenance shall cover routine maintenance, resurfacing, signal maintenance, and landscaping.
- c) Alleys shall be maintained to acceptable standards for the type of development being served.

9.7 VEHICULAR PARKING

This Master Plan ensures that adequate parking will be provided to accommodate the peak parking demand for the planned land uses with consideration for both on- and off-street parking. The purpose of establishing parking maximums is to discourage the use of the single occupant automobile.

Studies of mixed-use developments indicate that combining land uses results in a demand for parking space that is less than the demand generated by separate freestanding developments of similar size and character. For example, an increase in retail parking demand on weekends combined with a decrease in office parking demand on weekends can create an opportunity of shared use of parking. The hourly, daily, and seasonal differences in peak parking demand for the various land uses at Mountain House will make shared parking possible and potentially reduce the total acreage devoted to parking (see the Mountain House Development Title for special provisions to lower the minimum parking requirements or to establish “deferred” parking). Transportation demand management strategies, through the reduction in vehicle trips, can also lessen parking demand.

Another measure to discourage the use of single occupancy vehicles is to reserve premium parking spaces (i.e., closest to building entrances, shaded, etc.) for carpools and cleaner fuel vehicles.

Objective: To provide on- and off-street parking facilities in a manner that both meets the parking demand of the planned land uses and encourages the use of alternative modes to the automobile.

Policies:

- a) On-street parking shall be permitted along Collector roads and Local residential and commercial streets, and shall be generally permitted on Minor Arterials and prohibited on Major Arterials except for designated emergency parking.

- b) Access to transit and rail travel shall be facilitated through the provision of adequate park-and-ride facilities at major transit and transfer locations.
- c) An on-street parking policy in commercial areas shall encourage turnover, ensure the availability of parking, and discourage use of parking by employees.
- d) A minimum 10% of all parking shall be allocated to carpools and cleaner fuel vehicles. This preferred parking shall be located in shaded, convenient locations close to building entrances. In order to facilitate disembarking and embarking of passengers with respect to rideshare vehicles, passenger loading/unloading areas shall be designated at or near building entrances.
- e) A minimum of 25% of all parking spaces shall be allocated for compact cars. These spaces shall be included throughout the project's parking areas through allocation of designated compact spaces. Alternatively, standard parking stall dimensions may be reduced to 8.5 by 18 feet for all parking spaces to serve both full-sized and compact cars.
- f) On street parking shall be accommodated within a seven-foot wide parking lane, which includes up to two feet of gutter pan (see Typical Sections shown by Figures 9.5 through 9.29).
- g) Parking areas for industrial and office uses shall be located at the sides and rear of buildings, to the degree possible.
- h) Passenger loading areas shall be required for passengers from ridesharing vehicles serving commercial and industrial development. These areas will be located near the main employee entrance to the building. The size of the vehicle waiting area will be equal to one space for every 200 parking spaces provided and will be covered and signed. This area is not restricted for carpool passenger drop-off/pick-up only.
- i) Areas for receiving and loading of materials on the premises of commercial and industrial uses shall be located away from the public street to which the use is oriented. Loading areas shall be screened from all public streets and public view to the greatest extent possible.
- j) For all industrial and commercial uses except mixed-use, a landscape strip shall be installed between parking areas and adjacent public street rights of way.

Implementation:

- a) Minimum/Maximum Parking Requirements. The off-street parking requirements for Mountain House shall include specified minimums and maximums as contained in the Mountain House Development Title.
- b) Parking Management. In addition to those provisions for parking management included here and in the requirements for the Town Center Specific Plan, and the TDM Program and Transit Plan, the Mountain House Development Title shall address parking requirements.

- c) Specific Plan Requirements. If an individual Specific Plan includes land uses with large parking concentrations such as the Town Center and the Transit Center, that might benefit from a structured parking plan, then the Specific Plan shall contain a generalized assessment of parking demand based upon the averages of the parking requirements for various land use designations included in the plan. This assessment shall include applicable TDM measures as defined in the TDM Program and Transit Plan. The opportunity for shared parking shall be evaluated based upon the types of uses anticipated within a given zone and general estimates for required parking.
- d) Parking Lot Design. The County Development Title and the MHCSD Design Manual shall provide design guidelines for the layout of parking lots. These design guidelines shall contain provisions for the landscaping of areas to be set aside for “deferred” parking.

9.8 BICYCLE AND PEDESTRIAN FACILITIES

9.8.1 Bicycle Facilities

Bicycling is intended to serve as a means of recreation and as a form of transportation suitable for short “utility” trips for employment, school, shopping, and social purposes. The integrated land use and circulation plan permits bicycling to comprise one link in a transit-based trip to both on-site and regional destinations. Provision of ample cyclist amenities, addressing safety, security, and aesthetic concerns, will serve as an incentive to reduce use of the private auto for short trips.

The generic term “bikeway” may be further defined as Class I paths, Class II lanes, and Class III routes. Class I paths are separate from the vehicular network, providing the greatest degree of physical safety for the cyclist. Class II lanes are separate, marked lanes within the roadway, with guide signs and pavement markings along the way. Class III routes are signed only, with the cyclist sharing right-of-way with motorists.

Objective: To provide ample bicycling, rollerblade, and electric cart amenities within the community to serve as an incentive for reducing use of the private automobile for short utility and commute trips, to encourage and enhance recreational bicycle travel and to separate high speed commuter bicyclists from recreational use whenever practical.

Policies:

- a) Class I and II bikeways shall provide a continuous, comprehensive network minimizing the need for cyclists to share roadway space with motorists.
- b) The bicycle network shall provide adequate facilities to separate the slowly moving family-oriented bicyclists from the faster commuter bikers.
- c) Class III bikeways shall be provided along Collector streets to guide bicyclists through Neighborhoods. These should only be used for short distances to connect to major routes.

- d) The bikeway system shall be coordinated with regional bikeways.
- e) Mountain House shall work with the City of Tracy to develop and implement a direct bicycle route between the two communities.
- f) All bike paths, routes, and lanes shall be designed to conform with standards in the MHCSD Design Manual and/or in compliance with California Department of Transportation (Caltrans) guidelines.
- g) Rest areas, bike racks, drinking fountains, and other appropriate amenities shall be provided at significant destinations on the network of Class I and Class II facilities.
- h) A “fair share” participation towards bicycle routes to regional destinations shall be provided whenever off-site roadway improvements are undertaken on designated regional bike routes, over the length of the improved sections. Participation shall be required when regional improvements in the area are initiated and the degree of participation shall be established by benefit district study.
- i) Rollerblade and electric cart use of bikeways and multi-use paths routes shall be allowed whenever pedestrian and bicycle use is not compromised. Additional width and other design considerations may be required to accommodate the size and speed of electric carts.

Implementation:

- a) Bikeway System. Multi-purpose Class I paths, Class II bike lanes, and Class III bike routes shall be provided as shown on Figure 9.30: Bicycle and Pedestrian Network and Figure 9.31: Bicycle and Pedestrian Walk and Path Standards, and as described below.
- b) Class I Bike/Multi-Use Path. The following Class I Bike Paths shall be constructed at the same time as adjacent roads. Class I Bike Paths shall parallel major Arterials except within Mountain House Creek Community Park and Old River Linear Park, where multi-use paths shall be constructed as specified in the Parks and Open Space Plan. All multi-purpose Class I paths shall have curb ramps and crosswalk striping when crossing streets.
 - Mascot Boulevard
 - Kelso Road
 - Central Parkway
 - De Anza Boulevard
 - Mountain House Parkway
 - Main Street (Mountain House Parkway to De Anza Boulevard and Great Valley Parkway to Central Parkway)
 - Grant Line Road
 - Arnaudo Boulevard
 - Great Valley Parkway (Central Parkway to Grant Line Road)

- Mountain House Creek Community Park (Great Valley Parkway to Old River)
 - Old River Regional Park
- c) Class II Bike Lanes. The following roadways shall be designed to include a minimum five-foot wide striped bike lane with signing, pavement legends, and lane striping separating the shoulders from automobile traffic so that Class II bike lanes are constructed concurrent with the roadway.
- Grant Line Road (Great Valley Parkway to Mountain House Parkway)
 - Byron Road
- d) Class III Bike Routes. Class III bike routes will be provided concurrent with construction of roadways to ensure a continuous, safe bicycle network. All Collectors shall be designated as Class III routes.
- e) Bikeway Development. All bikeways shall be part of the roadway development/design when they are within the road right of way.
- f) Commuter Travel. A subset of the Class I and II bikeways shall be designated as “commuter” routes indicating the most efficient path of travel for the dedicated bike commuter. This subset of bikeways shall include directional signage, direct access routes, and secure bike storage facilities at all park-and-ride lots and transit centers which shall be included in the roadway design.
- g) Traffic Signalization. Where designated bicycle facilities intersect signalized roadways, the traffic signals shall include the latest technology for bicycle actuation, or if such technology does not exist, pedestrian equipment to allow cyclist actuation.
- h) Bicycle Facilities and Parking. The improvement plan for each industrial and commercial site shall provide secured bicycle facilities free-of-charge to all employees. These facilities shall include lockers or racks as appropriate. Bicycle storage for commercial, industrial, office, and public uses shall be provided at a rate of five spaces per building complex plus one space for every 15 automobile parking spaces. Office buildings or office complexes that are 50,000 net rentable square feet or larger or contain 100 or more employees shall provide at least one shower and seven lockers for men and at least one shower and seven lockers for women as an incentive for employees and visitors to walk, jog, or bicycle. Based on this standard, additional facilities shall be added for additional employees and/or square feet (i.e., one locker for every 15 additional employees, a second shower at 200 employees or 100,00 square feet, etc.). Secure bicycle storage facilities are required at all designated park-and-ride lots and the Transit Center.
- i) Racks on Transit Vehicles. Transit vehicles shall include bicycle racks to encourage bicycle access to the system.

- j) Determination of Fair Share. The community shall participate on a fair share basis in the planning and implementation of off-site bicycle facilities connecting with regional bike routes as designated on the County Regional Bicycle Plan, including routes along Mountain House Parkway, Byron Road, Grant Line Road, Schulte Road, and Edmund G. Brown Aqueduct.
- k) Specific Plan Requirements. At each Specific Plan stage, the bikeway system shall be reviewed and updated to ensure conformance with goals and current conditions, and to ensure consistency with bikeways adjacent to the site. Each Specific Plan shall designate the locations of bicycle and pedestrian facilities.

9.8.2 Pedestrian Facilities

Mountain House is intended to offer a network of pedestrian walkways, paths, and trails that facilitates walking for short trips, for purposes such as shopping or social visits, as well as walking for pleasure. The design of the pedestrian circulation system helps to minimize pedestrian/vehicular conflicts and also facilitates pedestrian access to transit.

Objective: To encourage and enhance pedestrian travel through provision of a complete network of walking paths and sidewalks.

Policies:

- a) In addition to the multi-use paths, additional pedestrian facilities shall be provided along roadways, within parks, and at higher intensity areas such as the Town Center. Pedestrian facilities shall include sidewalks, pedestrian crossings, benches, lighting, trash containers, and signage.
- b) The design of the multi-use paths described above shall facilitate safe pedestrian travel in addition to bike travel.

Implementation:

- a) Standards for Multi-use Paths. Multi-use paths shall be at least eight feet in width, except where constructed on only one side of a road without Class II bike lanes where it shall be ten feet in width, and for the Old River Park multi-use path which shall be at least 12 feet wide (see Section 7.2.9: Old River Regional Park), and may be constructed of decomposed granite, asphalt or concrete as appropriate to use and location. Collector streets shall incorporate walks five feet in width and Local streets shall incorporate walks four feet in width (see Figure 9.31: Bicycle and Pedestrian Walk and Path Standards). Walks' and paths' relationships to streets are shown in street sections, Figures 9.6 to 9.29. Multi-purpose path routes are shown in Figure 9.30 under the Class I bike routes.
- b) Commercial/Industrial Collector Streets. Commercial and industrial Collector streets shall have walks or paths on at least one side of the street, and on both sides where the street supports commercial frontage.

- c) Residential Streets. Residential Collector and Local streets shall have a walk on each side of the street.
- d) Pedestrian Crossings. At each signalized intersection where pedestrians are expected to cross, a pedestrian crossing signal shall be provided.
- e) Pedestrian Features. The design of each commercial area and the Town Center shall include pedestrian-oriented features, such as narrowed intersections to reduce crosswalk distance, small-radius corners, and pedestrian-actuated signals. Site plans prepared as part of Development Permit applications shall incorporate direct and convenient pedestrian connections, including those between sidewalks and building entrances and between cul de sacs and abutting streets.
- f) Specific Plan Requirements. Each Specific Plan shall designate the locations of bicycle and pedestrian facilities.

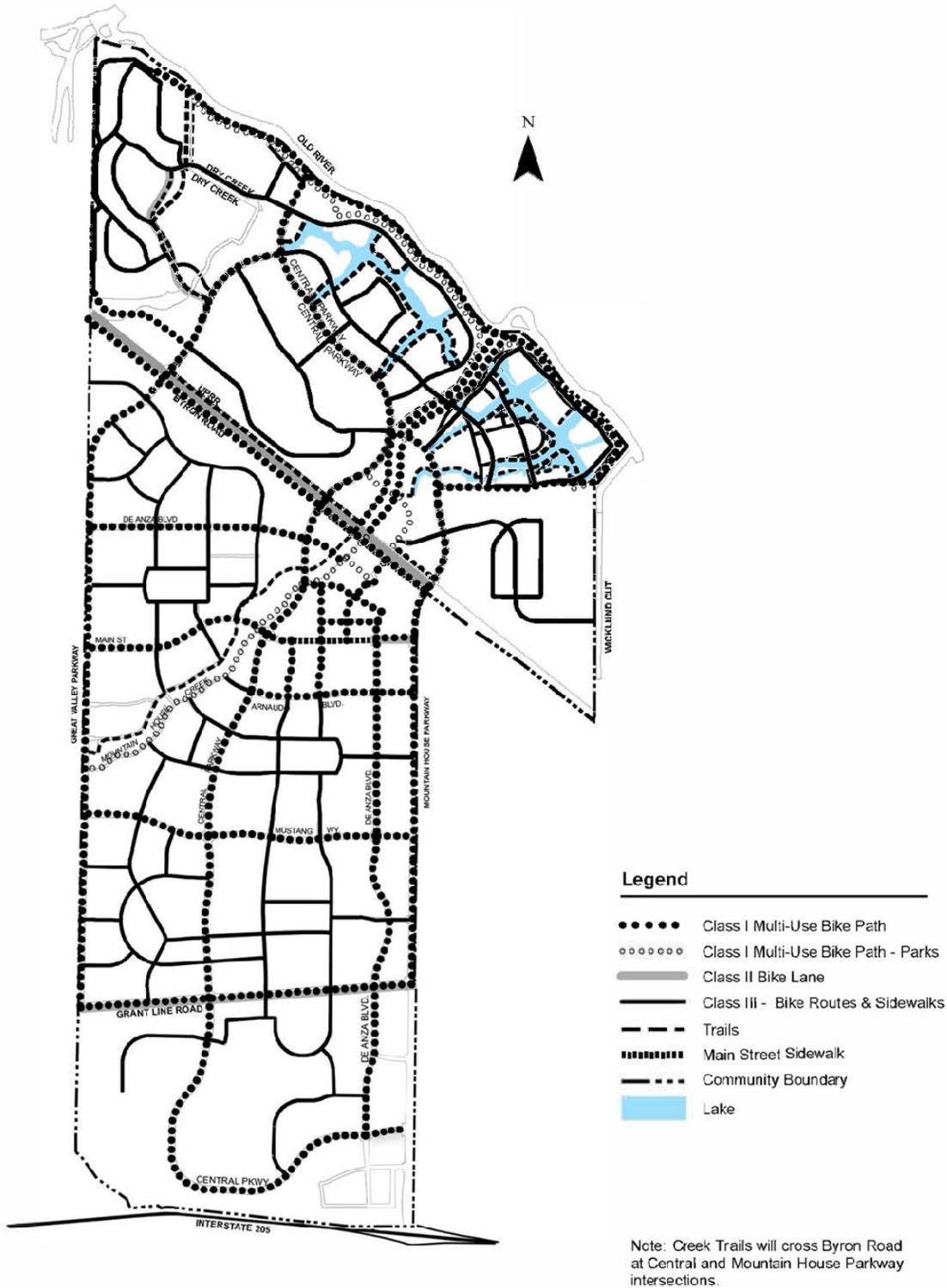


FIGURE 9.30 – BICYCLE AND PEDESTRIAN NETWORK

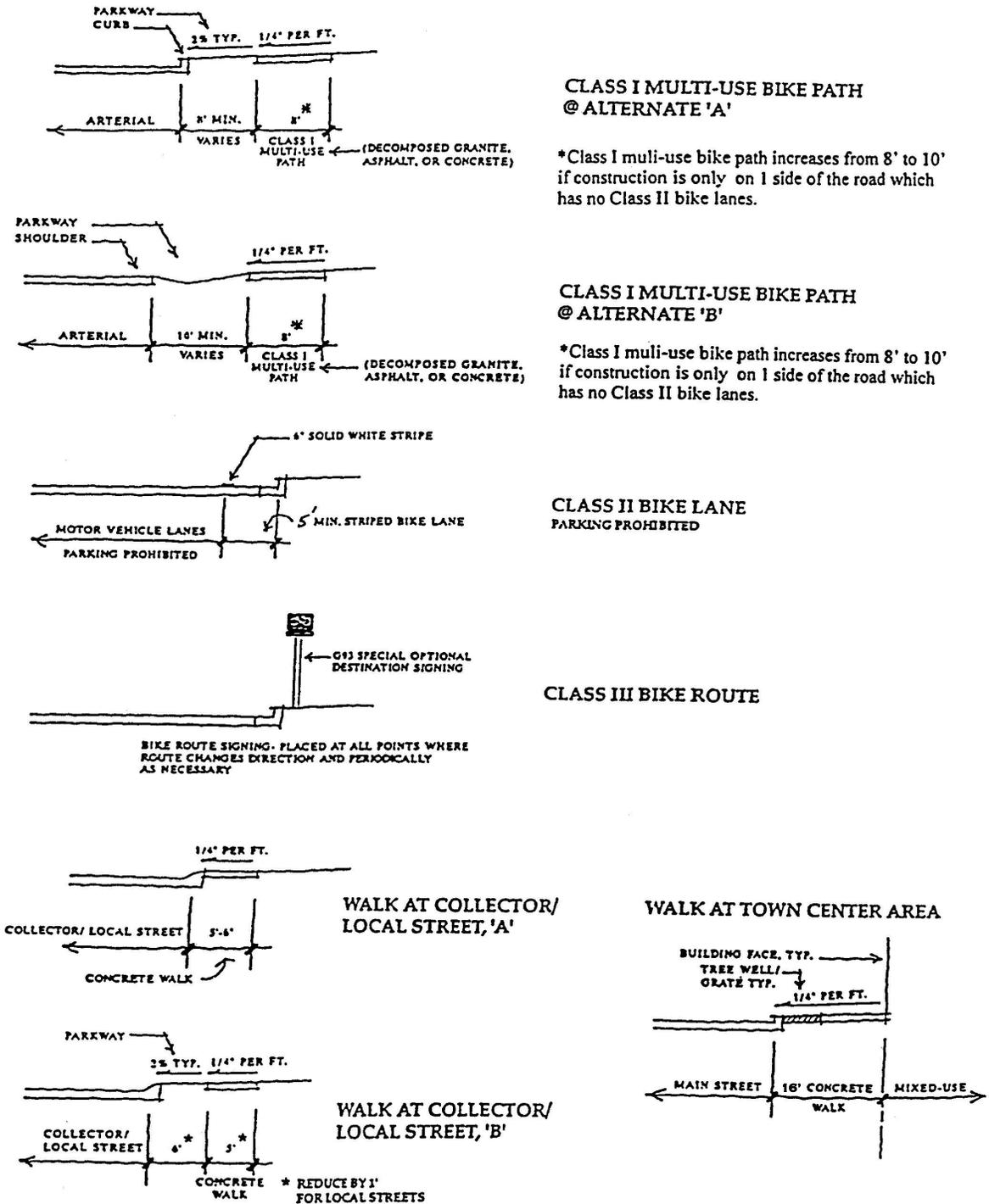


FIGURE 9.31: BICYCLE AND PEDESTRIAN WALK AND PATH STANDARDS

9.9 TRANSIT

The following section addresses transit modes including bus and rail. Additional transit and transportation management provisions are contained in the TDM Program and Transit Plan.

9.9.1 Bus Transit

This section addresses local, County, and regional transit bus service. Local service will be operated between the 12 residential Neighborhoods, with each Neighborhood Center serving as a focal point for passenger collection and distribution. These buses will also serve the commercial retail and employment centers within the project. Transfers to inter-city and inter-regional bus routes will take place at the Town Center and at the park-and-ride lot located in the Mountain House Business Park area. Inter-city and inter-regional service will provide access to major regional destinations, such as Tracy, Stockton, Patterson Pass Industrial Park, and Lawrence Livermore Laboratories.

The sale of new residential units within the community will be an indicator of transit need. Residential sales will be monitored by the community for other purposes.

Objectives: To reduce reliance upon the private automobile by offering attractive, competitive bus transit service locally within the community and to major regional destinations.

Policies:

- a) Local transit service shall be provided between the twelve residential Neighborhoods and employment areas within the project at a service frequency that provides a viable alternative to the automobile for local peak and off-peak travel.
- b) Transit service provided within the community and to regional destinations shall be consistent with the San Joaquin County Congestion Management Plan.
- c) Commensurate with the number of occupied dwelling units and employee base, inter-city and inter-regional transit service shall be provided between the Mountain House community and Tracy, Stockton, Lawrence Livermore Laboratories, and the BART East Dublin/Pleasanton station at a service frequency that provides a realistic alternative to the automobile for peak-hour travel between the community and these regional destinations. This service shall facilitate the transfer of passengers to other transit services in the region serving these destinations (see Figure 9.32: Transit Routes and Facilities Plan).
- d) The twelve Neighborhood Centers shall serve as the local focal points for passenger collection and distribution. Transfers between local and regional bus service shall be accommodated at the Town Center Transit Center and at the park-and-ride lot located in the Mountain House Business Park area.

- e) The Town Center shall include a central transit center.
- f) Transit service amenities, such as bicycle facilities, shelters, and telephones, shall be located throughout the community to promote use of bus service and to enhance service accessibility.
- g) Bus stops shall be located every one-quarter to one-half mile depending on land use density, street configuration, etc.
- h) Each transit center shall permit direct pedestrian access from the closest Arterial streets, without introducing long, circuitous access streets.

Implementation:

- a) Initiation of Inter-City and Inter-Regional Transit Service. Upon sale of the 25th dwelling unit, transit service between the existing Neighborhood and regional transit connections in Tracy and major employment destinations shall be offered on a demand-responsive basis.
- b) Inter-Regional Service. In accordance with the TDM Program and Transit Services Plan, fixed-route inter-regional service (that which operates between regions such as between Mountain House and Sacramento or San Jose) shall be provided when warranted (estimated at a minimum of 1,000 occupied dwelling units).
- c) Inter-City Service. In accordance with the TDM Program and Transit Plan, fixed-route inter-city service (that which operates between cities in close proximity to Mountain House, such as Tracy and Stockton) shall be established at the same time as fixed-route inter-regional service, but with increased service frequency.
- d) Local or Intracity Service. In accordance with the TDM Program and Transit Plan, local transit service shall be provided on a demand-responsive basis within the community until demand warrants fixed-route service.
- e) Coordination of Service. Provision of inter-city and inter-regional transit service shall be coordinated by the MHCSD and the San Joaquin Regional Transit District.
- f) Bus Stops. Bus stops shall be located, at a minimum, at all Neighborhood Centers, the three Village Centers, and at the Town Center, and shall be constructed consistent with the provisions of the TDM Program and Transit Plan.
- g) Town Center Transit Center. The Town Center Specific Plan shall incorporate a central transit center as specified in the TDM Program and Transit Plan.
- h) Racks in Transit Vehicles. See Bicycle Facilities.
- i) Park-and-Ride Lots. Park-and-ride lots shall be provided. A primary park-and-ride lot shall be provided just off Mountain House Parkway

adjacent to the Freeway Service area. Additional park-and-ride lots and bicycle storage facilities shall be incorporated into the design of the three Village Centers, as appropriate. Feeder bus service with timed transfers to park-and-ride lots shall also be provided, as appropriate.

9.9.2 Rail Transit

The Mountain House community is well located to take advantage of rail passenger transit opportunities now emerging in San Joaquin County and the surrounding region. The site is transected by the Union Pacific's (UP) "Mococo" branch line, which runs from Tracy to Martinez. A UP proposal to operate passenger rail service on the Mococo line between Brentwood and Martinez is under study by Contra Costa County. There is a likelihood that this service will be implemented some time in the next ten years, when demand in the area warrants. It is also possible that the service could be extended beyond Brentwood to Mountain House and Tracy.

In addition, the community lies only four miles north of the Union Pacific line which connects the Central Valley to the San Francisco Bay Area via the Altamont Pass. The San Joaquin County Regional Rail Commission is programmed to operate passenger services on the Union Pacific Altamont line for a two-year period, beginning in 1998. Service on the Altamont line will provide direct connections between the valley and the Bay Area. Mountain House residents would be able to board shuttle bus service to either a station in Tracy or to a rail platform that would be built south of town off Mountain House Parkway.

Objective: To actively support and participate in obtaining passenger rail transportation between Mountain House and nearby rail stations; and regional destinations.

Policies:

- a) Passenger rail service on the Altamont and Mococo lines and shall be promoted.
- b) Access between Mountain House and the new Altamont and Mococo rail stations shall be provided.
- c) Development along the Mococo line should be located in light of the fact that this line will carry passenger traffic at some point in the future and thus frequency and speed of trains will rise over current use. The impact of rail service on any development within the community adjacent to the Mococo line shall be minimized.
- d) The community shall participate in the implementation of the rail transit facilities, including but not limited to those identified in this Master Plan, on a "fair share" basis. (See Table 9.1 and Figure 9.1.)

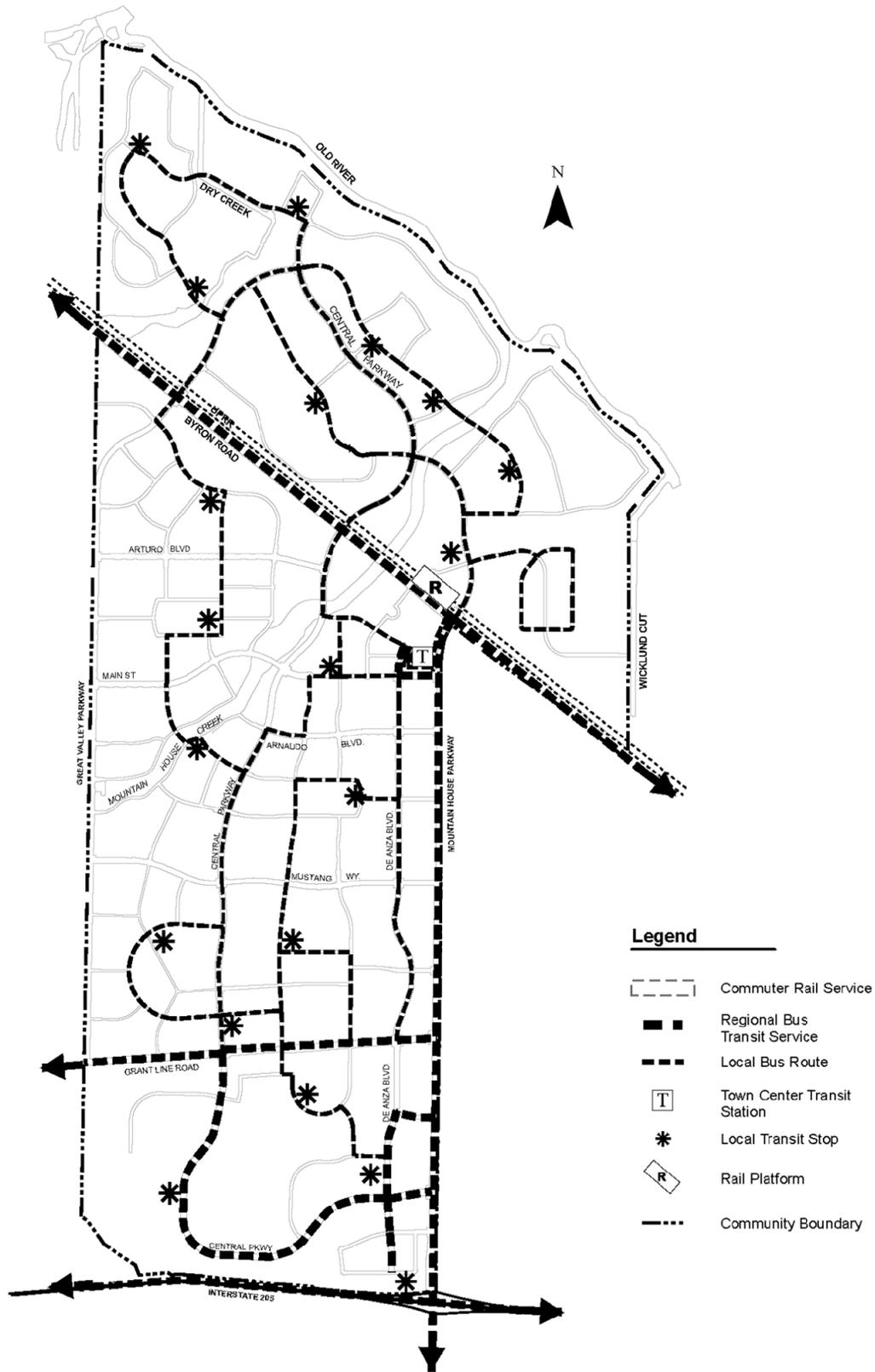


FIGURE 9.32 - TRANSIT ROUTES AND FACILITIES PLAN

Implementation:

- a) Altamont Pass Service. Upon implementation of passenger service over the Altamont Pass on the UP line, bus and/or shuttle service shall be provided from the community to a nearby station at a service frequency consistent with the passenger rail service schedule.
- b) Facilities on Mococo Line. Upon implementation of passenger service on the Mococo line through the community, a passenger platform shall be developed on the Mococo line north of Byron Road and west of Mountain House Parkway to serve the Mountain House community (see Figure 9.1: Freeway and Rail Improvements). A design for the platform and parking on the Mococo line shall be prepared prior to the first Development Permit within the affected Specific Plan area.
- c) Altamont Station Contribution. A proportionate “fair share” contribution, based upon projected ridership shall be made towards development of a new Altamont platform near I-580 at the time that service is implemented and at least 4,100 dwelling units have been occupied. (See Figure 9.1: Freeway and Rail Improvements.)
- d) Mococo Platform and Service. Upon implementation of passenger service and completion of the Mococo rail platform, the platform shall be incorporated into existing local transit routes at a service frequency consistent with the passenger rail service schedule on the Mococo line.
- e) Development Proposals. All residential development proposals for the area adjacent to the Mococo line shall be reviewed to ensure the issues of noise and vibration have been addressed. A building setback sufficient to provide a safety and aesthetic buffer to adjacent uses shall be established along the Mococo line. This setback shall be described in the Specific Plan for the applicable area.

9.9.3 Rail Crossings

There are currently three at-grade roadway crossings of the UP line proximate to the site, at Kelso Road, Henderson Road, and Wicklund Road. All of these roads presently carry very low traffic volumes, serving a limited number of residences north of Byron Road. At buildout, the Master Plan calls for improvement of the existing crossings at Kelso and Henderson Roads, closure of the crossing at Wicklund Road, and eventual closing of the Henderson Road crossing. In addition, extension of Mountain House Parkway north of Byron Road will require a new at-grade crossing. A new grade-separated overcrossing Central Parkway over Byron Road and the UP line is also required by the Master Plan, to be constructed roughly one-half mile northwest of the Mountain House Parkway crossing.

Objective: To ensure that roadway crossings of the Mococo line accommodate the circulation needs of the community and facilitate safe passage for motorists, pedestrians, and bicyclists.

Policies:

- a) Rail crossings shall be provided as defined in Figure 9.33: Railroad Crossing Concept.
- b) All at-grade rail crossings shall include a pull-out lane for specially designated vehicles which are required to stop at crossings.
- c) All at-grade rail crossings shall include crossing gates, flashing lights and available signals.
- d) All road and trail crossings of the Mococo line shall provide adequate pedestrian and bicycle facilities.
- e) Access to the Mococo line right-of-way by pedestrians shall be limited to minimize safety hazards.
- f) The Central Parkway rail over-crossing of the Mococo line shall accommodate travel by school children and others between the northern and southern portions of the site and shall incorporate sidewalks and bicycle lanes.
- g) To ensure that access to the community is not accidentally obstructed by a train-related incident, at least two at-grade crossings of the rail line shall be maintained to serve the area north of Byron Road.

Implementation:

- a) PUC Standards. Any proposed new vehicular, pedestrian or bicycle railroad crossing or change to an existing crossing shall be approved by the California Public Utilities Commission and its standards for traffic control, lighting, signage, and other warning devices.
- b) Wicklund Road Crossing. Upon completion of the new at-grade rail crossing at Mountain House Parkway/Byron Road, the existing at-grade crossing at Wicklund Road shall be closed.
- c) Henderson Road Crossing. Prior to commencement of commercial or industrial building construction in the Old River Industrial Area, the existing at-grade crossing at Henderson Road shall be improved to include crossing gates, flashing lights, and audible signals. Once the ultimate construction of the new proposed segment of Bethany Road to Mountain House Parkway including the new crossing of Mountain House Parkway to Byron Road is completed, the Henderson Road crossing shall be closed.
- d) Rail Crossings. The first residential Specific Plan north of Byron Road shall provide at least two rail crossings to serve the area north of Byron Road. One of these crossings shall be the grade-separated crossing at Central Parkway. The location of the at-grade crossing shall be determined by the location of initial residential development north of Byron Road.
- e) Bike/Pedestrian Facilities. Sidewalks and Class II bike lanes shall be provided on all roadways crossing the UP tracks.

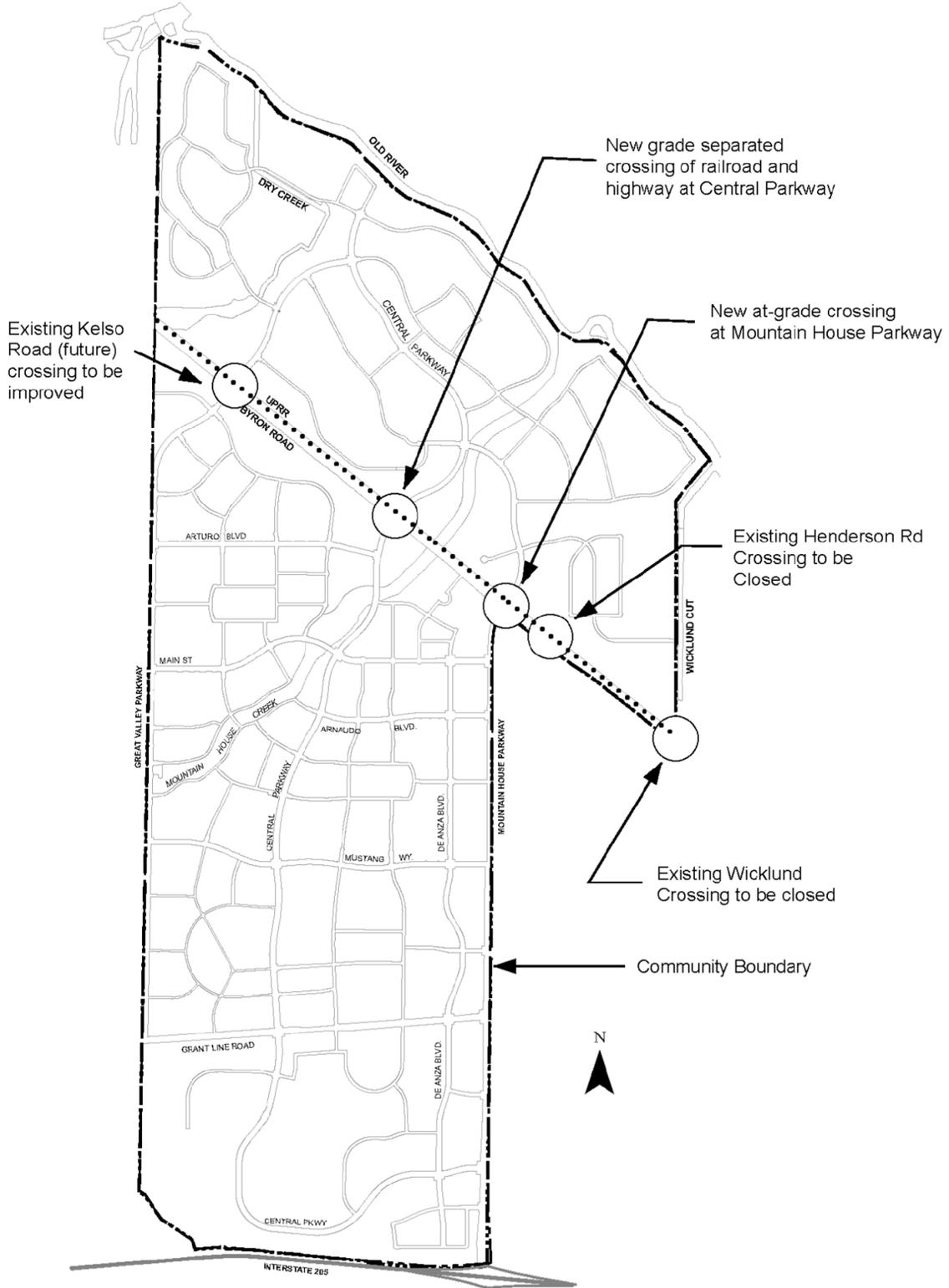


FIGURE 9.33 – RAILROAD CROSSING CONCEPT

- f) Creek Multi-Use Path. The Mountain House Creek multi-use path shall provide access to a grade-separated crossing over the UP tracks (see Chapter Seven: Recreation and Open Space for discussion of multi-use path).
- g) Fencing. Upon development north of Byron Road, fences or other obstacles shall be constructed along the UP right-of-way boundary to prohibit pedestrian access across the right-of-way except at designated crossings.
- h) Coordination with UP. Prior to submitting plans to the California Public Utilities Commission for the review and approval of proposed alterations to rail crossings, the proposed changes shall be discussed with the Union Pacific Transportation Company and obtain their accord.

9.10 PHASING AND COSTS

9.10.1 Capital Facility Cost and Phasing

As described in the Public Financing Plan, fees levied and collected by the MHCSD or the County will fund three separate improvement programs: 1) community transportation, 2) County transportation, and 3) regional transportation, including freeway improvements and transit. These three funds will be maintained separately and will not be intermingled. Each fund will be used to pay the project's fair share portion of identified improvements in each category, as those improvements become necessary.

The Mountain House fair share backbone transportation and circulation improvement costs are estimated to be approximately \$88 million. This total is made up of the following components:

Table 9.7: Costs for Transportation Improvements	
On-Site Improvements	Initial Cost
Arterial Roadways	\$ 28,008,000
Soundwalls	4,469,000
Multi-Purpose Paths	4,466,000
Landscaping	9,582,000
Entries	2,210,000
Traffic Signals	4,724,000
Intersection Channelization	876,000
Bicycle Facilities	118,000
Railroad Crossings	7,625,000
Bus Transit Program	2,936,000
Subtotal	\$ 66,015,000
Off-Site Improvements	
Regional Roadways	\$ 5,882,000
Freeway Interchanges	14,118,000
Freeway Mainline	1,519,000
Altamont Rail Platform	359,000
Subtotal	\$ 21,878,000
Total, On-Site and off-Site	\$ 87,893,000
Note: Mococo rail platform included in estimate for bus transit (10/97)	

In-tract roadways are not included in these costs and are not included in the PFP; development of these roads will be the responsibility of individual builders. A 35% to 50% mark-up is included where appropriate to cover engineering, design, plan check, inspection, and other soft costs.

Phasing of transportation improvements will generally relate to the phasing of residential and non-residential land uses. The traffic monitoring program will result in annual updates to the Roadway Improvement Plan which will initially be prepared after approval of the Master Plan. Improvements will be developed on an as-needed basis to maintain the LOS standards identified in this chapter.

The implementation procedures discussed in Sections 9.2: Freeway Improvements, to 9.5: On-Site Roadway Circulation and Design, include anticipated start-up events for construction of freeway and Arterial improvements. On-site roadways will be phased consistent with the amount and location of development. Phasing of County roads will be controlled by the County and coordinated with the community's Roadway Improvement Plan.

For purposes of the PFP, assumptions have been made regarding absorption of the first Specific Plan and subsequent land uses. The actual roadways needed to serve the first Specific Plan have been evaluated in detail and corresponding costs have been estimated. The remaining costs for on-site roadways, soundwalls, paths and landscaping (net of costs associated with the first Specific Plan) have been phased based on acreage assumed to absorb in future years. These assumptions and cost breakdowns are included in the PFP.

Bus transit and bicycle facilities will be provided incrementally throughout buildout of the community, with transit stops, shelters, bicycle lockers and racks in each Neighborhood. The Mococo rail platform will be built after passenger service is initiated.

Railroad crossings and intersection channelization improvements will be constructed in response to traffic volume and circulation patterns in order to maintain the required level of service.

Table 9.8: Summary of Transportation Trigger Points summarizes the phasing information included in the prior sections of this chapter.

MOUNTAIN HOUSE MASTER PLAN

Table 9.8: Summary of Transportation Trigger Points	
IMPROVEMENT	TRIGGER POINTS
Freeway Main Line	
Widen I-205 - 4 to 6 lanes (I-580 to 11th Street) Widen I-205 to 6 lanes (11th Street to I-5) Add auxiliary lanes to I-580 west of I-205 Altamont Corridor Strategic Plan preparation and implementation	Estimated by 1997 To be determined by Caltrans To be determined by Caltrans To be determined by Caltrans, the San Joaquin County Council of Governments and the Metropolitan Transportation Commission
Freeway Interchange	
Project Study Report (Mountain House Parkway/I-205) Ramp intersection signals (Mountain House Parkway/I-205) Add 2-lane bridge (Mountain House Parkway/I-205) Add 2 loop ramps (Mountain House Parkway/I-205) Add third 2-lane Bridge to yield 6 lanes (Mountain House Parkway/I-205) Add 1 loop ramp and widen on ramps (Mountain House Parkway/I-205) Install ramp intersection signals (Grant Line Road/I-580) Widen underpass to 4 lanes (Grant Line Road/I-580) Widen ramps to 2 lanes & signalize (Grant Line Road/I-580) Re-align ramps to final configuration (Grant Line Road/I-580) Project Study Report (Grant Line Road/I-580) Project Study Report (Mountain House Parkway/I-580 Interchange)	To be determined in Development Agreement 1,600 dwelling units (DU's) 3,500 DU's 3,500 DU's 9,660 DU's 12,880 DU's 4,830 DU's 8,050 DU's 8,050 DU's 12,880 DU's To be determined by Caltrans May be combined with Project Study Report for Mountain House Parkway/I-205, or to be determined by Caltrans
County Arterial Road Improvements	
Mountain House Parkway, Byron to I-205 (to 4 lanes) Mountain House Parkway, Von Sosten to I-205 (to 6 lanes) Mountain House Parkway, Von Sosten to I-205 (to 8 lanes) Mountain House Parkway, Mascot to Von Sosten (to 6 lanes) Mountain House Parkway/Patterson Pass, I-205 to I-580 (to 4 lanes)	4,100 DU's 9,660 DU's 12,080 DU's 12,080 DU's 12,080 DU's
Grant Line, Mountain House Parkway to Alameda County (to 4 lanes) Grant Line, Mountain House Parkway to Byron Road (to 4 lanes) Grant Line, Alameda line to I-580 (to 4 lanes)	8,050 DU's 11,260 DU's 9,660 DU's
Byron Road, Mountain House Parkway to Great Valley Parkway (to 4 lanes) Byron Road, Great Valley Parkway to Alameda County (to 4 lanes) Byron Road, Mountain House Parkway to Grant Line (to 4 lanes) Byron Road, Mountain House Parkway to Wicklund (to 6 lanes)	8,050 DU's 12,080 DU's 9,660 DU's 12,080 DU's
Mountain House County Arterial Intersection Improvements	
Byron Road and North Great Valley Parkway Byron Road and Mountain House Parkway (*) Byron Road and Henderson Road (*)	4,100 DU's or sooner 4,100 DU's or sooner
Mountain House Parkway and Main Street Mountain House Parkway and Arnaudo Blvd. (*) Mountain House Parkway and Mascot Blvd. (*) Mountain House Parkway and Grant Line Road (*) Mountain House Parkway and Von Sosten Mountain House Parkway and South Central Parkway (*)	4,100 DU's or sooner 4,100 DU's or sooner 4,100 DU's or sooner 4,100 DU's or sooner 4,100 DU's or sooner
Grant Line Road and De Anza Boulevard Grant Line Road and Central Parkway Grant Line Road and Great Valley Parkway	

MOUNTAIN HOUSE MASTER PLAN

Table 9.8: (Continued) Summary of Transportation Trigger Points	
IMPROVEMENT	TRIGGER POINTS
Mountain House Community Arterial Intersection Improvements	
Central Parkway and North Mountain House Parkway	In conjunction with roadway improvements
Central Parkway and De Anza Boulevard	"
Central Parkway and A Street	"
Central Parkway and Main Street	"
Central Parkway and Arnaudo Boulevard	"
Central Parkway and Mascot Boulevard	"
De Anza Boulevard and Mascot Boulevard	"
De Anza Boulevard and Arnaudo Boulevard	"
De Anza Boulevard and Main Street	"
De Anza Boulevard and Great Valley Parkway	"
De Anza Boulevard and Von Sosten Road	"
Great Valley Parkway and North Central Parkway	"
Great Valley Parkway and Kelso Road	"
Great Valley Parkway and Main Street	"
Great Valley Parkway and Mascot Boulevard	"
C Street and Arnaudo Boulevard	"
B Street and Arnaudo Boulevard	"
North Mountain House Parkway and River Road	"
Mountain House Intersection Signalization and Channelization	
Central Parkway and North Mountain House Parkway	In conjunction with roadway improvements.
Central Parkway and De Anza Boulevard	"
Central Parkway and A Street	"
Central Parkway and Main Street	"
Central Parkway and Arnaudo Boulevard	"
Central Parkway and Mascot Boulevard	"
De Anza Boulevard and Mascot Boulevard	"
De Anza Boulevard and Arnaudo Boulevard	"
De Anza Boulevard and Main Street	"
De Anza Boulevard and Great Valley Parkway	"
Great Valley Parkway and North Central Parkway	"
Great Valley Parkway and Kelso Road	"
Great Valley Parkway and Main Street	"
Great Valley Parkway and Mascot Boulevard	"
North Mountain House Parkway and River Road	"
Local and Regional Bus Transit Service	
Demand-responsive transit to Tracy and to major employment destinations from residential areas.	25 DU's
Transit Services Plan	Prior to First Development Permit
Regional Rail Transit	
Development of a new Altamont station near I-580 at the time that passenger service is implemented.	After passenger service is initiated
A passenger platform, or other facility commensurate with passenger boarding demand, shall be developed on the Mococo line north of Byron Road and west of Mountain House Parkway. This facility shall provide a connection to local transit service.	After passenger service is initiated

Table 9.3: (Continued) Summary of Transportation Trigger Points	
IMPROVEMENT	TRIGGER POINTS
Rail Crossings	
At least two rail crossings shall be provided to serve the area north of Byron Road.	Upon completion of the first residential Specific Plan north of Byron Road.
The existing at-grade crossing at Wicklund Road shall be closed.	Upon completion of the new at-grade rail crossing at Mountain House Parkway/Byron Road.
The existing at-grade crossing at Henderson Road shall be improved to include crossing gates, flashing lights, and audible signals.	Prior to commencement of commercial or industrial building construction in the North Industrial Area.
Class I bike paths	In conjunction with adjacent roadway.
Sidewalks and Class II bike lanes shall be provided on all roadways crossing the UP tracks.	
The Mountain House Creek multi-use path shall be grade separated where it crosses the UP tracks.	
Fences or other obstacles shall be constructed along the UP right-of-way boundary to prohibit pedestrian access across the right-of-way except at designated crossings.	Upon development north of Byron Road.

Notes:

1. The selected trigger points assume that a balance of all land uses has been occupied. The Industrial/Commercial land uses will lag residential development; therefore using dwelling units as a trigger is a conservative approach.
2. County Arterials covered in this table include lengths within or bordering the community. Trigger buildout is of all land uses designated by the Master Plan. This table addresses County Arterials only and does not address roadways internal to the community that are not County Arterials.
3. Of the intersections specified above, those shown with an * shall be completed upon 4,100 DU Master Plan buildout or sooner, if standard signal warrants are met prior to 4,100 DU Master Plan buildout in terms of traffic. Each Specific Plan shall include provisions for necessary intersection improvements required to serve the cumulative traffic of the community.
4. All signalization and channelization shall be provided in conjunction with the roadway improvements or as needed if traffic studies support a deferral. (10/97)

9.10.2 Operations and Maintenance

Road maintenance will be provided in a manner consistent with Section 9.6 of this Master Plan, by the MHCSD or a special district authorized to provide this service. Maintenance will conform to applicable County standards and may be funded by a combination of existing taxes and/or new service charges. Maintenance personnel, vehicles, and equipment may be shared with other maintenance crews to increase efficiency and decrease costs. Costs associated with road maintenance are included in the fiscal analysis in the PFP.

9.11 SPECIFIC PLAN REQUIREMENTS

The following list is a compilation of all Specific Plan requirements contained in this chapter.

- a) Overall Requirements. Each Specific Plan shall:
 - Establish more precise locations of Arterial and Collector streets, pedestrian and bicycle facilities, and transit facilities within the Specific Plan Area;
 - Assess additional improvements required in the project vicinity to address increased levels of travel demand that may arise from the development contemplated in the Specific Plan; and
 - Establish phasing and sequence of improvements.
- b) Assessment of Transportation Impacts. Each Specific Plan and accompanying environmental review shall assess the transportation impacts of Mountain House development on other Counties or cities. Model updates and trigger reviews shall be prepared by the proponent of each subsequent Specific Plan.
- c) On-Site Roadways. Each Specific Plan shall designate the final locations of Residential Collector Streets. The design of these residential Collector streets shall be designed to ensure a well connected grid street pattern. A “modified grid” using some curvilinear streets is acceptable as long as there are frequent connections that facilitate pedestrian and bicycle use.
- d) Intersection Improvements. Each Specific Plan shall include provisions for necessary intersection improvements required to serve the cumulative traffic of the community.
- e) Parking. If an individual Specific Plan includes land uses with large parking concentrations such as the Town Center and the multi modal transit station, that might benefit from a structured parking plan, then the Specific Plan shall contain a generalized assessment of parking demand based upon the averages of the parking requirements for various land use designations included in the plan. This assessment shall contain TDM measures. The opportunity for shared parking

shall be evaluated based upon the types of uses anticipated within a given zone and general estimates for required parking. The first Specific Plan shall establish a park-and-ride lot in the Freeway Commercial area located northwest of the Mountain House Parkway/I-205 interchange.

- f) Review of Bikeway System. At each Specific Plan stage, the bikeway system shall be reviewed and updated to ensure conformance with goals and current conditions, and to ensure consistency with bikeways adjacent to the site. Each Specific Plan shall designate the locations of bicycle facilities.
- g) Pedestrian System. Each Specific Plan shall designate the locations of pedestrian facilities.
- h) Transit Center in Town Center. The Town Center Specific Plan shall incorporate a central transit center as specified in the TDM Program and Transit Plan.
- i) Rail Service. The impact of rail service on any development within the community adjacent to the Mococo line shall be minimized by establishing a building setback sufficient to provide a safety and aesthetic buffer to adjacent uses. This setback shall be described in the Specific Plan for the applicable area.
- j) Rail Crossings. The first residential Specific Plan north of Byron Road shall provide at least two rail crossings to serve the area north of Byron Road. One of these crossings shall be the grade-separated crossing. The location of the at-grade crossing shall be determined by the location of initial residential development north of Byron Road.
- k) Mococo Rail Platform. A design for the Mococo rail platform and parking shall be prepared prior to the first Development Permit within the affected Specific Plan area.

