

CHAPTER NINE: TRANSPORTATION AND CIRCULATION

9.1 Introduction

This chapter summarizes Master Plan provisions related to transportation facilities and public transit and states both the Plan Description and Implementation Measures for Specific Plan III (SP III). In addition, the provisions of the Mountain House Transportation Demand Management (TDM) Program and Transit Plan are referenced here.

9.2 Trigger Points and Fair Share

9.2.1 Master Plan Summary

The Master Plan anticipates the need for a multi-year roadway improvement plan and establishes "trigger points" when specific transportation improvements are required to be in place, based on the number of building permits issued for new residences. Trigger points are tied to projected residential development or other points of development as appropriate and are intended to serve as a flexible planning tool that will accommodate unpredicted changes in the future. Monitoring is tied to such factors as current level of service (LOS), review of planned improvements, and participation of Cal Trans. The Mountain House Community Services District (MHCS D) is responsible for overseeing 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, and Mountain House Parkway) as well as Central Parkway and De Anza Boulevard.

The community will provide its fair share of any regional improvement required by this Master Plan. "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. Fair share allows for use of mitigation offsets or exchanges where the community accepts 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. Final fair share shall be determined at the time of the programming of the transportation improvement. The community shall not be responsible for more than its overall fair share for improvements.

9.2.2 Specific Plan III Description

The MHCS D Transportation Improvement Fee (TIF) and the San Joaquin County Traffic Impact Mitigation Fee (TIMF) have already identified the major improvements, costs and fair share obligations for all major transportation facilities for SP III. As a supplement to these adopted programs, the MHCS D has performed an additional traffic study as part of SP III which confirms the adequacy of these improvement programs and funding mechanisms. The MHCS D Traffic Study

further confirmed which components of the community build-out system are likely to be completed as part of the implementation of SP III, as depicted on Table 9-1: Trigger Points for Circulation Improvements.

SP III consists of a contiguous planning area served by four arterial roadways: Mountain House Parkway, Grant Line Road, Central Parkway and De Anza Boulevard. Collector streets, providing access to local streets and residential and employment areas, connect to the arterial streets. All on-site and off-site project roadways will be built to accommodate projected traffic. De Anza Boulevard, Central Parkway, and Grant Line Road will be constructed to be four lanes (two lanes per direction). Mountain House Parkway from south of Mascot Boulevard to Von Sosten Road will be constructed to be six lanes (three per direction), then expanded to eight lanes (four per direction) south of Von Sosten Road to the I-205 Freeway.

Table 9-1: Trigger Points for Circulation Improvements identifies the approximate trigger points, in terms of dwelling units, for major circulation improvements. The exact trigger point for an improvement will depend upon increases in traffic volumes and changes in levels of service for these roadways as SP III and the remainder of the community builds out. The MHCS D is responsible for determining when the improvements are needed through monitoring traffic volumes and levels of service as part of the community monitoring and annual reporting program set forth in the Master Plan. As part of implementing projects contained within SP III, the MHCS D will perform detailed traffic studies to identify the specific improvements and related phasing of SP III roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCS D will condition such approvals to implement, as warranted on a phased basis, the specific system improvements that the projects triggers, consistent with Community Approvals.

Applicants for development projects will either be required to build the improvements as their projects require, or pay their fair share towards the cost of constructing these improvements through payment of MHTIF fees, at the discretion of the MHCS D. The offset program of the MHCS D may be applied at the discretion of the MHCS D. Applicants will pay their fair share of traffic improvements on other roadways in the unincorporated area outside the community through payment of County TIMF fees.

Additional detailed analysis of traffic triggers and improvements is included within the traffic study and analysis contained with the SP III Draft Environmental Impact Report.

Table 9-1: Trigger Points for Circulation Improvements

Roadway	Improvements	Initially Identified in 1994 EIR	Required by MHTIF/County TIMF	Required Under Current Analysis of 2025 Buildout conditions	Part of Project
1. Grant Line Road from Mountain House Parkway to Great Valley Parkway	Widen to four lanes <i>Trigger: Approximately 1,600 to 2,250 units of Mountain House beyond Approved Background Neighborhoods E/F/G</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
2. Grant Line Road from Great Valley Parkway to I-580	Widen to four lanes <i>Trigger: Approximately 1,600 to 2,250 units of Mountain House beyond Approved Background Neighborhoods E/F/G</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
3. Grant Line Road from Mountain House Parkway to Byron Rd	Widen to four lanes <i>Trigger: Approximately 1,600 to 2,050 units of Mountain House beyond Approved Background Neighborhoods E/F/G</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
4. Mountain House Parkway (south of Mascot Boulevard to Von Sosten Road)	Widen to six lanes <i>Trigger: Approximately 14,000 units of Mountain House</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
5. Mountain House Parkway from south of Von Sosten Road to the I-205 freeway	Widen to six lanes <i>Trigger: Approximately 9,000 units of Mountain House</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
6. Mountain House Parkway from south of Von Sosten Road to the I-205 freeway	Widen to eight lanes <i>Trigger: Approximately 12,000 units Mountain House</i> <i>Responsibility: Mountain House Community Developers</i>	4	4	4	4
7. Widening of I-205	Mitigation Measure M4.12-2 (1994 EIR) (1) Contribute fair share of I-205 widening from four lanes to six lanes (funded), and from six lanes to eight lanes between I-580 and I-5, either as HOV lanes or mixed flow lanes (2) As an alternative, the project sponsor shall contribute a fair share to safety and operational improvements and/or to the widening of Altamont Pass Road west of Grant Line Road to four lanes (as HOV or truck lanes), if determined to be consistent with Alameda County policy. (3) Contribute fair share to the development of a parallel east-west roadway system north of I-205, extending between Mountain House and the City of Lathrop's, including the necessary multi-jurisdictional alternative/feasibility studies. <i>Trigger: As warranted</i> <i>Responsibility: Defined by MHTIF/County TIMF/Offset Program</i>	4	4	4	4
8. PSR for Grant Line/I-580 interchange improvements	Mitigation Measure M4.12-3 (1994 EIR) (1) Conduct Grant Line Road PSR (2) Provide for ramp metering with HOV bypass lanes. <i>Trigger: As warranted.</i> <i>Responsibility: Beyond fair share of project as defined in MHTIF/County TIMF/Offset Program</i>	4	4	4	4

Roadway	Improvements	Initially Identified in 1994 EIR	Required by MHTIF/County TIMF	Required Under Current Analysis of 2025 Build-out conditions	Part of Project
9. Several Roadways in other jurisdictions	Mitigation Measure M4.12-4 (1994 EIR) Fair share participation in traffic studies and improvement measures to include 11th Street and Grant Line Road (east of Byron Rd) (City of Tracy), Altamont Pass Road (Alameda County), and Byron Highway (Alameda and Contra Costa counties). Where roadway widening for additional capacity is not feasible or acceptable, safety and operational improvements should be considered in order to accommodate increased traffic. <i>Trigger: As warranted by MHCS D</i> <i>Responsibility: Defined by MHTIF/County TIMF/Offset Program</i>	4	4	4	4
10. Connection to off-site bicycle facilities	Mitigation Measure M4.12-7 (1994 EIR) Contribute fair share in the planning and implementation of off-site bicycle facilities on and connecting with regional bike routes designated on the County Regional Bicycle Plan within five miles of the project, including those along Grant Line Road, Patterson Pass Road, Byron Road, Schulte Road, and the Edmund G. Brown Aqueduct. <i>Trigger: As warranted by MHCS D</i> <i>Responsibility: Defined by MHTIF/County TIMF/Offset Program per terms of Mountain House Master Plan Development Agreement</i>	4	4	4	4
<p>Note:</p> <p>These roadway improvement triggers are part of the prior conditions of approval for Neighborhoods E and G. The exact timing of the improvements will be supplemented by the results of the Annual Traffic Monitoring program.</p> <p>The Mountain House Master Plan required that Mountain House mitigate its fair share of transportation impacts through participation in:</p> <ul style="list-style-type: none"> i. Payment of a MHCS D Transportation Improvement Fee (MHTIF) and ii. Participation in the County's Transportation Impact Mitigation Fee (TIMF) program which includes a fee component for regional roadway improvements, alternative modes of travel and Council of Government (COG) fee. <p>"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 by other jurisdictions, to the extent of the community's proportional impact.</p> <p>The community's obligation shall be as presented in adopted MHTIF/County TIMF/Offset Program.</p> <p>All the above may be triggered by development in either SPI, SPII or SP III.</p>					

9.2.3 Implementation Measures

- a. The specific improvement phasing requirements contained within Master Plan Tables 9.1, 9.2, and 9.8 are specifically superseded by the requirements and provisions contained within SP III, the MHCS D Roadway Improvement Plan, and the MHCS D MHTIF and Technical Report Dated March 19, 2000. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCS D Traffic Studies for all implementing projects.
- b. All implementing projects shall comply with the requirements of the MHCS D Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000, applicable provisions of Master Acquisition and Reimbursement Agreements between the MHCS D and SP III developers, and applicable sections of the Development Agreements between San Joaquin County and SP III developers.
- c. All implementing projects shall comply with the requirements of the San Joaquin County Traffic Impact Mitigation Fee Ordinance.

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- d. All implementing projects shall comply with the applicable provisions of the MHCS Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards).
 - e. All streets and other transportation improvements shown on the Tentative Map shall be funded and developed as per MHCS requirements. The street improvements shall include all street pavement, curbs, gutters, sidewalks, landscaping, lighting, signs, underground utilities, etc. The MHCS may allow phased improvements subject to subdivision agreement or bonding.

9.3 Freeway Improvements

9.3.1 Master Plan Summary

The Mountain House 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. To provide for safe and efficient access to Mountain House via the freeway system, the Master Plan requires that the developer participate in the implementation of regional freeway improvements on a “fair share” basis. Freeway improvements include mainline, interchanges, HOV lanes, ramp metering, truck lanes, study reports, and plans.

9.3.2 Specific Plan III Description

The project is served regionally by I-205 freeway, located just to the south of the project site. I-205 provides access to Tracy and to I-580 to the west, which connects with the greater San Francisco Bay Area. I-205 has six lanes in the vicinity of the project.

The Interstate 205/Mountain House Parkway interchange is currently configured with a two-lane overpass and single lane on and off ramps to the freeway. The MHCS is preparing a Project Study Report (PSR) that proposes widening the existing two-lane overpass to six lanes to provide three northbound and three southbound lanes, constructing a southbound to eastbound loop on-ramp, and modifying the ramps to the existing intersections. It is expected that construction will begin in 2005, in time to serve development within SP III.

9.3.3 Implementation Measures

MHCSD Community Funding and Participation Requirements. All implementing projects shall comply with the requirements of the MHCSD Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000.

9.4 Arterials

9.4.1 Master Plan Summary

The Master Plan requires Mountain House to adequately plan for and assign fair share responsibility to all County arterials that may be significantly impacted by the community. County arterials addressed by the Master Plan include all non-freeway roadways external to the community plus those arterials that carry County and Mountain House traffic directly through the community. Specifically, in the SP III area these include Central Parkway, De Anza Boulevard, Mountain House Parkway, and Grant Line Road.

County roadways are intended to maintain Level of Service C during peak periods on all roads except for County road segments which function as Mountain House Gateways which may operate at Level of Service D. Mountain House Gateways include Grant Line Road from the County line to Mountain House Parkway; Mountain House Parkway from Grant Line Road to I-205; Byron Road from County Line to Wicklund Road.

Each Specific Plan and accompanying environmental review will assess the transportation impacts of Mountain House development on other Counties and Cities. When the community is determined by the County to be the primary new traffic contributor, the community will be responsible for initiating traffic studies and improvements consistent with the Master Plan. Improvements will be subject to the provisions of the County's offset mitigation program and cost reimbursement program.

9.4.2 Specific Plan III Description

Arterial streets within and adjacent to the planning area will be constructed as development proceeds. See Table 9-1: Trigger Points for Circulation Improvements for projected trigger points. Cross sections for arterial streets within SP III are shown in Figures 9-1 through 9-5. The arterial road system shown in Figure 9-6: Road Classification Diagram, includes both minor arterials (De Anza Boulevard and Central Parkway) and major arterials (Grant Line Road and Mountain House Parkway). De Anza Boulevard, Central Parkway, and Grant Line Road will be constructed to be four lanes (two lanes per direction). Mountain House Parkway from south of Mascot Boulevard to Von Sosten Road will be constructed to be six lanes (three per direction), then expanded to eight lanes (four per direction) south of Von Sosten Road to the I-205 Freeway. Other arterial streets within

Mountain House will be improved by the MHCS D or community developers as needed to maintain traffic standards to maintain Level of Service traffic standards.

As part of implementing projects contained within SP III, the MHCS D will perform detailed traffic studies to identify the specific improvements and related phasing of Specific Plan II (SP II) roadways which may be necessary to support such implementing projects. As part of the approval of these implementing projects the MHCS D will conditions such approvals to implement the specific transportation system improvements triggered by the projects trigger consistent with Community Approvals. Since the specific transportation triggers will be determined as part of implementing project approvals, the triggers contained within the SP III may be superseded by subsequent MHCS D traffic studies and trigger determinations.

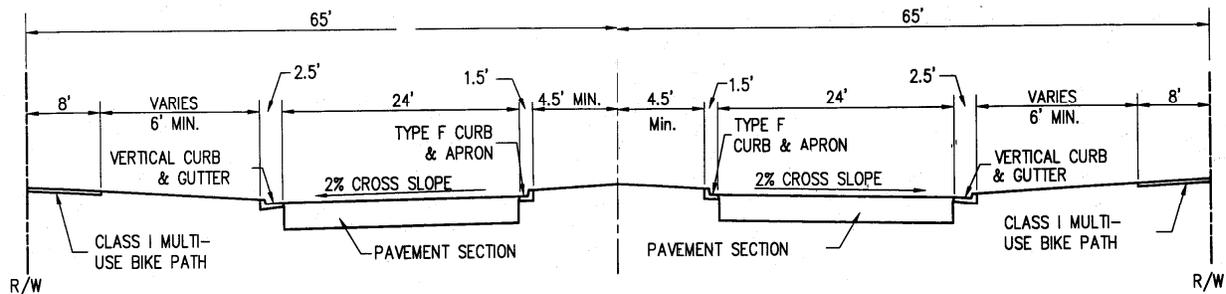
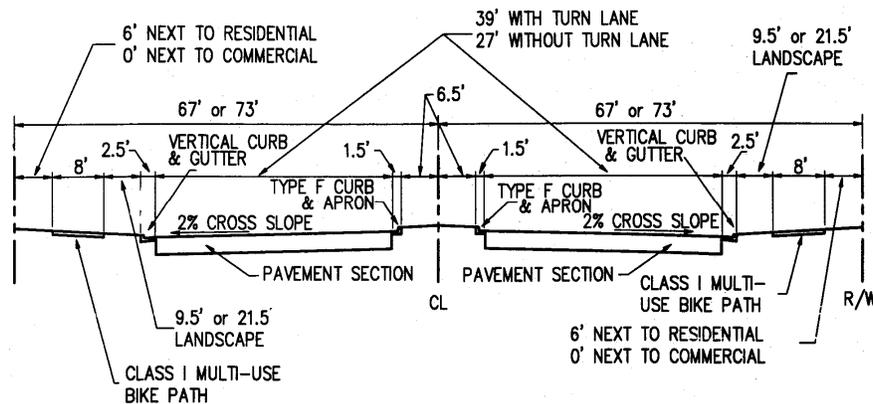


FIGURE 9-1: CENTRAL PARKWAY CROSS SECTION

Source: MHCS D Design Manual



**FIGURE 9-2: GRANT LINE ROAD CROSS SECTION
(TYPICAL, EXCEPT ADJACENT TO GRANT LINE VILLAGE)**

Source: MHCS D Design Manual

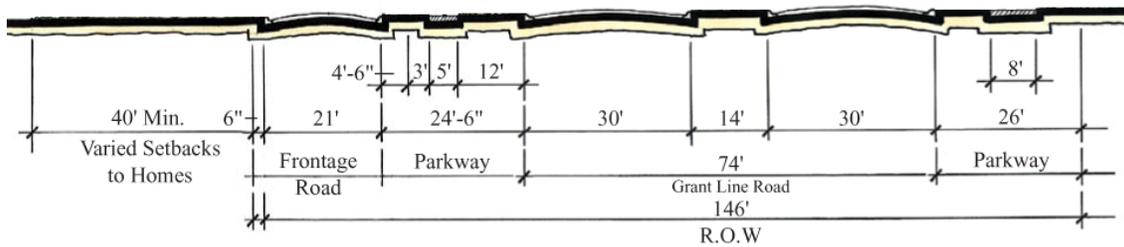


FIGURE 9-3: GRANT LINE ROAD CROSS SECTION (ADJACENT TO GRANT LINE VILLAGE)

Source: Mountain House Specific Plan III

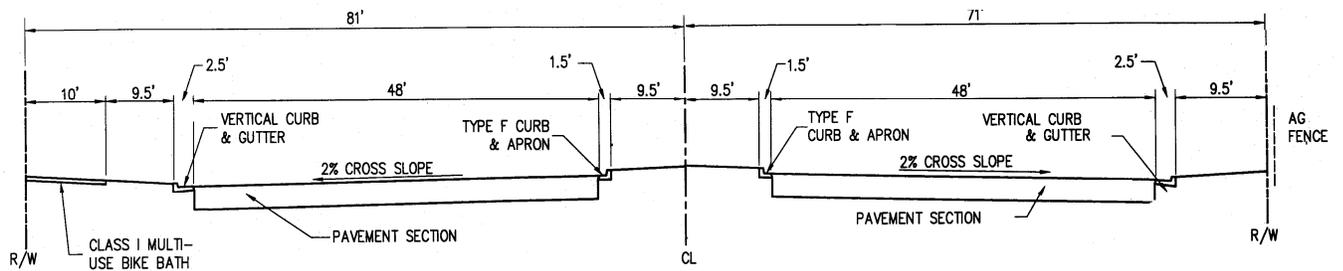
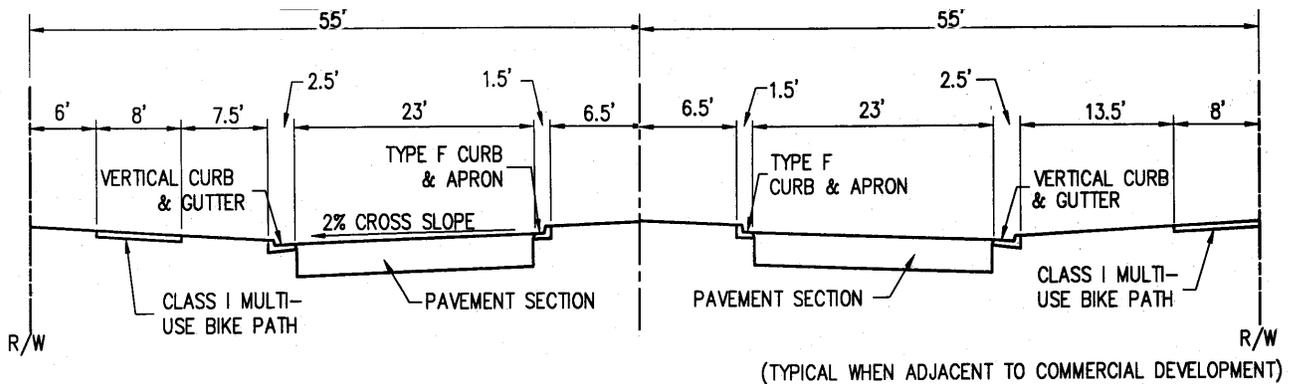


FIGURE 9-4: MOUNTAIN HOUSE PARKWAY - I 205 TO VON SOSTEN ROAD CROSS SECTION

Source: MHCS Design Manual



(TYPICAL WHEN ADJACENT TO COMMERCIAL DEVELOPMENT)

FIGURE 9-5: DE ANZA BOULEVARD CROSS SECTION

Source: MHCS Design Manual

9.4.3 Implementation Measures

- a. Community Roadway Improvements Phasing Requirements. The arterial improvements necessary to serve development of SP III shall be constructed in phases to maintain community levels of service as determined by MHCSO. The timing and extent of all project specific phased improvements of community roadways shall be determined as part of MHCSO Traffic Studies for all implementing projects.
- b. County Funding and Participation Requirements. All implementing projects shall comply with the requirements of the San Joaquin County Traffic Impact Mitigation Fee Ordinance.
- c. MHCSO/County Mitigation Offset Program. All implementing projects shall comply with the requirements of the MHCSO/County Mitigation Offset Program contained within the MHCSO Mountain House Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000.
- d. Community Participation. If warranted by the traffic monitoring program, or, if initiated by others, development within SP III shall participate to the extent of its fair share in the traffic studies and improvement measures for improvements not listed in Table 9.1: Trigger Points for Circulation Improvements, including the following: 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 Southern Pacific railroad tracks (City of Tracy), Middle Road extension (from Gold Rush City to Mountain House), (Cities of Lathrop and Tracy), Altamont Pass Road (Alameda County), Byron Highway (Contra Costa County).
- e. Operation and Safety Improvements. Development within SP III 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 Sostan, Reeve, and Middle Roads, and Tracy Boulevard where necessary to alleviate additional traffic caused by the project within the County.
- f. MHCSO Construction Truck Requirements. All implementing projects shall comply with the requirements of the MHCSO Construction Truck Management Plan.
- g. Grant Line Road. When Grant Line Road traffic reaches 5,000 Average Daily Trips (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 MHCSO and approved by the County.
- h. If Grant Line Village ever subdivides, they must comply with MHCSO Design Standards, affecting both landscape and transportation impacts.

9.5 Arterial Intersections

9.5.1 Master Plan Summary

The Master Plan requires that safe intersections be provided through properly designed signalization and lane channelization at appropriate locations. Intersections, driveways, and minor access points on existing County Arterials must be spaced at least 1/8 mile (660 feet) apart. 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.

The community will, to the extent of its fair share, provide signalization and channelization at County Arterial intersections within the traffic impact area of the community. Each Specific Plan will include provisions for necessary intersection improvements required to serve the cumulative traffic of the community.

9.5.2 Specific Plan III Description

Traffic signals will be provided on roadway intersections within and adjacent to the SP III planning area as identified below subject to the requirements of the MHTIF Ordinance. Signalization will be timed as per trigger requirements and annual community monitoring of traffic volumes and levels of service performed by the MHCSO.

1. Grant Line and De Anza Boulevard
2. Grant Line and Central Parkway
3. Mountain House Parkway and Grant Line Road
4. Mountain House Parkway and Central Parkway
5. Central Parkway and De Anza Boulevard
6. Mountain House Parkway and Von Sosten Road
7. Mountain House Parkway/I-205 WB Ramps
8. Mountain House Parkway/I-205 EB Ramps
9. Great Valley Parkway and Grant Line Road
10. Tradition and Grant Line Road
11. Prosperity Road and Grant Line Road
12. Central Parkway and Delta College(N)
13. Central Parkway and Delta College(S)
14. Road D/Central Parkway

9.5.3 Implementation Measures

- a. MHCSO Arterial Intersection Funding Requirements. All implementing projects shall comply with the applicable provisions of the MHCSO Transportation Improvement Fee Ordinance and Technical Report Dated March 19, 2000.

b. MHCSD Arterial Intersection Design Requirements.

- 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 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 shall be allowed on existing access points
- All implementing projects shall comply with the applicable provisions of the MHCSD Roadway Improvement Plan, Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards), and Design Manual, as amended (see Chapter Three: Streetscape and Chapter Nine: Entries).

9.6 On-Site Roadway Circulation and Design

9.6.1 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.

Pavement widths are to be minimized, consistent with safety considerations. Design standards for local streets shall be based upon the needs of the neighborhood and shall ensure pedestrian safety. Street widths shall be based on the number of expected Average Daily Trips (ADT) and safe accommodation of expected traffic. Neighborhood design is to emphasize short, quiet streets that discourage through traffic. Street corner radii shall be as small as possible to minimize pedestrian crossing distances.

Access standards shall define appropriate level of access to and from each type of street in the functional classification system. Landscaped medians shall be constructed along high volume arterials, and driveway access and on-street parking shall be prohibited. Vehicle access to residential lots fronting or appearing to front on Central Parkway shall be from local streets, alleys, or common driveways and courts. Arterials and Collector street intersections may be signalized or unsignalized as warranted. Turning movements may be restricted where local streets or collectors intersect with major Arterials. Collector residential streets shall be the primary means of movement through and between neighborhoods. Residential access streets may intersect or take access from any street type. In commercial areas, a pedestrian-oriented street design including on-street parking shall be developed to foster an active street life and meet standard urban design guidelines for pedestrian crossings.

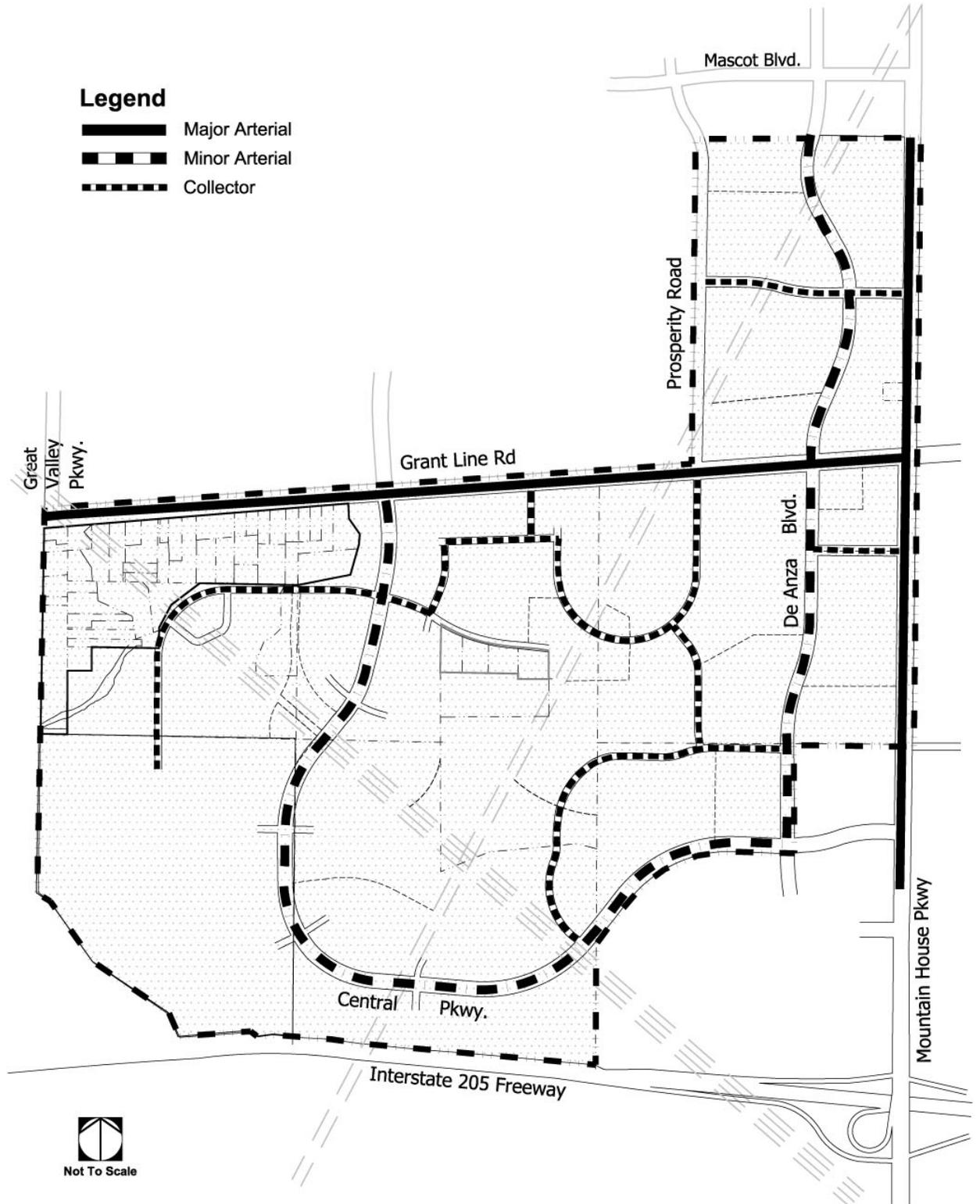


FIGURE 9-6: ROAD CLASSIFICATION DIAGRAM

9.6.2 Specific Plan III Description

The internal vehicle circulation system of SP III consists of collector streets, local streets, alleys and emergency vehicle access (EVA) crossings of the pedestrian open space corridor. The collector streets provide the major access to the residential areas from the arterial streets. Local streets and alleys distribute the traffic throughout the residential areas. Office, commercial and industrial park areas are generally located off arterial streets, and receive access directly from arterial streets or, occasionally, collector streets and internal driveways and alleys. All schools are served by collector streets which border at least three sides of the school. Local streets and pedestrian paths provide access to the other sides of the school properties.

Street pavement widths are generally minimized with an emphasis on short, quiet streets that discourage through traffic consistent with safety considerations. Shorter and narrower streets also reduce development and maintenance costs, discourage speeding, enhance pedestrian bike safety, and improve the visual appearance and scale of street corridors. Parking is allowed on all collector and local streets.

Alleys serving smaller lot residential areas are planned for several areas within SP III, especially across from school entries to reduce traffic conflicts from vehicles entering the stream of traffic from driveways.

Emergency Vehicle Access easements are planned at two locations crossing the north/south pedestrian corridor running between the Community Park and neighborhood center of Neighborhood A/B to ensure quick response times and flexibility for emergency service access. These EVA easements shall not be improved to extensions of local or collector streets without an amendment to this Specific Plan after public hearings are held in Neighborhood A/B.

9.6.3 Implementation Measures

- a. Street pavement widths shall be minimized, consistent with safety considerations to reduce development and maintenance costs, discourage speeding, enhance pedestrian and bike safety, and improve the visual appearance and scale of street corridors.
- b. 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 described for traffic signals, above) may be permitted on arterials, if consistent with safety criteria such as sight distance and minimum spacing. Landscaped medians shall be constructed along high volume arterials, and driveway access and on-street parking shall be prohibited (see the MHCS D Design Manual for landscape treatments).
- c. Arterials shall have access limited to signalized intersections at minimum 660 feet spacing. Intersections of collector streets with other collector streets shall be spaced no closer than 300 feet without approval of the MHCS D. Intersections or offsets of local streets with collector streets shall be spaced no closer than 200 feet.

- d. Classification of the streets including arterial and collector streets shall be constructed as cited in Figure 9-6: Road Classification Diagram and Table 9-2: Road Classification and Standards. Additional collector streets shall not be required by CDD or MHCSO without amendment of this Specific Plan.
- e. Local and collector roads shall be designed to accommodate the requirements of MHCSO standards. Street corner radii shall be as small as possible to minimize pedestrian crossing distances.
- f. 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 MHCSO prior to the recordation of the first Final Map. All alleys shall be designed to meet or exceed MHCSO Standards for drainage, lighting, and structural sections for accommodation of garbage trucks.
- g. Emergency Vehicle Access Easements crossing the pedestrian corridors shall not be improved to local or collector streets without an amendment to this Specific Plan with public hearings held in Neighborhood A/B.

Table 9-2: Road Classification and Standards

	Right-of-Way	Number of Lanes	Access Control	Capacity (Vehicles/Day)	On-Street Parking
Major Arterial	98'-152'	4-8	Partially controlled intersections and access; at grade	35,000-45,000	No
Minor Arterial	104'-134'	4	Intersections at grade; partially controlled access	25,000	No
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. Right-of-way includes all public land within the street boundaries including roadway median, walks, paths, landscaping and soundwalls.

9.7 Roadway Maintenance

9.7.1 Master Plan Summary

The Master Plan provides for adequate and cost effective maintenance of community roadways and County roads adjacent to the site, including routine maintenance, resurfacing, signal maintenance, and landscaping.

9.7.2 Specific Plan III Description

All arterial, collector, and local streets will be public streets maintained by the MHCSO. Private alleys will be maintained by homeowner associations or through maintenance agreements with the MHCSO.

9.7.3 Implementation Measures

- a. All implementing projects shall comply with the applicable provisions of the MHCSO Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards and Maintenance).
- b. Alleys shall be maintained to acceptable standards for the type of development being served.

9.8 Vehicular Parking

9.8.1 Master Plan Summary

The Master Plan provides on and off-street parking facilities to meet the parking demands of the planned land uses and encourage the use of alternative modes to the automobile.

On-street parking at Mountain House shall be permitted along collector and local streets in residential, industrial and commercial areas. On-street parking is generally prohibited on major arterials except for the Town Center and designated emergency parking. Access to transit and rail travel will be facilitated through the provision of adequate park-and-ride facilities at major transit and transfer locations. An on-street parking policy in commercial areas shall encourage turnover, ensure the availability of parking, and discourage use of parking by employees.

The Mountain House Development Title addresses parking requirements, including specified minimums and maximums and provisions for compact cars, carpools, and cleaner fuel vehicles.

9.8.2 Specific Plan III Description

SP III contains public, residential, office, commercial and industrial land uses that will have off-street parking facilities. The location and design of these facilities are mostly regulated by the Development Title for private land uses and by MHCS D standards for public land uses. The Community College parking standards will be determined by the College District and parking standards for the K-8 schools will be determined by Lammersville Elementary School District. SP III also includes standards set forth in the Master Plan.

9.8.3 Implementation Measures

- a. MHCS D Parking Requirements. All implementing public improvement projects shall comply with the applicable provisions of the MHCS D Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards) and Design Manual, as amended (see Chapter Three: Streetscapes, Chapter Seven: Lighting, and Chapter Eight: Signage).
- b. MHCS D Transportation and Transit-Related Parking Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan.
- c. County Parking Requirements. All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title (see Chapter 1015M: Parking and Loading).
- d. Parking areas for industrial and office uses shall be located at the sides and rear of buildings, to the greatest degree possible.
- e. 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.

9.9 Bicycle and Pedestrian Facilities

9.9.1 Bicycle Facilities

9.9.1.1 Master Plan Summary

Master Plan policies for bicycles are intended to reduce use of the private automobile, encourage recreational bicycle travel and separate high speed commuter bicyclists from recreational use whenever practical. Ample bicycling, rollerblade, and electric cart amenities serve as an incentive for achieving these goals.

Class I and II bikeways will provide a continuous, comprehensive network minimizing the need for cyclists to share roadway space with motorists. The bicycle network will provide adequate facilities to separate the slowly moving family-oriented bicyclists from the faster commuter bikers. Class III bikeways will be provided along Collector streets and select local streets to guide bicyclists through neighborhoods.

The bikeway system will be coordinated with regional bikeways. Mountain House will work with the City of Tracy to develop and implement a direct bicycle route between the two communities.

All bike paths, routes, and lanes will be designed to conform with standards in the MHCS Design Manual and/or in compliance with Caltrans guidelines. At each Specific Plan stage, the bikeway system will 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 will designate the locations of bicycle and pedestrian facilities.

9.9.1.2 Specific Plan III Description

Class I and II bikeways within the SP III area and the Mountain House community will provide a continuous, comprehensive network minimizing the need for cyclists to share roadway space with motorists along arterial streets. Within the SP III area, additional Class I bikeways shall be provided in the form of multi-use paths running parallel with existing electrical line and gas line easements. These multi-use paths will connect the Community Park to the Neighborhood Center and points north. Class III bikeways shall be provided along collector streets and select local streets to guide bicyclists through neighborhoods and provide connectivity to Class I and II bikeways. (See Figure 9-7: Bicycle and Pedestrian Circulation.)

The community bikeway system is to be coordinated with regional bikeways. The MHCS shall work with the City of Tracy to develop and implement a direct bicycle route between the two communities.

All bike paths, routes and lanes along streets shall, at a minimum, be designed to conform with standards in the MHCS Design Manual, dated January 22, 2002, and/or in compliance with Caltrans guidelines. A jogging path of decomposed granite or alternative material acceptable to the MHCS shall run parallel to multi-use path and shall be a minimum of 3' wide when alongside the multi-use path.

9.9.1.3 Implementation Measures

- a. The following Class I Multi-Use Paths shall be constructed at the same time as adjacent roads. Class I Bike Paths shall parallel the arterial streets listed below. All multi-purpose Class I paths shall have curb ramps and crosswalk striping when crossing streets.
 1. Central Parkway
 2. De Anza Boulevard
 3. Mountain House Parkway
 4. Grant Line Road
- b. Grant Line Road 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. The bike lane, when fronting Grant Line Village, will convert to the frontage road condition, extending to the Great Valley Parkway intersection.

- c. Class III bike routes will be provided on all SP III collectors concurrent with construction of roadways to ensure a continuous, safe bicycle network.
- d. Bikeway Development. All bikeways shall be part of the roadway development/design when they are within the road right-of-way.
- e. The multi-use paths running parallel to the gas line and tower line easements shall be 12' wide minimum with striping to indicate two-way traffic, or two paths with directional arrows with a minimum width of 6' each in locations where emergency/utility vehicle access is not necessary due to abutting public streets.
- f. 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.
- g. Facilities. 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. Rollerblades and Electric Cart Use. 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.
- 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, Grant Line Road, Schulte Road, and Edmund G. Brown Aqueduct.
- k. MHCS D Bicycle and Pedestrian Requirements. All implementing public improvement projects shall comply with the applicable provisions of the:
 - MHCS D Development Standards (Section 2: Street Design Standards), and
 - MHCS D Design Manual, as amended (Chapter Five: Paths).
- l. MHCS D Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan.
- m. County Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the San Joaquin County Development Title, as amended, (see Chapter 9-1150.8M: Bikeways and Chapter 9-1150-9M: Pedestrian Paths).

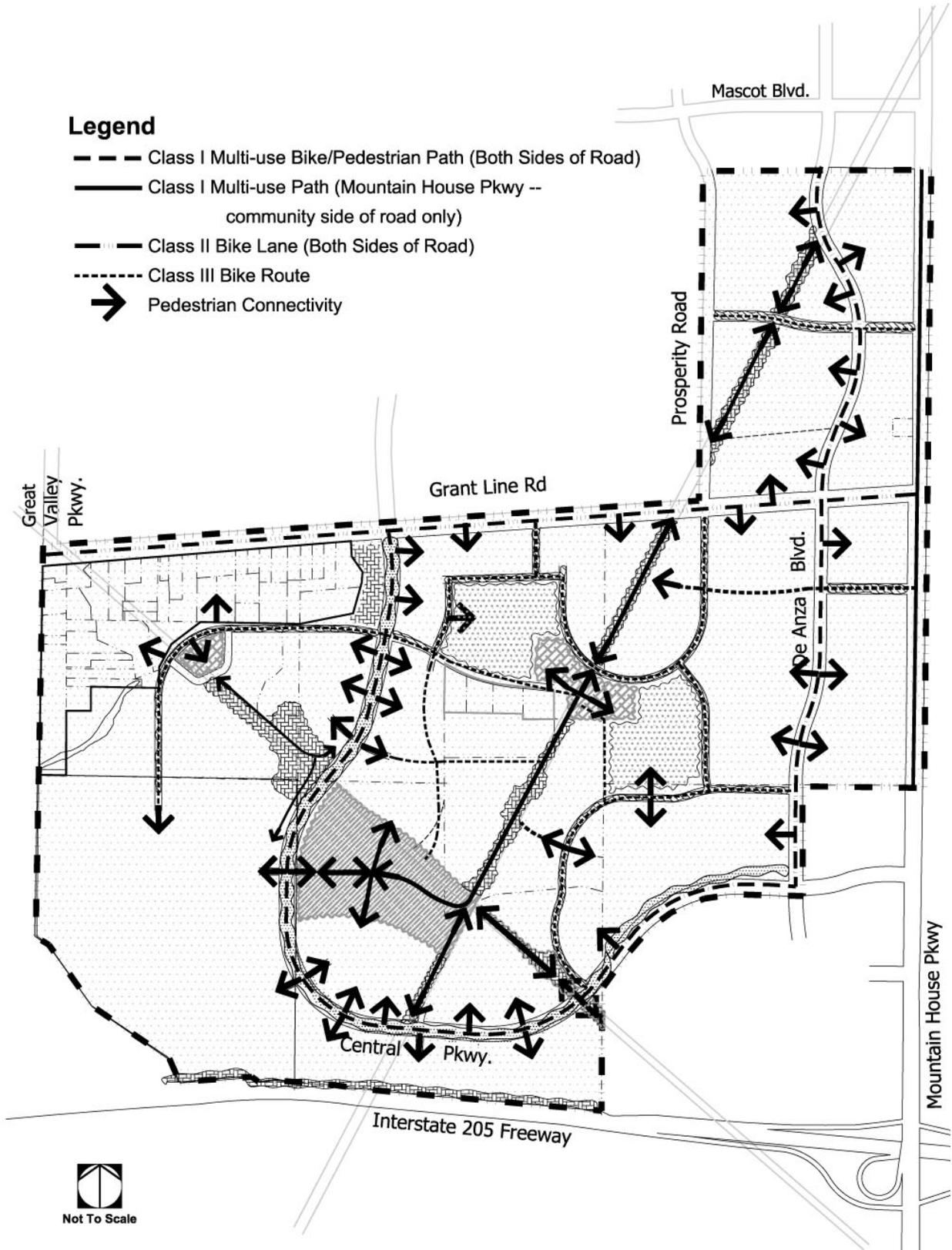


FIGURE 9-7: BICYCLE AND PEDESTRIAN CIRCULATION

9.9.2 Pedestrian Facilities

9.9.2.1 Master Plan Summary

The Master Plan encourages pedestrian travel through provision of a complete network of walking paths and sidewalks. In addition to the multi-use paths designed to facilitate safe pedestrian travel, additional facilities are provided along roadways, within parks, and at higher intensity areas such as the Town Center. Pedestrian facilities will include sidewalks, pedestrian crossings, benches, lighting, trash containers, and signage. The design of multi-use paths will facilitate safe pedestrian travel in addition to bike travel. Each Specific Plan will designate the locations of bicycle and pedestrian facilities.

9.9.2.2 Specific Plan III Description

Pedestrian facilities in the SP III area are designed to encourage walking both as recreation and as a means of transportation to reach local destinations such as the Neighborhood Center, the Community Park and local employment areas. The central spine of pedestrian circulation within the SP III area is the 12' multi-use path to be incorporated into the open space corridor running from Central Parkway in the south to De Anza Boulevard in the north. This multi-use path will provide a pleasant, off-street pedestrian connection between sub-neighborhoods, schools, parks and a neighborhood commercial area. Arterial streets within the SP III area shall have multi-use paths on both sides (except Mountain House Parkway, which will have a wider, two-way multi-use path on the community side only.) Collector and local streets will provide pedestrian connectivity to the open space corridor and arterial streets and shall generally have curb separated sidewalks on both sides. Curb-adjacent sidewalks are discouraged, but are allowed in limited circumstances where street length is short and/or design is constrained by lotting considerations. Sidewalks and parkways may be eliminated from the street right-of-way where collector or local streets abut a park or open space corridor, provided that connections are made to paths within the park or open space at logical pedestrian access points. Pedestrian connections shall be provided where cul-de-sacs abut or nearly abut another street and where block lengths exceed 800 feet, except where it is determined by the Community Development Department that such a pedestrian connection is contrary to the interests of health and safety.

To reduce neighborhood traffic speeds and further promote and enhance the safety of pedestrians within the SP III area, traffic calming and pedestrian protection measures, including but not necessarily limited to curb bump-outs, traffic circles or medians with a pedestrian refuge, shall be employed at strategic locations within the neighborhoods. These measures shall be designed to reduce vehicle speeds and to increase pedestrian visibility at crossing points. Primary pedestrian routes and destinations, potential for cut-through traffic, street traffic volumes and length of street between intersections shall be considered in siting traffic calming measures. No traffic calming measures are to be sited on arterial roadways.

9.9.2.3 Implementation Measures

- a. 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 may be constructed of

asphalt, concrete or other material approved by the MHCS D. Sidewalks a minimum of five feet in width shall be provided along Collector streets, and sidewalks a minimum of four feet in width shall be provided along local streets. Multi-use paths in electrical line/gas line easement open space corridors shall be a minimum of 12' total width, and that multi-use paths along arterials and sidewalks along collector and local streets are to be constructed of concrete.

- b. 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 collector and local streets shall have a walk on each side of the street except where abutting a park or open space area with paths, in which case connections will be made from the street to the path at logical pedestrian entry points.
- d. At each signalized intersection where pedestrians are expected to cross, a pedestrian crossing signal with pedestrian actuation shall be provided.
- e. The design of each commercial area 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. All implementing public improvement projects shall comply with the applicable provisions of the MHCS D Development Standards (see Section 1: General Design Requirements and Section 2: Street Design Standards), Design Manual, as amended (see Chapter Three: Streetscapes and Chapter Five: Paths), and Roadway Improvement Plan.
- g. All implementing projects shall comply with the applicable provisions of the MHCS D Parks, Recreation and Leisure Plan, as amended (see Chapter 2: Park and Recreational Facilities).

9.10 Transit

9.10.1 Bus Transit

9.10.1.1 Master Plan Summary

The Master Plan addresses ways to reduce reliance upon the private automobile by offering attractive, competitive bus transit service locally within the community and to major regional destinations. The Mountain House TDM Program and Transit Plan provides additional measures, summarized here.

Local service will be provided between the twelve residential neighborhoods and employment areas within Mountain House at a service frequency that provides a viable alternative to the automobile for local peak and off-peak travel. Inter-city and inter-regional transit service will 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, and is commensurate with the number of occupied dwelling units and employee base. This service will facilitate the transfer of passengers to other transit services in the region serving these destinations. The 1997 MHCS D TDM Program and Transit Plan states that MHCS D will work with the SMART

transit operators to commence service to the Mountain House Park-and-Ride lot once more than 1,000 homes have been occupied.

The Town Center will include a transit center for the transit system, and the twelve neighborhood centers will serve as the local focal points for passenger collection and distribution. Transfers between local and regional bus service will be accommodated at the Town Center Transit Center and the Mountain House Parkway/I-205 Park-and-Ride lot. The 1997 MHCS D TDM Program and Transit Plan states that the park-and-ride facility should be built to accommodate approximately 300 cars once 3,000 homes have been built and occupied. Transit service amenities, such as bicycle facilities, shelters, and telephones, will be located throughout the community to promote use of bus service and to enhance service accessibility. Bus stops will be located every one-quarter to one-half mile depending on land use density, street configuration, and other factors.

9.10.1.2 Specific Plan III Description

Planned transit service within SP III includes Regional bus transit service along Grant Line Road to Central Parkway to Mountain House Blvd, and along part of De Anza Blvd (see Figure 9-8: Local Transit routes Layout). Local bus service is planned to serve the neighborhood center and the two K-8 schools. Neighborhood transit stops are planned at the community college campus, employment/retail center, and K-8 schools. In addition, there will be transit service for K-8 students residing west of Central Parkway to minimize student crossings of this arterial street. The Community Park-and-Ride lot is located adjacent to the Mountain House Parkway/I-205 interchange outside SP III.

9.10.1.3 Implementation Measures

- a. Bus stops shall be located, at a minimum, at all Neighborhood Centers (see Figure 9-8: Local Transit routes Layout), and shall be constructed consistent with the provisions of the TDM Program and Transit Plan. The MHCS D may revise the exact locations of bus facilities to respond to final development plans. Bus shelters and furnishings shall be designed according to the criteria in the Mountain House TDM Program and Transit Plan
- b. MHCS D Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan (all chapters).
- c. Coordination of Service. Provision of inter-city and inter-regional transit service shall be coordinated by the MHCS D and the San Joaquin Regional Transit District.

9.10.2 Rail Transit

9.10.2.1 Master Plan Summary

Master Plan provisions for rail transit are intended to support passenger rail transportation between Mountain House and nearby rail stations; and regional destinations, including passenger rail service on the Altamont and Mococo lines. The Union Pacific's "Mococo" branch line along Byron Road

runs from Tracy to Martinez. In addition, Altamont Commuter Express (ACE) operates passenger trains through Tracy, connecting the Central Valley and the Bay Area on the Altamont Line. The community is to participate in the implementation of the rail transit facilities on a “fair share” basis.

9.10.2.2 Specific Plan III Description

No rail service is proposed within SP III. However, Transit service will be provided to regional rail stations. The SP III planning area will participate in the implementation of the rail transit facilities on a “fair share” basis as will the rest of the Mountain House community.

9.10.2.3 Implementation Measures

- a. MHCS D Transportation and Transit-Related Requirements. All implementing projects shall comply with the applicable provisions of the MHCS D Transit Demand Management and Transit Plan.
- b. 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. This contribution will not be required if this platform is not built.

9.11 Phasing and Costs

9.11.1 Master Plan Summary

Development of in-tract roads will be the responsibility of individual builders. 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 Level of Service standards identified in this chapter.

The implementation procedures 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.

Bus transit and bicycle facilities will be provided incrementally throughout build out of the community, with transit stops, shelters, bicycle lockers and racks in each neighborhood.

9.11.2 Specific Plan III Description

SP III improvements will be financed with private funding in exchange for fee credits imposed through the MHCS D's TIF. In addition, some off-site (in-community) improvements will likely be required in order to maintain County standards for levels of service. All such improvements will be

further defined and required by the MHCSD as part of both the Traffic Impact Analysis prepared by the MHCSD's traffic consultant, and subsequent detailed engineering.

The implementation of SP III will generate, through the collection of local and regional traffic impact fees, funds to be collected by the County (TIMF) and MHCSD (TIF) to pay for future roadway and transportation program responsibilities of the project. Development of the various land uses will also generate tax revenue for the MHCSD that will fund specific transit services and programs identified by the MHCSD's TDM Program.

9.11.3 Implementation Measures

- a. Phasing and Costs. All implementing projects shall comply with the applicable requirements of the Public Financing Plan and Technical Report, any Master Acquisition and Reimbursement Agreement between the MHCSD and SP III developers, any Development Agreement between San Joaquin County and SP III developers, MHCSD Capital Improvement Program, and applicable development fee Ordinances.

9.12 Operations and Maintenance

9.12.1 Master Plan Summary

Road maintenance will be provided by the MHCSD. Maintenance will conform to applicable MHCSD 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 Public Financing Plan (PFP).

9.12.2 Specific Plan III Description

The Master Plan requirements related to operations and maintenance of transportation facilities will be implemented by SP III through the implementation measure listed below.

9.12.3 Implementation Measures

- a. Operations and Maintenance. All implementing projects shall comply with the applicable requirements of the Public Financing Plan and Technical Report, any Master Acquisition and Reimbursement Agreement between the MHCSD and SP III developers, any Development Agreement between San Joaquin County and SP III developers, MHCSD Capital Improvement Program, and applicable development fee Ordinances.

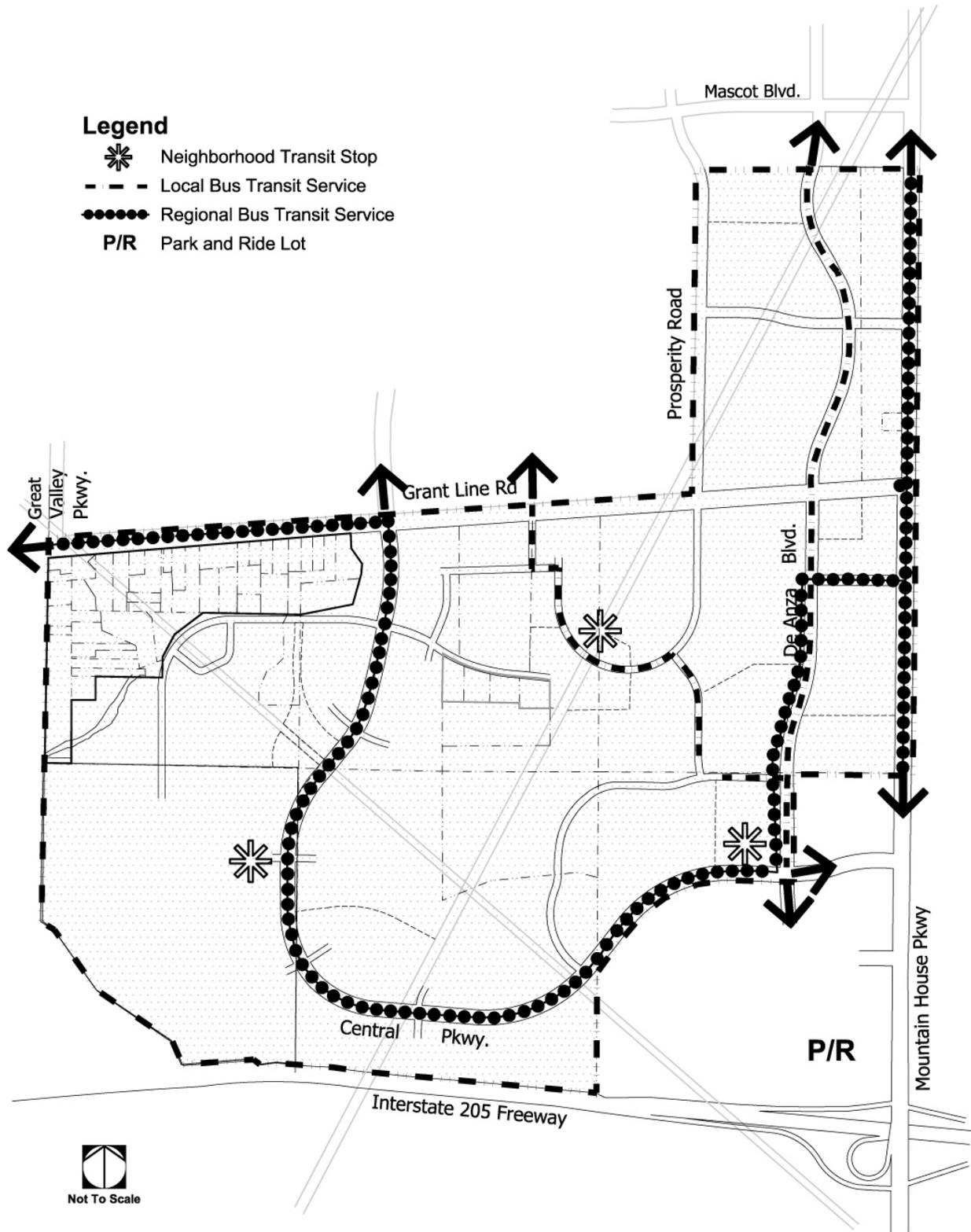


FIGURE 9-8: LOCAL TRANSIT ROUTES LAYOUT