



TO: Mayor and City Council

FROM: Dina Tasini, Planning Manager
Corey Simon, Senior Planner

SUBJECT: Submittal of Growth Management Program Compliance Checklist (Calendar Years 2012 & 2013) to Contra Costa Transportation Authority (CCTA).

DATE: June 4, 2015

Recommendation

Motion approving the Growth Management Program Compliance Checklist (Calendar Years 2012 & 2013) and motion to authorize staff to submit approved Checklist to Contra Costa Transportation Authority (CCTA) for release of Return to Source Measure J Funds to the City (FY 2013-14; \$491,541.)

Background

The Contra Costa Transportation Authority (CCTA) was established in 1988 with the passage by County voters of Measure C. Measure C instituted a half-percent sales tax to be used to fund local transportation projects. It also authorized CCTA to establish a Growth Management Program (GMP), primarily to meter future residential, business, and commercial growth to the capacity of local and regional transportation systems. In 2004, County voters approved Measure J, which extended the sales tax and the GMP. Per the provisions of Measure J, each jurisdiction within the County must submit a Checklist every other year certifying its compliance with the GMP.

Discussion

The Checklist consists of a series of questions regarding the City's compliance with the requirements of Measure J. The Checklist covers the following:

- Action Plan for Routes of Regional Significance
- Adoption of, and compliance with, the voter-approved Urban Limit Line for Contra Costa County.
- Adoption of revised General Plan *Growth Management Element* (GME) by each local agency within CCTA (Martinez' "Measure J" compliant GME was adopted by the City Council on September 4, 2013)
- Five-Year Capital Improvement Program
- Housing Options and Job Opportunities
- Maintenance of Effort (MoE)
- Participation in Cooperative, Multi-Jurisdictional Planning
- Posting of Signs
- Transportation Mitigation Program
- Transportation Systems Management Program

In all areas the City is in compliance. Completion and submittal of the Checklist, as attached, to CCTA fulfills the City's requirements for the 2012 & 2013 reporting period. Once approved by the Council, the Checklist will be submitted to CCTA where it will be reviewed by its Citizens Advisory Committee, then Planning Committee to be ultimately approved by the CCTA Board in July. Once the Transportation Authority approves the Checklist, the City will receive its FY 2013-14 allotment.

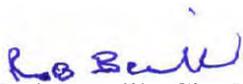
Fiscal Impact

Failure to submit the Checklist would put the City in non-compliance and could result in the loss of or delay in receiving the City's allotment

Attachment

- CCTA Growth Management Program Compliance Checklist (Calendar Years 2012 & 2013), with the following attachments to the Checklist:
 - A. TRANSPAC Conditions of Compliance 2012-2012
 - B. General Plan Amendments 2012-2013
 - C. TRANSPAC Regional Transportation Mitigation Program
 - D. HCD Housing Element Compliance Letter
 - E. Housing Element Annual Report Fiscal Year 2008-09
 - F. CCTA Reporting Intersections Level of Service
 - G. Capital Improvement Plan

APPROVED BY:


Rob Braulik, City Manager

Measure J Growth Management Program

Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

1. Action Plans	YES	NO	N/A
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction followed the procedures for Regional Transportation Planning Committee (RTPC) review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
2. Transportation Mitigation Program	YES		NO
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input checked="" type="checkbox"/>		<input type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

2. Transportation Mitigation Program	YES	NO
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Housing Options and Job Opportunities	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by: (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO	
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate RTPC, and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
c. Has the local jurisdiction applied the Authority’s travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction’s transportation system, including roadways, pedestrian circulation, bikeways and trails; planned and improved development within the jurisdiction; and traffic patterns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Five-Year Capital Improvement Program	YES	NO
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority’s database of transportation projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Transportation Systems Management Program	YES	NO
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

8. Maintenance of Effort (MoE)	YES	NO	
Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>	
9. Posting of Signs	YES	NO	N/A
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
10. Adoption of the Measure J Growth Management Element	YES	NO	N/A
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
11. Adoption of a Voter-Approved Urban Limit Line	YES	NO	N/A
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

12. Other Considerations

YES NO N/A

If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

13. Review and Approval of Checklist

This checklist was prepared by:

Signature

Date

Corey M Simon, Senior Planner

Name & Title (print)

(925) 372-3518

Phone

csimon@cityofmartinez.org

Email

The council of City of Martinez, on June, ** 2015, has reviewed the completed checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

Certified Signature (Mayor or Chair)

Date

Rob Schroder, Mayor

Name & Title (print)

Attest Signature (City Clerk)

Date

Mercy Cabral, Assistant City Clerk

Name (print)

Compliance Checklist Attachments

Reporting Jurisdiction: City of Martinez Error! Reference source not found.

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

Supplementary Information (Required)

1. Action Plans

- a. Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plans for Routes of Regional Significance.

see Attachment A (TIM, DO WE NEED A NEW “CONDITIONS OF COMPLIANCE TO TRANSPAC ACTION PLAN” REPORT?)

- b. Attach, list and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Traffic Service Objectives. Indicate if amendments were forwarded to the jurisdiction’s RTPC for review, and describe the results of that review relative to Action Plan implementation.

see Attachment B

Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan.

see Attachment C

Compliance Checklist Attachments

Reporting Jurisdiction: City of Martinez Error! Reference source not found.

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

2. Transportation Mitigation Program

- a. *Describe progress on implementation of the regional transportation mitigation program.*

see Attachment D

3. Housing Options and Job Opportunities

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels.*

see Attachment E (Certified Housing Element Update for 2015-2022 period.

- b. *Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development..*

see Attachment F (Walking Bicycling and Transit Policies from Transportation Element/1992)

4. Traffic Impact Studies

Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net newpeak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation was undertaken during the environmental review process.

NA

Compliance Checklist Attachments

Reporting Jurisdiction: City of Martinez Error! Reference source not found.

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

Resolution Number 060-15.

Date *May 6, 2015. (see Attachment G)

7. Transportation Systems Management Program

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number.

Ordinance Number 1253 C.S.

Date April 1, 1998.

8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 20011-12 and FY 2012-13). See the Instructions to identify the MoE requirements.

MoE Requirement \$***,***.

MoE expenditures: FY 2012 and 2013 \$*,***,***.

Compliance Checklist Attachments

Reporting Jurisdiction: City of Martinez Error! Reference source not found.

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

9. Posting of Signs

Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.

????? (we listed Marina Vista for last 2010-2011 period)

10. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan.

11. Adoption of a voter-approved Urban Limit Line

The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period with regard to changes or modifications to the voter-approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.

NA

12. Other Considerations

Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program.

NA

**CONDITIONS OF COMPLIANCE REPORT
(FOR 2012 – 2013)
Based on the
2009 TRANSPAC ACTION PLAN**

Region-wide Goals and Actions

These goals and actions build on TRANSPAC's tenets, focus the direction of the Action Plan and are intended to guide future decisions.

GOAL 1. Encourage land use decisions that manage the increase of overall traffic demand

ACTIONS:

- 1-A: Continue to support implementation of the Measure C/J Growth Management Program.
- 1-B: Continue to support higher-density development around transit hubs and downtowns.
- 1-C: Continue to require each jurisdiction to:
 - a) Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.
 - b) For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.
- 1-D: Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.
- 1-E: Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.

2012-2013: All of these actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 2. Increase HOV lane usage

- 2-A: Support the completion of a continuous HOV system on I-680.

2012-2013: The RM2 I-680 HOV Express Bus Access Study was completed in late 2011 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

- 2-B: Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.

2012-2013: This action is ongoing.

2-C: Support additional incentives for HOV users.
2012-2013: This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.

2-D: Provide additional park-and-ride lots.
2012-2013: See Pacheco Boulevard.

Responsible: TRANSPAC and its jurisdictions

Timeline: These actions are ongoing and depend on funding availability.

GOAL 3. Work to improve freeway flow

- 3-A: Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4.
- 3-B: Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).
2012-2013: Funding for the Caldecott Tunnel was included in the CCTA's 2009 bond program with \$62M assigned to Central County. The groundbreaking for the Caldecott Tunnel was January 22, 2010. Depending on funding availability, completion of the Caldecott Tunnel is planned for late 2013.
- 3-C: Support the study and implementation of potential regional freeway management strategies.
2012-2013: TRANSPAC TAC members have participated in the development of the Corridor System Management Plans for SR 4 and SR 24. Staff and elected officials participated in the SR 4 Integrated Corridor Analysis in 2011.
- 3-D: Consider a multi-agency approach to freeway ramp metering.
2012-2013: The 2009 TRANSPAC Action Plan includes a multi-agency approach to ramp metering as an action. The implementation of ramp metering in the I-680, SR 4 and SR 24 corridors is a key recommendation in the Corridor System Management Plans developed by MTC, Caltrans in concert with many local partners including CCTA and TRANSPAC. In 2011, TRANSPAC participated with MTC, Caltrans and consultants in the review of the feasibility of ramp metering in Central County. TRANSPAC supported this recommendation with the caveat that Caltrans will work with each individual agency on the implementation strategy. Ramp metering construction is currently in progress in Martinez

Responsible: TRANSPAC and its jurisdictions

GOAL 4. Manage arterial traffic flow

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.
2012-2013: Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2009 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening (Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase

3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase 2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

Projects programmed after 2015 include the Pacheco Boulevard Realignment and Widening (Contra Costa County, Martinez), additional funding for Waterworld Parkway (Concord) and Court Street Overcrossing (Martinez)

Please see the CCTA's 2011 Strategic Plan for project financial and scope information.

- 4-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.
2012-2013: These actions are ongoing.

Responsible: TRANSPAC and its jurisdictions

GOAL 5. Support an efficient and effective transit system

- 5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.
2012-2013: Action is ongoing
- 5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.
2012-2013: Action is ongoing
- 5-C: Support the expansion of BART service and BART station and parking facilities. 2011-12: Approved a BART funding request to CCTA for the Walnut Creek TOD project, the Comprehensive Wayfinding System project and the Electronic Bicycle facilities project at the four Central County BART Stations.
- 5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.
2012-2013: See Pacheco Boulevard and Pacheco Transit Hub projects.

2012-2013: Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of a 300 space surface parking lot. The Authority allocated funds for the purchase, demolition and construction of a 300 surface parking lot and work was completed in 2014. A realigned Ferry Street entrance, Berrellesa pedestrian, vehicular bridge and pedestrian railroad over-crossing will be constructed in 2015/17 pending funding approval.

2012-2013: Martinez Waterfront Alternative Access Study (Formerly the Court Street Overcrossing was completed in 2013. The recommended project was a vehicular and pedestrian bridge connecting Berrellesa Street and the Intermodal Phase 3 parking lot (under construction) across Alhambra Creek.

5-E: Support improvements that increase the efficiency of local transit on Regional Routes.

5-F: Support increased access to BART stations for buses and other alternative modes.

For actions 5F and 5G - 2012-2013: TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2011 Measure J bond sale for expenditure in FY10 and FY11.

5-G: Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.

5-H: Support expansion and use of park-and-ride facilities using Express and local buses.
2012-2013: See Pacheco Transit Hub.

Responsible: TRANSPAC and its jurisdictions

GOAL 6. Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County

6-A: Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting.

2012-2013: The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The www.511contracosta.org website is a key feature in the outreach efforts. Programs include:

- The Countywide Carpool Program which provides a stipend to new carpoolers to try carpooling instead of driving alone to work;
- The Countywide Transit Program provides a free BART, train or bus pass to those who change modes from single occupant vehicles to transit;
- The 511 Contra Costa Transportation Resource Guide provides transportation information for the entire Bay Area but with a strong focus on the transportation options in Contra Costa. The guide will be reprinted in 2010.

6-B: Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling.

The school-based programs implemented by 511 Contra Costa staff include:

2012-2013: The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program: The expanded SR2S program was developed by 511 Contra Costa in 2011 and has received additional Federal CMAQ funding to include three

programs: K-5, Middle School and High School bike/ped safety programs beginning in Spring 2012

School Transit Program -provides no-cost public bus tickets for students to get to school or college

Walk and Roll to school events to encourage bicycle riding and walking to school

A bicycle rodeo program which teaches pedestrians and bicycle safety to middle school students was launched in the Spring of 2011. This three-day program is currently offered by 511 Contra Costa on behalf of local jurisdictions to all middle schools in Central and East County to promote bicycle safety training for students and encourage bicycling and walking to schools.

Bike to Work/School day is promoted through schools and employment sites every May and families/students are encouraged to participate.

Bicycle racks, skateboard racks, bicycle cages and lockers are available at no cost to all public and private schools in Central County

- College Carpool and Transit Programs:

Students are offered a free bus pass on County Connection to get to Diablo Valley College and other colleges and technical schools.

Students are offered incentives to form a carpool instead of driving to campus alone.

6-C: Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework.

- 511 CC offers free consultation to employers and local jurisdictions upon request, as well as more extensive onsite telework implementation assistance. Information is also available on their website.

- With the Federal legislation changes, all employers were notified of the current reduction in pre-tax transit and vanpool benefits allowable under the extension of SAFETEA-LU. 511 CC staff offers free consultation with all local employers and jurisdictional staff on an on-going basis.

6-D: Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone.

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.

- Weekly tips and reminders are posted on the www.511contracosta.org website.

- 6-E: Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.
- The 511 CC staff has worked with County Connection in the development of the Pacheco Park & Ride lot and will offer assistance upon its completion in promoting transit ridership and carpooling from the site.
 - Park & Ride lot locations are indicated on a map located on the www.511contracosta.org website.
 - Free downtown shuttles were funded by 511 CC in cooperation with the cities of Walnut Creek and Pleasant Hill and Contra Costa Centre from October through December 2011 to encourage shuttle ridership instead of driving alone during mid-day.
- 6-F: In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.
- 511 CC staff offers on-going consultation assistance in the development of TDM plans for developments at the request of local jurisdictions for new development and redevelopment projects.
 - 511 CC staff provided comments and offered suggestions in the updated Contra Costa County TDM Ordinance Guidelines in 2011. Similar suggestions will be considered as 511 CC assists CCTA staff in the updated revised TSM Model Ordinance in 2010.
- 6-G: Explore innovative new technologies to improve mobility and reduce SOV trips.
- Electric charging stations have been installed through a 511 CC mini-grant process in Walnut Creek, Pleasant Hill, Martinez, and Pittsburg and Pacheco Transit Hub. Staff is working with CCTA in the Teal Time Rideshare pilot program which will use mobile phone technology to match potential carpoolers.
 - An internet-based bike mapper was developed for Contra Costa County bicycle routes and trails.
- 6-H: Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.
- Each year Measure C/J funds are used through the 511 CC allocations to provide bicycle racks, lockers, cages and eLockers at public sites and on behalf of local employers in Central County.
 - Electronic shared bicycle lockers were installed in Pittsburg in 2011 to promote bicycle use in the Old Town
- 6-I: Encourage “green” commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing.
- Electronic vehicles were purchased for CCTA and leased for the City of Pleasant Hill.

- Additional electric charging stations are slated for installation using 511 CC funds in Central County jurisdictions on a first come first serve basis to augment the charging stations network which began throughout the County in 2009.
- 511 CC works with employers to fulfill the transportation measures necessary to receive Green Business certifications..

Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions

Actions and Responsibilities for Routes of Regional Significance

TRANSPAC and its jurisdictions have identified regional actions for Routes of Regional Significance. As these actions may span jurisdictional boundaries and improvements to Routes of Regional Significance often involve more than one jurisdiction, there needs to be a coordinated and joint effort of all involved jurisdictions.

The following section presents a description of each Route of Regional Significance within TRANSPAC Multimodal Traffic Service Objectives (MTSOs), actions and responsibilities for each route. Note that on planned improvements and actions identified for I-680, SR 242 and SR 4, TRANSPAC and all TRANSPAC jurisdictions will support the actions of CCTA and Caltrans, the designated lead agencies on Interstate and State Highway projects.

Freeways

1. Interstate 680

I-680 is a north-south eight to twelve lane divided freeway. It begins north of the TRANSPAC area at the I-80/Cordelia interchange and travels south through Solano County, entering TRANSPAC's region on the Martinez-Benicia Bridge. From the bridge, it extends south through the SR-4, SR-242 and SR-24 interchanges. The I-680/SR-24 interchange is near TRANSPAC's southern boundary in Walnut Creek. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, North Concord/Martinez and Concord BART Stations, the Martinez Intermodal Facility and Pacheco Transit Hub are accessed via I-680 (and intersecting State Routes).

MTSO: 4.0 Delay Index

Actions:

2012-2013 Note that TRANSPAC programmed \$75 million over the life of Measure J funds for I-680 Carpool Lane Gap Closure/Transit Corridor Improvements and in 2011 supported the installation of High Occupancy Toll (HOT) option and the MTC Express Lane application submitted to CTC.

Continue to support investment in and implementation of HOV lanes on I-680

2012-2013: TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as "the restripe" and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

Complete the I-680 HOV Express Bus Access Study funded through Regional Measure 2

2012-2013: At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in

Regional Measure 2 approved by Bay Area voters in 2004. The study was completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.

2012-2013: This is an on-going action. Please see SR 4 below

Continue to work with Solano County to manage traffic in the I-680 corridor.

Proposed Improvements

Southbound HOV Lane Gap Closure from North Main to Livorna Road – Completed in 2011

Improvements to I-680/SR-4 freeway interchange (see subsequent section on SR-4)

Pacheco Transit Hub

Responsible: TRANSPAC and its jurisdictions

2. State Route 242

State Route 242 is a four-mile north-south freeway that connects SR-4 west of Port Chicago Highway to I-680 just south of Willow Pass Road. It is a three-lane road in each direction.

MTSO: 3.0 Delay Index

Actions:

The CCTA Board approved the consultant contract with WMH Corporation in June 2011. The draft alternatives for study in the PSR will be presented to Caltrans and the technical studies for the PSR will be initiated.

Support the study and design of Clayton Road interchange improvements.

Proposed Improvements

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

Construction of the third lane of the southbound Commerce Avenue off-ramp

2012-2013: The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac. The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2011. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

Responsible: TRANSPAC and its jurisdictions

3 State Route 4

State Route 4 is an east-west freeway that runs from East Contra Costa and San Joaquin County to I-80 in West Contra Costa through Central Contra Costa. West of the SR-242 Interchange in Concord, it has four to six lanes; east of the interchange, it has eight to ten lanes, including an HOV lane in each direction. SR-4 provides access to the North Concord/Martinez BART Station, the Martinez Intermodal Facility, and recently constructed Pacheco Transit Hub.

MTSO: 5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary) This MTSO is expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPAC, TRANSPLAN and WCCTAC (see Action below).

Actions:

Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County (boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.

2012-2013: On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA. While significant progress has been made, additional study for the SR 4 Integrated Corridor Analysis was requested in late 2011 and study analysis work had been extended into 2012.

Support improvements to the I-680/SR-4 interchange

2012-2013: The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

Corridor System Management Plans (CSMPs) - As part of the passage of Proposition 1B in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC required Caltrans to develop CSMPs for highway corridors containing projects receiving CMIA funds. The main objectives of these investments, which are part of the Governor's Strategic Growth Plan, are to decrease congestion, improve safety and travel times, and accommodate future growth in the population and economy.

The CSMPs, initiated in 2007/08, are a mechanism through which to maximize the State's investment in the corridor, via an assessment of current and future performance, identification of bottleneck locations and causes, and recommendation of a prioritized set of improvements to address the problem locations. SR-4 and SR-24 are part of the CSMP process based on the CMIA-funded Route 4 East Widening and the Caldecott Tunnel Fourth Bore projects, respectively. These two efforts were initiated in the summer of 2010 with the establishment of Corridor Technical Advisory Committees (C-TACs), which include staff from Caltrans, the Metropolitan Transportation Commission (MTC), the Contra Costa Transportation Authority (CCTA), and affected jurisdictions and agencies along the corridors (including the Alameda County CMA on Route 24).

Freeway Performance Initiative: MTC's (Regional Transportation Plan) T-2035 strategy known as the Freeway Performance Initiative (FPI), seeks to develop a roadmap for selection of the best projects and operational strategies for major freeway corridors in the Bay Area, based on performance and cost-effectiveness. MTC, along with its consultant PBS&J, has been working in tandem with the Caltrans CSMP effort on SR-4 and SR-24 to develop a prioritized list of system management strategies and

associated projects for these two corridors. The FPI's approach to the corridor analysis includes a look at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

Please note that the CSMP reports will be forwarded to the California Transportation Commission (CTC) by Caltrans and that MTC will use the analyses as part of the development of the Regional Transportation Plan (RTP). In Contra Costa, it also is anticipated that this information will be used in RTPC and CCTA planning processes.

2012-2013: The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

2012-2013: For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

In 2008, TRANSPAC asked the Transportation Authority to examine any additional possibilities for a “sooner, cheaper” alternative to improve operation and capacity on the SR-4 side of the Interchange with specific emphasis on the original Phase 3 of the project, the completion of the “missing” 3rd lane in each direction on SR-4 from Morello Avenue west of the Interchange as far east as possible to match the lanes to/from East County in the vicinity of Port Chicago Highway.

In response to that request, Transportation Authority had its consultants, URS Corporation in concert with Fehr and Peers assess possible sooner, cheaper alternatives that could be constructed absent a full reconstruction of the I-680/SR-4 Interchange. The consultant did identify some sooner, cheaper project that could improve the operation of the interchange and that section of SR 4. These “sooner, cheaper” ideas were presented to TRANSPAC on May 14, 2011. While funding has remained elusive, the identified sooner, cheaper ideas and the possibilities identified by the CSMP work may offer opportunities to improve operations until a reconstruction is affordable.

Responsible: TRANSPAC and its jurisdictions

MTSO: 4.0 Delay Index

Arterials

4. Alhambra Avenue

Alhambra Avenue is a north-south roadway that extends from downtown Martinez south, under SR-4, to Taylor Boulevard in Pleasant Hill, where its name changes to Pleasant Hill Road. It is generally a four-lane roadway. Only the portion south of Arch Street is designated as a Regional Route. It serves as a parallel route to I-680 and a shortcut around the I-680/SR-24 Interchange.

MTSO: Martinez: 15 MPH Average Speed for both directions during AM and PM peak hours
Pleasant Hill: 15 MPH Average Speed for both directions during AM and PM peak hours

Actions:

Pursue planning and funding for Alhambra Avenue improvements and widening

2012-2013: The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City accepted the project in 2010.

Proposed Improvements

Construction of a second southbound lane on Alhambra Avenue from Walnut Avenue to Franklin Canyon Road with other necessary signal, ramp, and median modifications.

Completion of the Alhambra Avenue Widening Phase III project.

Responsible: TRANSPAC and its jurisdictions

5. Clayton Road

Clayton Road is a four- to six-lane, east-west roadway that connects Marsh Creek Road east of Clayton to SR-242 in Concord. Between Ygnacio Valley Road/Kirker Pass Road and Treat Boulevard, it is a Regional Route. It is the east-west traffic spine for Central Contra Costa and provides direct access to the Concord BART station and connection to the Pleasant Hill and Walnut Creek BART stations.

MTSO: Clayton: 15 MPH Average Speed for both directions during AM and PM peak hours
Concord: Average Stopped Delays for the following intersections: Kirker Pass Road/Ygnacio Valley Road: 3
Treat Boulevard/Denkinger Road: 3

Actions:

Complete Clayton Road/Treat Boulevard/Denkinger Road intersection capacity improvements.

2012-2013 Preliminary engineering, environmental planning and environmental clearance work began on March of 2010. The traffic study is complete and the study report is final. The project is moving into the design and right-of-way phases.

Work with TRANSPAC on Clayton Road/Marsh Creek Road corridor operation and management. Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Concord BART Station.

Proposed Improvements

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Concord BART Station

Responsible: TRANSPAC and its jurisdictions

6. Contra Costa Boulevard

Contra Costa Boulevard is a north-south roadway that begins at 2nd Avenue in Pleasant Hill as an extension of Pacheco Boulevard. It runs south through Pleasant Hill to become North Main Street at Oak Park in Walnut Creek. It runs parallel, to the west, to I-680 and varies in width from four to six lanes and serves as a bypass to I-680.

MTSO: Average Speed, AM Peak Hour: 15 MPH northbound and 12 MPH southbound
Average Speed, PM Peak Hour: 10 MPH in both directions

Actions:

Complete Contra Costa Boulevard improvement project.

2012-2013: The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2011

Proposed Improvements

Between 2nd Avenue and Monument Boulevard, construction of additional right and left turn lanes, modification of intersection lane alignments, and addition of a new class II bike lane
Improvement of traffic operations throughout corridor

Responsible: TRANSPAC and its jurisdictions

7. Geary Road

Geary Road runs east-west, connecting North Main Street at I-680 to Pleasant Hill Road to the west. East of I-680, Geary Road becomes Treat Boulevard. Over half its length, Geary Road is two lanes with center turn lanes. It serves as an access route to the Pleasant Hill BART station.

MTSO: LOS F at North Main Street intersection

Actions:

Complete widening. **2012-2013:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Geary Road Widening Phase III

2012-2013 Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station. Project is in the Environmental Clearance and Design phase. Cities of Walnut Creek and Pleasant Hill are working cooperatively; city boundaries are at the middle of the road.

Responsible: TRANSPAC and its jurisdictions

8. North Main Street

North Main Street is a north-south roadway in Walnut Creek that is the continuation of Contra Costa Boulevard. It is a four-lane roadway that is a Regional Route from Oak Park to San Luis Road. It runs parallel to I-680 and provides access to the interstate at both Treat Boulevard/Geary Road and San Luis Road. It connects two BART stations and serves local traffic.

MTSO: LOS F at Treat Boulevard/Geary Road intersection

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

None

Responsible: TRANSPAC and its jurisdictions

9. Pacheco Boulevard

Pacheco Boulevard is a two- to four-lane north-south roadway connecting Pine Street south of downtown Martinez, under SR-4 and along I-680, to 2nd street in Pleasant Hill, where it becomes Contra Costa Boulevard.

MTSO: Martinez: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions

Assess possible applications of the Central Contra Costa Traffic Management Program.

Complete Pacheco Transit Hub.

2012-2013: Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2011 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

2012-2013: Pacheco Boulevard Widening from Blum road to Morello Avenue. Environmental clearance restarted in 2012.

Seek funding to widen Pacheco Boulevard up to four lanes and make related improvements.

Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.

Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.

Proposed Improvements

Construction of Pacheco Transit Hub

Initiate a Project Study Report to widen Pacheco Boulevard from Morello Avenue to Blum Road.

Construct improvements at the Pacheco Boulevard/Arnold Drive intersection.

Responsible: TRANSPAC and its jurisdictions

10. Pleasant Hill Road

Within TRANSPAC's region, Pleasant Hill Road is a north-south, two- to four-lane roadway that connects Geary Road and Taylor Boulevard into Lafayette and, through SWAT's region, to SR-24.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.

Proposed Improvements

As may be determined in concert with SWAT/City of Lafayette

Responsible: TRANSPAC and its jurisdictions

11. Taylor Boulevard

Taylor Boulevard is a four-lane, north-south roadway that connects Contra Costa Boulevard to Pleasant Hill Road and, effectively, SR-4 to SR-24. Local traffic travels this route as a bypass to I-680 and the I-680/SR-24 interchange.

MTSO: Pleasant Hill: 15 MPH Average Speed in both directions in the AM and PM peak hours
Contra Costa County: 1.5 V/C for all intersections

Actions:

Assess possible application of the Central Contra Costa Traffic Management Program.

Proposed Improvements

Improvement of traffic operations through the corridor

Responsible: TRANSPAC and its jurisdictions

12. Treat Boulevard

Treat Boulevard is a divided four- to eight-lane arterial that serves as a main commuter route from Clayton Road in Concord to I-680 and the Pleasant Hill Bart Station. It runs parallel to Ygnacio Valley Road.

MTSO: Concord: Average Stopped Delays (signal cycles to clear) at the following intersections:

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek: LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

Actions:

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Pleasant Hill BART Station.

Proposed Improvements

Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station

Responsible: TRANSPAC and its jurisdictions

13. Ygnacio Valley Road/Kirker Pass Road

Ygnacio Valley Road is a four- to six-lane divided roadway that extends from I-680 in Walnut Creek to Clayton Road. Beyond Clayton Road, Ygnacio Valley Road becomes Kirker Pass Road, a four- to six-lane roadway that then becomes Railroad Avenue in Pittsburg and connects to SR-4. It is a primary alternate route for SR-4 commute traffic to and from East County.

MTSO:

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections

Contra Costa County: 1.5 V/C for all intersections

Actions:

Continue to support implementation of the East-Central Traffic Management Plan.

2012-2013: This action is ongoing.

Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.

2012-2013: Project included in the CCTA 2011 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

Seek funding to improve vehicle, bus, bicycle, and pedestrian access at the Walnut Creek BART Station.

Proposed Improvements

Widening of Ygnacio Valley Road to six lanes between Cowell Road and Michigan Road

2012-2013: Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

2012-2013: This action is ongoing

2012-2013: Ygnacio Valley Road Permanent Restoration - Phase 2 (added as project after slide), Approximately 1,000 feet of hillside along Ygnacio Valley Road, just west of Cowell Road is marginally stable. Due to restrictions on the use of Federal emergency relief funds, only 420 feet of restoration work was completed as part of Phase 1. Phase 2 completes the restoration project by constructing a pier wall and repair of the damaged roadway. There will also be some grading of the slide area above the roadway to remove depressions and to repair the damaged Ohlone Trail. Current Phase: Tie-back Wall – Construction is complete except for final pavement work; Ohlone Trail - Environmental/Preliminary Engineering. CCTA appropriated \$500,000 for environmental clearance work and preliminary engineering on June 18, 2010, and appropriated \$200,000 for final design on February 18, 2011. A decision to divide the project into two parts was made in order to expedite the wall construction. On April 15, 2011, the Authority appropriated \$2,691,000 for construction activities. The construction contract was awarded to Top Grade Construction for \$1,372,740 on June 22, 2011. Tie-back wall construction is complete.

Responsible: TRANSPAC and its jurisdictions

ATTACHMENT B

GENERAL PLAN AMENDMENTS Calendar years 2012-2013

No affect to GME or AP	Resolution No.	Applicant	Address	Project
X	12-04	Discovery Homes	370 Muir Station Rd	76 unit, single family attached PUD, w/adjustment to Open Space/Residential GP boundaries.(GPA/RZ/PUD/VTM)

ATTACHMENT C

PC RESOLUTIONS 2012

In Log	Resolution No.	Applicant	Address	Project
√	12-01	Verizon Wireless	814 Carter Acres Lane	12PLN-0002 co-located new telecom facility
√	12-02	City of Martinez	Glendora/Serrano	GP Consistency - surplus lots
√	12-03	City of Martinez	Glendora	GP Consistency - Vacate Street
√	12-04	Discovery Homes	370 Muir Station Rd	76 unit, single family attached PUD, w/adjustment to Open Space/Residential GP boundaries.(GPA/RZ/PUD/VTM)
√	12-05	Francis/Taco Bell	1124 Arnold Dr	12PLN-0019-Dental bldg & Taco Bell w/drive thru

PC RESOLUTIONS 2013

In Log	Resolution No.	Applicant	Address	Project
√	13-01	Kramer	1020 W Arlington Way	12PLN-0010-UP, VAR & DR garage addition
√	13-01	City of Martinez	City Wide	GPA - Growth Manage Element
√	13-01	AT&T Wireless	Harbor View Reservoir	Use permit

EXHIBIT "B"
COMPLIANCE CHECKLIST
REGIONAL TRANSPORTATION MITIGATION PROGRAM

CITY OF MARTINEZ

CITY COUNCIL AGENDA
OCTOBER 21, 1996

TO: MAYOR AND CITY COUNCIL
FROM: RICHARD PEARSON, TRANSPORTATION PROJECTS MANAGER
PREPARED BY: CATHY NOWICKI, ASSOCIATE PLANNER
SUBJECT: TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM

RECOMMENDATION

Approve Regional Transportation Mitigation Program as recommended by TRANSPAC.

BACKGROUND

At the October 7, 1996, City Council meeting, the Council recommended that TRANSPAC approve the proposed Regional Mitigation Program. At the October 10, 1996, TRANSPAC meeting, TRANSPAC approved the Program with the revisions addressed in your previous report (attached). TRANSPAC wanted the Cities to review the final version and approve it.

Attachments:

Draft Regional Transportation Mitigation Program (RTMP)
City Council Report, October 7, 1996

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Regional Transportation Partnership and Cooperation

RESOLUTION NO. 96-03

A RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

WHEREAS, TRANSPAC, the Regional Transportation Planning Committee for Central Contra Costa is a voluntary association of the five Central County cities and the central area of the unincorporated area of Contra Costa County; and

WHEREAS, a Regional Transportation Mitigation Program is required by Measure C (1988), the Contra Costa Transportation Improvement and Growth Management Program administered by the Contra Costa Transportation Authority; and

WHEREAS, the RTMP addresses the regional transportation impacts of development; and

WHEREAS, TRANSPAC developed a draft RTMP in consultation with its member jurisdictions; and

WHEREAS, all of TRANSPAC's member jurisdictions have adopted the draft RTMP; and

WHEREAS, the RTMP fulfills the requirements of the Measure C Growth Management Program; and

WHEREAS, the RTMP needs to be incorporated into the Central County Action Plan for Routes of Regional Significance adopted by TRANSPAC on December 1, 1994

NOW THEREFORE BE IT RESOLVED, that based on the actions of its member jurisdictions, TRANSPAC adopts the Regional Transportation Mitigation Program (RTMP) to fulfill the requirements of the Measure C Growth Management Program; and

BE IT FURTHER RESOLVED, that the adopted RTMP is incorporated by reference into the Central County Action Plan for Routes for Regional Significance adopted by TRANSPAC on December 1, 1994; and

BE IT FURTHER RESOLVED, that a copy of this Resolution and the adopted RTMP will be forwarded to the Contra Costa Transportation Authority.

ADOPTED BY TRANSPAC AT A REGULAR MEETING ON December 12, 1996 BY THE FOLLOWING VOTE:

AYES: Bishop, McManigal, Pierce, Regalia, Woodburn
NOES: Rose
ABSENT: Williamson

Bill McManigal
BILL MCMANIGAL
CHAIRMAN

ATTEST:
Barbara A. Neustadter
BARBARA A. NEUSTADTER, TRANSPAC MANAGER

TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

This Program is intended to fulfill the requirement for a Regional Transportation Mitigation Program (RTMP) established by the Contra Costa Transportation Authority as part of each jurisdiction's compliance with the Measure C Growth Management Program. RTMP requirements are applicable to jurisdictions with statutory land use authority in Central Contra Costa TRANSPAC area.

This Program creates a requirement for an interjurisdictional agreement(s) to mitigate traffic impacts should a proposed development meet or exceed the established interregional trip threshold for Routes of Regional Significance.

1. The RTMP is geared to an assessment of the impacts of peak hour and interregional trips on Routes of Regional Significance. Nexus and rough proportionality requirements are to be individually addressed as part of the proposed development's environmental assessment under the California Environmental Quality Act, (CEQA) as amended. For the purposes of the RTMP, "interregional trip" is defined as any trip outside of the "home" jurisdiction in which the development is located.
2. The RTMP requires the execution of an interjurisdictional agreement(s) to mitigate the impacts of development generating peak hour and interregional trips at or above the threshold established below on Routes of Regional Significance (Note: a jurisdiction may voluntarily choose to address impacts of interregional trips on roads other than Routes of Regional Significance.).
3. The requirements of the RTMP are to be followed if it is first determined that a development project generates 100 or more peak hour trips and subsequently is determined to generate 50 or more interregional trips in any peak hour on a Route of Regional Significance as defined in the Central County Action Plan and/or the Comprehensive Countywide Transportation Plan. Jurisdictions are to execute a developer sponsored mitigation agreement(s) with all impacted TRANSPAC jurisdictions. Interjurisdictional agreements with other Regional Transportation Planning Committees (RTPC) or jurisdictions outside of the TRANSPAC area need only be executed if a RTMP reciprocity agreement(s) has been established with TRANSPAC or any of its member jurisdictions.

For the purpose of determining if the 50 interregional trip threshold is met, a cumulative trip analysis must be completed as part of the CEQA assessment. This cumulative analysis is to review trips not only generated by the proposed development, but also trips from "related past, present, and reasonably foreseeable probable future projects." If such cumulative analysis meets the trip threshold and results in impacts, the proposed development is responsible for mitigating its proportionate share of the impacts via an interjurisdictional agreement(s).

CITY OF MARTINEZ

CITY COUNCIL AGENDA
OCTOBER 7, 1996

TO: MAYOR AND CITY COUNCIL
FROM: RICHARD PEARSON, TRANSPORTATION PROJECTS MANAGER *RP*
PREPARED BY: CATHY NOWICKI, ASSOCIATE PLANNER *CN*
SUBJECT: TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM

RECOMMENDATION

Recommend to TRANSPAC approval of the Regional Transportation Mitigation Program as proposed.

BACKGROUND

In compliance with Measure C, the Contra Costa Transportation Authority, requires each of the Regional Transportation Planning Committees to develop a Regional Transportation Mitigation Program (RTMP) to mitigate the traffic impacts of new development above certain thresholds. TRANSPAC, is proposing a program which would require interjurisdictional agreements for proposed developments that meet or exceed the established interregional trip threshold for Routes of Regional Significance.

The RTMP would be required for all developments with 100 or more peak hour trips on a Route of Regional Significance. An interjurisdictional agreement would be required for any project generating more than 50 interregional trips in the peak hour, which has a significant impact on the Route of Regional Significance. Agreements will be required between all affected jurisdictions within the TRANSPAC area. Agreements will address the mitigation of identified impacts, implementation and monitoring. Agreements outside of the TRANSPAC area would only be required in areas with reciprocal requirements.

The Program described above has been reviewed by TRANSPAC and the TRANSPAC TAC and includes some changes from the original Draft. TRANSPAC is requesting each jurisdiction to support the concept and will consider adoption of RTMP after receiving the comments from each TRANSPAC jurisdiction.

Attachments:

Draft Regional Transportation Mitigation Program (RTMP)

Goal 3 We Have a Mix of Housing Types and Choices



Provide for an adequate supply of safe, decent and affordable housing for all economic segments of the community and promote throughout the City a mix of housing types responsive to household size, income, age and accessibility needs. Diligently pursue efforts to meet the

City's regional housing needs, and expand housing opportunities for low and moderate income families and individuals, and persons with special needs.

Policies

- 3.1 **Higher Density Development.** High density development will be allowed where compatible with existing development, environmental review, and land use regulations.
- 3.2 **Streamlined Review.** Continue existing streamlined development review process for all residential projects and facilitate priority review where appropriate for affordable, below market rate and special need housing projects.
- 3.3 **Annexation to Meet Housing Needs.** Encourage thorough study and, if appropriate, the annexation of vacant land appropriate for residential use within the Martinez Planning Area.
- 3.4 **Mixed Use.** Encourage mixed residential/commercial uses on those parcels where a mix of land uses is feasible and appropriate.
- 3.5 **State Density Bonus Law.** Provide density bonuses to projects according to requirements of State law.
- 3.6 **Variety of Housing Choices.** Encourage a mix of housing units



throughout the City including:

- a. Lower income seniors, families with children, single parents, young families, victims of domestic violence, and the disabled.
- b. Housing that is affordable to first time buyers and renters of all income levels.
- c. A variety of rental and ownership housing opportunities for low and moderate income households.
- d. Recognition that higher priced residential opportunities must also be provided.
- e. Smaller size housing units.
- f. Single level multi-family housing.

3.7 **Contra Costa County Housing Authority.** Continue to lend assistance and support to projects developed by the Housing Authority.

3.8 **Emergency Shelter and Disaster Preparedness Housing.** Identify emergency housing needs and locations as part of the City's disaster preparedness planning.

3.9 **Adaptable/Accessible Units for the Disabled.** The City will ensure that new multi-family housing includes units that are accessible and adaptable for use by disabled persons in conformance with the California Building Code. This will include ways to promote housing design strategies to allow seniors to "age in place."

3.10 **Housing for New Employees and their Families.** Given the amount of commercial and retail development expected through build-out of the City, encourage an adequate supply and variety of rental and ownership housing that meets the needs of new employees and their families.

3.11 **Transitional and Supportive Housing.** The City of Martinez recognizes the need for and desirability of transitional and supportive housing and will treat transitional and supportive housing as a residential use that will be subject only to the same restrictions that apply to other residential uses of the same type in the same zone.

|

3.12 Housing for the Homeless. The City of Martinez recognizes the need for and desirability of emergency shelter housing for the homeless and will allow emergency shelters as a permitted use within the SC (Service Commercial) and L-I (Light Industrial) zoning districts, as per Ordinance 1379 C.S., which was adopted by City Council on February 19, 2014. To In addition, the adopted regulations:

- a. provide development standards for emergency shelters to ensure that shelters would be developed in a manner which protects the health, safety and general welfare of nearby residents and businesses, while providing for the needs of a segment of the population as required by State law. Shelters shall be subject only to development, design review and management standards that apply to industrial development in the same zone, except for the specific written and objective standards as allowed in State law.
- b. encourage a dispersion of facilities to avoid an over-concentration of shelters for the homeless in any given area, a minimum of 300' is required between shelters (An over-concentration of such facilities may negatively impact the neighborhood in which they are located and interfere with the "normalization process" for clients residing in such facilities)
- c. allow, subject to Use Permit approval, a religious facility to operate a open a permanent, year-round shelter, in multiple Zoning Districts.
- ~~a. That a use permit be required if a property containing a religious facility wants to open a permanent, year-round shelter.~~
- ~~b. The City will encourage a dispersion of facilities to avoid an over-concentration of shelters for the homeless in any given area. An over-concentration of such facilities may negatively impact the neighborhood in which they are located and interfere with the "normalization process" for clients residing in such facilities.~~

In addition, the Housing Element recommends the following:

- ~~e.a.~~ Support a "housing first" policy that promotes long-term housing solutions for homeless individuals and families in Contra Costa County.
- ~~d.b.~~ The City will encourage positive relations between neighborhoods and providers of permanent or temporary emergency shelters. Providers or sponsors of emergency shelters, transitional housing

programs and community care facilities shall be encouraged to establish outreach programs within their neighborhoods and, when necessary, work with the City or a designated agency to resolve disputes.

~~e.c.~~ It is recommended that a staff person from the provider agency be designated as a contact person with the community to review questions or comments from the neighborhood. Outreach programs may also designate a member of the local neighborhood to their Board of Directors. Neighbors of emergency shelters shall be encouraged to provide a neighborly and hospitable environment for such facilities and their residents.

~~f. Development standards for emergency shelters for the homeless located in Martinez will ensure that shelters would be developed in a manner which protects the health, safety and general welfare of nearby residents and businesses, while providing for the needs of a segment of the population as required by State law. Shelters shall be subject only to development, design review and management standards that apply to industrial development in the same zone, except for the specific written and objective standards as allowed in State law.~~

Implementing Programs

4413 Consider Adoption of an Inclusionary Housing Ordinance or Housing Impact Fee. Consider adopting an Inclusionary Housing Ordinance or a housing impact fee as a means of providing some below market rate housing in market rate developments and to disperse affordable housing throughout the community.

Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council

Timing: ~~2013-2016~~ (with Zoning Ordinance revision – Program 8)

Funding: General Fund

Target: ~~The City Council considered an inclusionary housing ordinance in 2008, but the ordinance was not adopted and the Council instead voted to return the item to staff and the Housing Element/Affordable Housing Subcommittee for development of alternatives. No additional effort has taken place, as there is not yet a consensus as how to proceed and insufficient staff resources. If future staff resources allow, consider ordinance adoption of alternative ordinance when housing market conditions improve, with overall Zoning Ordinance revision – Program 8;~~

Progress: The City Council considered an inclusionary housing ordinance in 2008,

[but the ordinance was not adopted and the Council instead voted to return the item to staff and the Housing Element/Affordable Housing Subcommittee for development of alternatives to the ordinance as it was proposed. Staff has investigated alternatives and found that since the dissolution of redevelopment agencies the use of inclusionary housing is not as effective a method to provide affordable housing opportunities because the funding no longer exists. However the use of an inclusionary housing fee, zoning for inclusionary housing, setting up an Infrastructure Financing District and Housing Trust Funds, are viable alternatives to creating and promoting the development of affordable housing.](#)

[Recommendation: City staff to investigate alternatives methods to create opportunities and funding for affordable housing.](#)

4514 Continue to Implement the Downtown Specific Plan.

Continue to implement the programs, policies and development standards to facilitate and encourage residential development in the downtown area. This would include the implementing actions



contained in the Downtown Specific Plan, such as actions to promote walk-ability, development incentives, financing and funding mechanisms, and other policies and actions contained in the Downtown Specific Plan to encourage infill, higher density, and mixed-use development. The Downtown Specific Plan identifies “priority catalyst projects” to help achieve the goals and policies of the Specific Plan. Specific incentives contained in the Downtown Specific Plan and identified as catalyst projects include:

- (1) Zoning changes as a result of the Downtown Specific Plan adoption encourage development of townhomes and condominiums, which were not allowed under previous Zoning regulations;
- (2) Improvements to infrastructure, including the utility grid; and,
- (3) Evaluation of financing and funding mechanisms to implement the Downtown Specific Plan, ~~including Housing Element Program 9 to “Consider Establishment of a Redevelopment Area.”~~

Further, to promote residential development affordable to lower income households in the Downtown Specific Plan, the City will target a variety of support, including expediting and prioritizing review, coordinating applications with the project review committee, consider waivers or

reductions of fees, or grant concessions and incentives ~~beyond density bonus law~~ and specifically meet with developers including non-profit to identify and implement target sites and strategies at least twice in the planning period. As part of this effort, the City will apply or support applications for funding at least twice in the planning period, annually monitor the effectiveness of the strategy and add or revise programs as necessary to promote affordability in the Downtown Specific Plan.

Responsibility: Community and Economic Development Department; City Manager; Public Works Department; Planning Commission; City Council

Timing: Ongoing

Funding: General Fund

Target: Provision of housing in the Downtown.

4615 Maintain an Up-to-Date Land Inventory. Periodically update the land inventory and provide information to interested developers and affordable housing providers with specific information on opportunity sites that have the greatest feasibility for housing production.

Responsibility: Community and Economic Development Department

Timing: Ongoing

Funding: General Fund

Target: Up-to-date land inventory for use by developers of housing in Martinez.

4716 Encourage Use of Rental Assistance Programs. Continue to publicize and participate in rental assistance programs such as Section 8 and other available rental programs.

Responsibility: Community and Economic Development Department; Contra Costa County Housing Authority

Timing: Ongoing; link with Program 5.

Funding: General Fund

Target: Rental assistance provided to extremely low, very low and low income Martinez residents.

4817 Provide Expedited Review, Fee Reductions, and Other Support for Affordable Housing. Continue to provide expedited review of affordable housing developments through the coordinating activities of the Project Review Committee, and give priority to such



projects in scheduling meetings of the Design Review Committee, Zoning Administrator, and Planning Commission to maintain a shortened review period and evaluate recommendations to avoid constraints on production of affordable housing. The City will also consider waivers or reductions of development fees where feasible as a means of promoting the development of housing affordable to extremely low, very low, and low income households. In addition, the City will review funding options as part of the annual Housing Element review as described in Program 1, and will apply for funding or support funding applications as opportunities are available, and will undertake other actions (such as modifications to parking requirements and granting concessions and incentives) to assist in the development of housing for extremely low income households.

Responsibility: Community and Economic Development Department; City Council

Timing: Annual Review as part of Housing Element Program 1 and apply for funding at least twice in the planning period

Funding: General Fund

Target: Incentives for affordable housing.

4918 Provide Outreach on Homeless Issues. Meet with representatives of community organizations, including local churches and others interested in providing services to the homeless, to investigate the potential for establishing a shelter network for the homeless as part of the County's broader effort to address homelessness through the Contra Costa County Interagency Council on Homelessness.¹

Responsibility: Community and Economic Development Department; City Manager; City Council

Timing: Ongoing

Funding: General Fund

Target: Countywide coordination on homeless needs.

2019 Encourage Shared Housing. Encourage reduction of housing expenses through shared-living arrangements. Contact the Contra Costa County Housing Division to identify organizations that specialize in operating shared housing referral and placement programs primarily for low-income residents. Outreach could be conducted through the senior center, libraries, City Hall, and the media. Determine the feasibility of establishing a program in Martinez based on program costs to the City.

Responsibility: Community and Economic Development Department

Timing: Ongoing

Funding: General Fund

Target: Shared housing provided.

2420 Investigate Possible Multi-Jurisdictional Emergency Homeless Shelter. Pursuant to State law requirements, and as the opportunity arises, the City will consider participation in a multi-jurisdictional emergency shelter, should one be proposed in the future.

Responsibility: Community and Economic Development Department; City Manager; City Council

Timing: If an opportunity arises

Funding: General Fund

Target: Construction of homeless facility (if feasible).

¹ Shelter Inc. operates Mountain View House in Martinez. They have a limited amount of funding for homelessness prevention (including one-time rental assistance). It is basically a one time, one month payment for rent. HPRP stands for Rapid Rehousing money, which is subsidized over a period of months, helping people with back rent. Shelter, Inc. also works with legal aid and the landlord to resolve issues. Other programs include emergency shelter for families and scattered sites with subsidized rent for 12 months, permanent supportive (mental health, AIDS) for 18 households, and 5 units in West County for homeless prevention.

22 (This program, **Enact Zoning for Emergency Shelter for the Homeless**, was completed with the City Council's adoption of ordinance 1379 C.S. on February 19, 2014.) **Enact Zoning for Emergency Shelter for the Homeless.** ~~The City will establish zoning to allow emergency shelters for the homeless as a permitted use within the SC (Service Commercial) and L-I (Light Industrial) zoning districts. Zoning will also be established to allow religious facilities to open a permanent, year-round shelter with a use permit. In addition, the City will establish written and objective standards, as allowed in State law, for the following:~~

- ~~(1) — Maximum number of beds;~~
- ~~(2) — Off-street parking based upon demonstrated need;~~
- ~~(3) — Size and location of on-site waiting and intake areas;~~
- ~~(4) — Provision of on-site management;~~
- ~~(5) — Proximity to other shelters;~~
- ~~(6) — Length of stay;~~
- ~~(7) — Lighting; and~~
- ~~(8) — Security during hours when the shelter is open.~~

~~Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council~~

~~Timing: 2010~~

~~Funding: General Fund~~

~~Target: Zoning Ordinance amendment.~~

23 (This program, **Enact Zoning for Transitional, Supportive Housing and Special Needs Housing**, was completed with the City Council's adoption of ordinance 1379 C.S. on February 19, 2014.) **Enact Zoning for Transitional, Supportive Housing, And Special Needs Housing.** ~~Amend residential zones to specifically allow transitional and supportive housing, as required by State law, so they are treated as a residential use that will be subject only to the same restrictions that apply to other residential uses of the same type in the same zone. In addition, remove or revise the definition of family contained in the City of Martinez Municipal Code, which appears not to be in compliance with California Fair Housing Law and may pose a constraint to providing housing for people with disabilities. To be compliant, the definition of family cannot distinguish between related and unrelated persons, and should not impose numerical limitations on the number of persons that may constitute a family.~~

~~Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council~~

~~Timing: 2010~~

~~Funding: General Fund~~

~~Target: Zoning Ordinance amendment.~~

24 [\(This program, **Adopt Procedures For Reasonable Accommodation**, was completed with the City Council's adoption of ordinance 1379 C.S. on February 19, 2014.\)](#) **Adopt Procedures for Reasonable Accommodation.**

~~Establish internal review procedures or ordinance to provide individuals with disabilities reasonable accommodation in rules, policies, practices and procedures that may be necessary to ensure equal access to housing. The purpose of these procedures and an ordinance is to provide a process for individuals with disabilities to make requests for reasonable accommodation in regard to relief from the various land use, zoning, or building laws, rules, policies, practices and/or procedures of the City.~~



~~Responsibility: Community and Economic Development Department; Public Works; City Attorney; Planning Commission; City Council~~

~~Timing: 2010~~

~~Funding: General Fund~~

~~Target: Zoning Ordinance amendment or administrative procedures approved.~~

[2521](#) **Encourage Second Units.** The City will continue to allow secondary dwelling units ("granny flats") in all residential zones, subject to specific development standards and requirements.

Responsibility: Community and Economic Development Department

Timing: Ongoing.

Funding: General Fund

Target: 15 new second units by [2025](#); 5 very low income, 5 low income, and 5 moderate income.



[2622](#) **Revise Multi-Family Parking Requirements.** Simplify and consolidate the City's requirements for Off-Street Parking for multi-family housing for both City-wide and the Downtown Overlay District to be more in sync with actual demand and current best practices. This would include reductions in requirements for the number of covered and non-covered spaces for one-bedroom units in multi-family housing projects.

Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council

Timing: ~~2010~~ 2016 (with Zoning Ordinance revision – Program 8)
Funding: General Fund
Target: Zoning Ordinance amendment.

2723 Modify Requirements for Group Homes for Seven or More Persons.
Consider Amending the Zoning Ordinance to allow group homes for seven or more persons with a Conditional Use Permit in additional residential zones.”

Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council

Timing: ~~2014~~ 2016 (with Zoning Ordinance revision – Program 8)
Funding: General Fund
Target: Zoning Ordinance amendment.

24 Continue to make available, information and permits, so that new and modified housing is made suitable for residents with disabilities. Promote program on reasonable accommodations and continue to implement universal design building code requirements

Responsibility: Community and Economic Development Department; Public Works Department (Building Division)

Timing: Ongoing

Funding: General Fund and County Programs

Target: Conduct outreach and distribute materials.

25 Modify Allowances for Farmworker and Employee Housings. Enact Zoning code amendment to explicitly define, and provide zoning provisions for, farmworker and employee housing in accordance with California Health and Safety Code Sections 17021.5 and 17021.6. Specifically, the Zoning Code shall be amended to include the following:

- Any employee housing providing accommodations for six or fewer employees shall be deemed a single family structure. Employee housing shall not be included within the definition the definition of a boarding house, rooming house, hotel, dormitory, or other similar term.
- No conditional use permit, zoning variance or other zoning clearance shall be required of employee housing that serves six or fewer employees that is not required of a family dwelling of the same type in the same zone.
- Any employee housing consisting of no more than 36 beds in a group quarters or 12 units or spaces designed for use by a single family or household shall be permitted by-right in any zone(s) permitting agricultural use by-right. In any zone(s) where agricultural use is permitted subject to a conditional use permit,

such employee housing shall be subject to a conditional use permit.

- Permitted occupancy in employee housing in an agricultural zone shall include agricultural employees who may or may not work on the property where the employee housing is located.
- Require that existing or future agricultural farms o places of employment work with housing providers to meet the needs of farmworkers and their families.

Responsibility: Community and Economic Development Department; City Attorney; Planning Commission; City Council

Timing: 2016 (with Zoning Ordinance revision – Program 8)

Funding: General Fund

Target: Zoning Ordinance amendment.

24 Update Zoning Code’s definition of “Family” to be consistent with current HCD guidelines and recent court cases. Amended definition shall consider these three major points to consider when writing a definition of family must:

- Jurisdictions may not distinguish between related and unrelated individuals.
- The definition may not impose a numerical limit on the number of persons in a family.
- Land use restrictions for licensed group homes for six or fewer individuals must be the same as those for single families.

Responsibility: Community and Economic Development Department; Public Works Department (Building Division)

Timing: Ongoing

Funding: General Fund and County Programs

Target: Zoning Ordinance amendment.

Quantified Housing Objectives

A Purpose of Quantified Housing Objectives

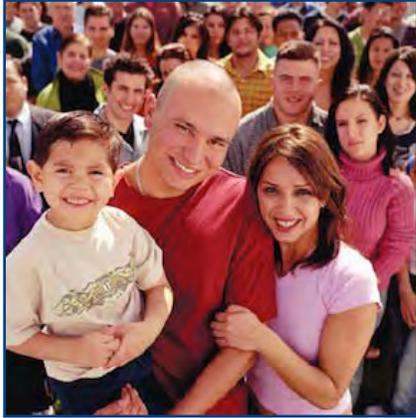


State law requires the Housing Element to include quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved. Policies and programs establish the strategies to achieve these objectives. The City's quantified objectives are described under each program, as listed in Section IV, and represent the

City's best effort in implementing each of the programs. Assumptions are based on past program performance and funding availability, construction trends, land availability, and future programs that will enhance program effectiveness and achieve full implementation of the City's objectives. The table on the next page summarizes the City's quantified objectives for housing during the 2015-2023 planning period.

The new construction objectives shown in the table are based on ABAG Projections [2013](#) through [2040](#), the City's RHNA for the 2015-2023 planning period, historic trends, and expectations for new second units.

B Quantified Objectives Summary Table



Martinez Quantified Objectives Summary (~~2007-2014~~)2015-2023

Income Category	New Construction	Rehabilitation	Conservation and Preservation
Extremely Low Extremely Low Income	134 <u>62</u>	28	80
Very Very Low Income	134 <u>62</u>	8 <u>10</u>	124 <u>52</u>
Low Income	166 <u>72</u>	40	160
Moderate Income	179 <u>119</u> <u>78</u>	0	57
Above Moderate Income	454 <u>195</u>	0	0
Total	1,060 <u>469</u>	2018	452 178

Future Housing Needs and Opportunities

A Regional Housing Needs Allocation (RHNA)



The Association of Bay Area Governments (ABAG) develops a Regional Housing Need Allocation (RHNA) to distribute the region’s share of the statewide need to the cities and counties within the region. The RNHA is for the [2105-2023](#) time period, and is broken into overall need and, within the overall need, housing needs for various income levels in the City.

In developing the method for distributing the latest regional housing needs, ABAG gave increased weight to areas along major transit corridors and where there are a high number of existing jobs as well as employment growth. The new method is intended to allocate fewer units to outlying areas to reduce development pressures on agricultural lands and areas further from job centers. This new approach has resulted in a lower “fair share” housing need for Martinez (reduced from 1,341 units during the 1999-2006 planning period to 1,060 units during the 2007-2014 planning period). Other regional benefits of this approach include reduced vehicle miles traveled, and reduced green house gas emissions. A comparison of the last two RNHA allocations for Martinez is shown below.

Income Level	Units	2007-2014	
		Units	Percent
Very Low	248	261	25%
Low	139	166	16%
Moderate	341	179	17%
Above Moderate	613	454	43%
Total	1,341	1,060	100%

Source: Association of Bay Area Governments

TABLE: City of Martinez Regional Housing Needs Allocation (2207-2014 & 2014-2020)

<u>Income Level</u>	<u>2007-2014</u>		<u>2015-2023</u>	
	<u>Units</u>	<u>Percent</u>	<u>Units</u>	<u>Percent</u>
<u>Very Low</u>	<u>261</u>	<u>25%</u>	<u>124</u>	<u>26%</u>
<u>Low</u>	<u>166</u>	<u>16%</u>	<u>72</u>	<u>15%</u>
<u>Moderate</u>	<u>179</u>	<u>17%</u>	<u>78</u>	<u>17%</u>
<u>Above Moderate</u>	<u>454</u>	<u>43%</u>	<u>195</u>	<u>41%</u>
TOTAL	1,060	100%	469	100%

[Source ABAG](#)

As shown above, 42+ percent of the RHNA is required to be affordable to low and very low income households. The State limits for the extremely low, low, very low, and moderate-income categories are derived from the income limits updated annually by the U.S. Department of Housing and Urban Development (HUD) and the California Department of Housing and Community Development (HCD). The income limits are based on the median income for the County and are adjusted for household size. Extremely low income is defined as households earning less than 30% of County median income. Very low income households earn less than 50% of the median income. Low income households earn 50-80% of the median income. Moderate income households earn 80-120% of the median income. In 2009, the median income for a family of four is \$89,300 in Contra Costa County.

Below is a summary of [RHNA allocation by income for each income category income levels, based on household size](#), for Contra Costa County, [Cites and unincorporated County areas, for the 2015-2023 planning period](#).

REGIONAL HOUSING NEED ALLOCATION (2015-2023)

	<u>Very Low 0-50%</u>	<u>Low 51-80%</u>	<u>Moderate 81-120%</u>	<u>Above Moderate 120%+</u>	<u>Total</u>
Contra Costa County					
<u>Antioch</u>	<u>349</u>	<u>205</u>	<u>214</u>	<u>680</u>	<u>1,448</u>
<u>Brentwood</u>	<u>234</u>	<u>124</u>	<u>123</u>	<u>279</u>	<u>760</u>
<u>Clayton</u>	<u>51</u>	<u>25</u>	<u>31</u>	<u>34</u>	<u>141</u>
<u>Concord</u>	<u>798</u>	<u>444</u>	<u>559</u>	<u>1,677</u>	<u>3,478</u>
<u>Danville</u>	<u>196</u>	<u>111</u>	<u>124</u>	<u>126</u>	<u>557</u>
<u>El Cerrito</u>	<u>100</u>	<u>63</u>	<u>69</u>	<u>166</u>	<u>398</u>
<u>Hercules</u>	<u>220</u>	<u>118</u>	<u>100</u>	<u>244</u>	<u>682</u>
<u>Lafayette</u>	<u>138</u>	<u>78</u>	<u>85</u>	<u>99</u>	<u>400</u>
Martinez	124	72	78	195	469
<u>Moraga</u>	<u>75</u>	<u>44</u>	<u>50</u>	<u>60</u>	<u>229</u>
<u>Oakley</u>	<u>317</u>	<u>174</u>	<u>175</u>	<u>502</u>	<u>1,168</u>
<u>Orinda</u>	<u>84</u>	<u>47</u>	<u>54</u>	<u>42</u>	<u>227</u>
<u>Pinole</u>	<u>80</u>	<u>48</u>	<u>43</u>	<u>126</u>	<u>297</u>
<u>Pittsburg</u>	<u>392</u>	<u>254</u>	<u>316</u>	<u>1,063</u>	<u>2,025</u>
<u>Pleasant Hill</u>	<u>118</u>	<u>69</u>	<u>84</u>	<u>177</u>	<u>448</u>

<u>Richmond</u>	<u>438</u>	<u>305</u>	<u>410</u>	<u>1,282</u>	<u>2,435</u>
<u>San Pablo</u>	<u>56</u>	<u>53</u>	<u>75</u>	<u>265</u>	<u>449</u>
<u>San Ramon</u>	<u>516</u>	<u>279</u>	<u>282</u>	<u>340</u>	<u>1,417</u>
<u>Walnut Creek</u>	<u>604</u>	<u>355</u>	<u>381</u>	<u>895</u>	<u>2,235</u>
<u>Contra Costa County</u>	<u>374</u>	<u>218</u>	<u>243</u>	<u>532</u>	<u>1,367</u>
<u>Unincorporated</u>					
	<u>5,264</u>	<u>3,086</u>	<u>3,496</u>	<u>8,784</u>	<u>20,630</u>

UNITS BUILT DURING THE PLANNING PERIOD

According to State law, a jurisdiction may take credit for units constructed or under construction between the base year of the RHNA period and the beginning of the new planning period. Units which have been issued building permits on or after January 1, 2014, of the year falling two years prior to the due date of the jurisdiction's housing element may be credited against the RHNA to determine the balance of site capacity that must be identified. Accordingly, Martinez may take credit for units which have been issued building permits since January 1, 2007. To credit units affordable to lower- and moderate-income households against the RHNA, a jurisdiction must demonstrate the units are affordable based on at least one of the following: subsidies, financing or other mechanisms that ensure affordability (e.g., Multifamily Housing Program (MHP), HOME Program, or Low-Income Housing Tax Credit (LIHTC) financed projects, inclusionary units or RDA requirements); actual rents; and actual sales prices. As shown in the table below, 48 extremely low income units (The "Berrellesa Palms" Senior Apartments*) were completed during the Planning Period.

TABLE; Housing Units built in Martinez 2007 – 2013

<u>Income Groups</u>	<u>Very Low</u>	<u>Low</u>	<u>Moderate</u>	<u>Above Moderate</u>	<u>TOTAL UNITS</u>
<u>RHNA units assigned for 2007-2013 period</u>	<u>261</u>	<u>166</u>	<u>179</u>	<u>454</u>	<u>1,060</u>
<u>Housing Units built during 2007-2013 period</u>	<u>48*</u>	<u>0</u>	<u>3</u>	<u>62</u>	<u>113</u>
<u>Number of units -under(over+) RHNA</u>	<u>-213</u>	<u>-166</u>	<u>-176</u>	<u>-392</u>	<u>-947</u>
<u>% of RHNA meet</u>	<u>18%</u>	<u>0%</u>	<u>2%</u>	<u>14%</u>	<u>11%</u>

B Available Land for Housing

Housing Element law requires that the City inventory vacant and underdeveloped sites, as well as sites with known potential for redevelopment which are available for housing development. The City has an obligation to identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to encourage the development of housing consistent with City “fair share” regional need numbers.

Methodology

A thorough sites inventory and analysis has been undertaken by the City to determine whether program actions are needed to “make sites available” with appropriate zoning, development standards, and infrastructure capacity to accommodate the ~~new construction need~~ [remaining unmet need](#) contained in the City’s Regional Housing Needs Allocation (RHNA). Preparing the inventory and accompanying site suitability analysis consists of assessing each site’s suitability and appropriate density. To determine whether a site is truly “available for development,” the Element must indicate the zoning, the slope and topography, whether the site is sufficiently served by public facilities, such as sewer and water, and whether there are environmental barriers to development. [The City assumed development capacity and or potential to be determined using minimum density for each zoning district and or development area.](#)

Appendix A contains parcel listings of all sites with residential development potential during the Housing Element Planning Period (2015-2023). The estimated unit capacity is based on all applicable land-use controls and site improvement requirements, including standards such as maximum lot coverage, height, open space, and parking. For sites identified as being underdeveloped, the projected development considers existing development trends and site redevelopment potential. A significant number of the underdeveloped sites were evaluated, determined to be appropriate, and are encouraged for development in the recently adopted Downtown Specific Plan. Appendix A also contains a parcel-by-parcel listing of small sites (sites less than 1 acre in size).

Adequate Sites and Densities

Land suitable for residential development includes vacant residentially zoned sites; vacant non-residentially zoned sites that allow residential uses; underutilized residentially zoned sites capable of being developed at higher density or with greater intensity; and non-residentially zoned sites that can be redeveloped for, and/or rezoned for residential use. The City conducted an analysis of vacant and underutilized land based on Citywide County Assessor parcel data and the site analysis prepared for the Downtown Specific Plan.

To establish the number of units that can accommodate Martinez’s share of the regional housing need for lower-income households (the City’s Very Low and Low Income housing need is for ~~427~~196 units), the Element must include an analysis that demonstrates the identified zone/densities can encourage and facilitate the development of housing for lower-income households. To provide local governments with greater certainty and clarity in evaluating and determining what densities facilitate the development of housing that is affordable to lower-income households, the statute provides two options. The City can either: (1) conduct an analysis of market demand and trends, financial feasibility, and residential project experience to demonstrate the densities facilitate lower income housing development; or, (2) apply Government Code Section 65583.2(c)(3)(B), which allows local governments to utilize “default” density standards deemed adequate to meet the “appropriate zoning” test, which in Martinez’s case are sites designated at 30 units per acre or more.

Since Martinez has adequate sites currently zoned at 30 units/acre, no further analysis is required to establish the adequacy of the density standard for lower income sites, and this standard is used in this Housing Element. In addition, there must be adequate sites to address the City’s total unmeet housing ~~need~~ needs allocation for the 2015-2023 planning period of 469 units. Based on the realistic development capacity of potential housing sites (see Appendix A), the City has sufficient sites currently planned and zoned at adequate densities to meet its total RHNA for the 2015-2023 planning period, and the need for lower income housing. This is shown in the table below.

Summary of Residential Development Capacity in Martinez (~~2007-2014~~ 2015-2023) On Sites Currently Zoned for Residential Use

Site Conditions	Sites Greater than 30 Units/Acre	Sites Less than 30 Units/Acre	Total Units
Vacant Residential	60	538 <u>391</u>	598 <u>451</u>
Vacant Mixed Use	95 <u>30</u>	427	522 <u>457</u>
Underutilized Sites	284 <u>235</u>	13	370 <u>248</u>
Total	439<u>325</u>	1,051<u>831</u>	1,490<u>1,156</u>

Note: The realistic development capacity on specific housing sites is shown on the tables in Appendix A under “Potential Units — Maximum.” The projected residential development capacity of mixed use sites assumes a mixture of residential and non-residential development.

~~Source: City of Martinez, 2009~~

The three maps below show in green the vacant residential, vacant mixed use, and underutilized sites in Martinez that are currently planned and zoned to allow residential development at 30 units or more/acre. A site-by-site inventory, along with site-specific conditions and assumptions is available in Appendix A — Available Land Inventory. The “underdeveloped” category contains sites that are

currently designated for residential use (or mixed use with a residential component) but are developed at densities significantly lower than the allowable development potential, and where redevelopment within the Housing Element planning period is a real option due to market conditions and/or the condition of existing structures.

Vacant Residential Sites (Greater than 30 Units/Acre)



Vacant Mixed Use Sites (Greater than 30 Units/Acre)



[\(see Appendix A for updated map\) – 2015-2023](#)

Underutilized Sites (Greater than 30 Units/Acre)



[\(see Appendix A for updated map\) – 2015-2023](#)

Relationship of Potential Housing Sites in Martinez to the City's Regional Housing Needs Allocation (RHNA) for the ~~2007-2014~~ 2015-2023 Planning Period

The table below shows the distribution of potential housing units under current zoning compared to the City's RHNA for the ~~2007-2014~~ 2015-2023 planning period. It should be noted that this table does not identify the number of housing units that will actually be built during this timeframe, nor does it identify the actual number of units that will be built at the various income levels described below. The table is merely intended to demonstrate that using the "default" density standards deemed adequate to meet the "appropriate zoning" test, which in Martinez's case are sites designated at 30 units per acre or more, the City has a sufficient number of sites currently planned and zoned at these densities.

Adopted Housing Element (January 19, 2011) [\(EXCERPTS from Certified updated Housing Element 2015-2023\)](#)

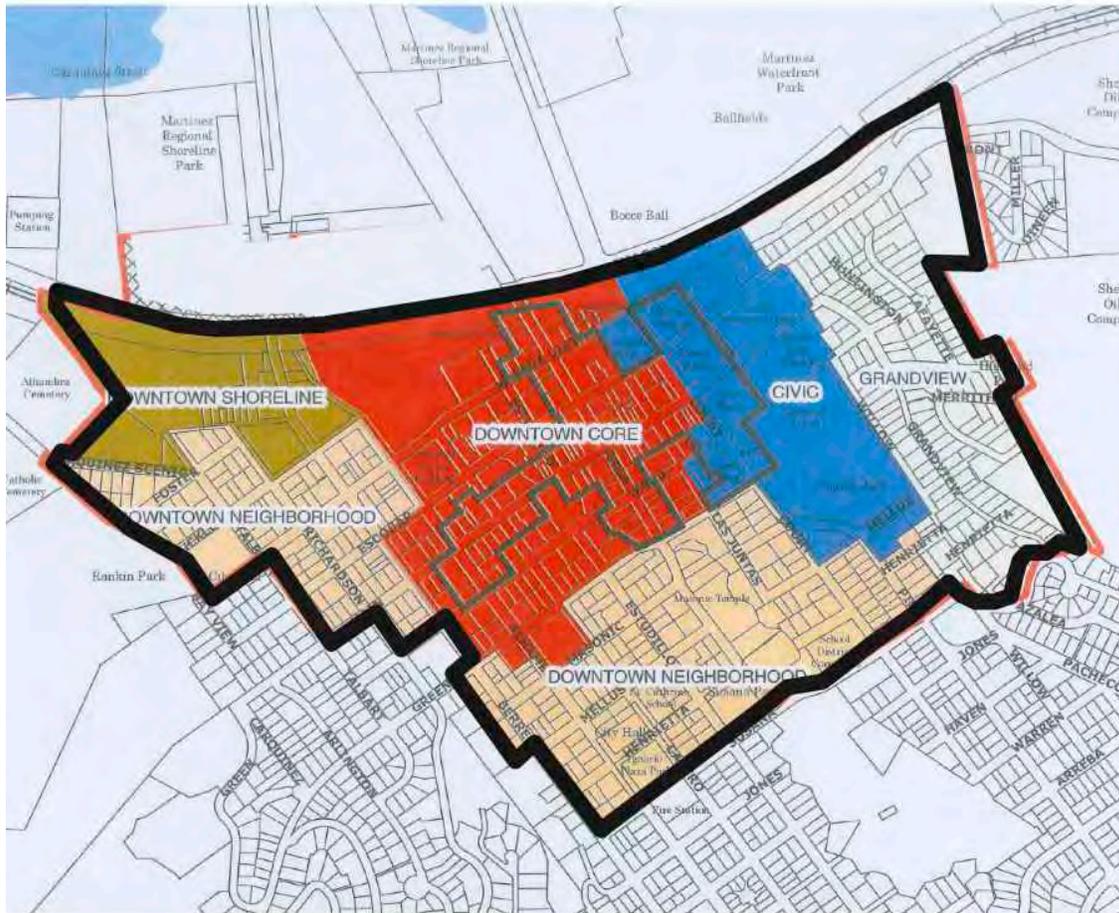
Relationship of Residential Development Potential in Martinez to the City's Regional Housing Needs Allocation for 2015-2023 (Sites Currently Zoned for Residential Use)

Site Conditions	Sites Greater than 30 Units/Acre	Sites from 20 to 29 Units/Acre	Sites Less than 20 Units/Acre	Total Unit Potential
Development Potential				
Vacant Residential	<u>60</u>	0	538 <u>391</u>	<u>598</u> <u>528</u>
Vacant Mixed Use	<u>95</u> <u>30</u>	<u>426</u>	<u>1</u>	<u>522</u> <u>392</u>
Underutilized Sites	284 <u>235</u>	0	13	<u>370</u> <u>248</u>
Total	<u>439</u> <u>325</u>	<u>496</u> <u>426</u>	<u>555</u> <u>405</u>	<u>1,490</u> <u>1,156</u>
ABAG Need (2007-2014, 2015-2023)				
Very Low and Low	<u>427</u> <u>196</u>	--	--	<u>427</u> <u>196</u>
Moderate	--	<u>179</u> <u>78</u>	--	<u>179</u> <u>78</u>
Above Moderate	--	--	<u>454</u> <u>195</u>	<u>454</u> <u>195</u>
Total Need	<u>427</u> <u>196</u>	<u>179</u> <u>78</u>	<u>454</u> <u>195</u>	<u>1,060</u> <u>469</u>
Excess Unit Potential Under "Default" Density				
	<u>+12</u> <u>+129</u>	<u>+317</u> <u>+348</u>	<u>101</u> <u>+210</u>	<u>+430</u> <u>+687</u>

Basis for Development Potential Assumptions — City Policies and Standards

A significant number of sites available for development are located in the City's Downtown area. The Downtown Specific Plan (adopted 2006) encourages land use opportunities for Downtown Martinez to serve as a cultural, arts and entertainment center offering a wide range of opportunities for residential lifestyles, work environments, shopping, entertainment, culture and the arts. Three sub-areas that allow multi-family are identified within the Downtown: (1) Downtown Core; (2) Downtown Neighborhood; and (3) Downtown Shoreline. These are shown in the map below.

Downtown Specific Plan Sub-Areas and Land Use



(1) **Downtown Core.** Within the Downtown Core sub-area the basic density for residential is 29 units per acre, equivalent to R-1.5 zoning (1,500 square feet of lot area per unit). The Downtown Core area is within the CC — Central Commercial Zoning District, which allows dwelling units above the ground floor. The Planning Commission may approve up to a maximum density of 43 units per acre by use permit by finding that the proposal is superior in terms of all or almost all of the following criteria: (1) design and appearance; (2) minimizing impacts on adjacent public lands; (3) providing on-site amenities for the future residents; (4) preserving or creating view corridors; (5) utilizing green building practices to the maximum extent possible; and, (6) providing a public amenity.

(2) **Downtown Neighborhood.** The allowable density range for the Downtown Neighborhood sub-area is from 12 to 35 units per acre (equivalent to R-3.5 to R-1.5-DO zoning). If a property is located in the R-1.5-Downtown Overlay (DO) District it is allowed to go from the 29 units/acre permitted “by-right” to 35 units/acre, if a use permit is approved subject to the following findings:

- That the residential development will complement and be compatible with the existing residential community and reflect the historic ambiance of the Downtown residential district.
- That the architecture, landscaping and site plan of the residential development will result in a significantly better environment than otherwise would have occurred under the existing zone district requirements.

(3) **Downtown Shoreline.** Within the Downtown Shoreline sub-area the base, allowable maximum density of 17 units per acre is equivalent to R-2.5 Zoning. The Planning Commission may approve a maximum density at 35 units per acre subject to a use permit approval. In order to approve a density above the lower end of the density range, the Planning Commission would need to find that in addition to meeting standard requirements, the proposal is superior in terms of two or more of the following criteria:

- Assembling all or most of the contiguous parcels into one project, and designing the project as a new neighborhood.
- Design and appearance.
- Minimizing impacts on adjacent public lands.
- Providing onsite amenities for future residents.
- Preserving or creating view corridors from public streets such as Talbert, Buckley, Marina Vista, Carquinez Scenic Drive, Castro and Berrellesa.
- Utilizing green building practices to the maximum extent possible.
- Providing a variety of housing types, including detached single family residential, where feasible, as a transition in areas near existing single family neighborhoods.
- Providing a new public street system that improves access to the Regional Shoreline and Alhambra Creek, potentially by extending Alhambra Avenue along the creek, and vacating Berrellesa.

In order to approve a density at or near the upper end of the density range, the Planning Commission would need to find that the proposal is superior in terms of all or almost all of the above criteria.

Downtown Overlay District

Prior to the adoption of the Downtown Specific Plan, the City had adopted the Downtown Overlay District in 1996, which applies to residential properties located around the Downtown commercial area and in areas along Alhambra Avenue and Berrellesa Street leading into the Downtown area. The Downtown Overlay District applies to properties both inside and outside of the 2006

Downtown Specific Plan area. The purpose of the Downtown Overlay District is to allow for existing higher densities to continue, encourage infill development of underutilized parcels, maintain the Downtown's small town and historical character, and promote the rehabilitation of homes in Downtown neighborhoods. This is accomplished through residential design guidelines and development regulations that are less stringent than standard zoning, including the ability to develop at higher density, subject to a use permit, than otherwise allowed by the underlying base zoning (R-1.5 through R-3.5). Below is a map of the Downtown Overlay District, with the outline showing the overlapping areas with the Downtown Specific Plan. Since 1996, increases in project density above 30 units/acre have been allowed within the Downtown Overlay Zoning District, subject to use permit approval.

Downtown Overlay District



Downtown Specific Plan Implementation Actions

Implementation of the Downtown Specific Plan (adopted July 2006) is a very high priority for the City. Chapter 16 of the DSP contains a number of implementing actions to facilitate and encourage residential development in the downtown area. Actions cover “priority catalyst projects” (such as changes to land use regulations), and financing and funding mechanisms. In addition, the Downtown Specific Plan contains a number of supporting policies to encourage infill, higher density, and mixed-use development, including density bonuses, financing incentives, lot consolidation incentives, etc. The success of the Downtown Specific Plan is underscored by recent City approvals, as described below.

The Downtown Specific Plan focuses on 32 opportunity sites in the downtown. The proposed new uses include single family housing, townhouses, multifamily housing, live-work lofts, additional retail space, and additional office space. The firm of Strategic Economics conducted a market feasibility of downtown uses and development potential under the Downtown Specific Plan in 2004. While market conditions have changed since then, the conclusions of the market analysis remain the same. The sites identified in the Housing Element reflect that “. . . land prices for this type of development (multi-family, townhomes, and live-work units) provide incentives for owners and developers to revitalize opportunity sites.” Based on market conditions, and regulatory incentives, potential redevelopment of sites in the downtown are realistic assumptions during the planning period of the Housing Element [\(2015-2023\)](#).

Recent Approvals Under the Downtown Specific Plan

Recent City approvals demonstrate the feasibility and realistic capacity of development under the policies of the Downtown Specific Plan. This is demonstrated in the recently ~~approved~~ [built and occupied](#) RCD (Resources for Community Development) project, a 49-unit apartment project for low income seniors, which is described below. Another recently completed project is the three-unit complex at 231 Main Street (Aiello), which was allowed a density increase subject to the findings of the Downtown Overlay District. The eight-unit complex at 500-528 Berrellesa Street (Villa del Sol) also required a use permit for the density increase above 30 units/acre. It was not subject to the Downtown Specific Plan as the Downtown Specific Plan had not yet been adopted. The 500-529 Berrellesa project required a two-step process to get to the higher density (from 29 units/acre to 35 units/acre) — (1) a zoning district change (to a higher [base](#) density category [– from R-2.5/D to R-1.5/D](#)), and then, (2) granting of the use permit [as](#) required in the Downtown Overlay District. With [the amended zoning districts that were adopted concurrently with the](#) Downtown Specific Plan ~~in place, that process has been simplified.~~ [development of several properties in the downtown area where simplified allowing for greater densities.](#)

All of these projects were found to be superior projects that received approval to

exceed the basic allowable densities applicable to their subject Residential Zoning District so they could be built at more than 30 units/acre. The design and appearance aspects of these projects were found to be superior additions to their context because of extensive landscaping, architecture rooted in local styles, and their high level of detailing, building articulation and materials. Superior design, along with the findings described above would be expected of all future projects as well.

Downtown Case Study of RCD — Resources for Community Development



In 2009, the City approved construction of a 49-unit apartment project for seniors (55 years of age or older), with all rents restricted to affordable levels (all rents to be limited to 50% of Area Median Income, or less). The City approved a Use Permit to allow density and height above the 17 units/acre, two story/30' height limits normally permitted in the DS - Downtown Shoreline Zoning District, and a 10' front yard setback; and Design

Review for building elevations and landscaping. The applicant also was granted a density bonus for affordable housing, pursuant to California Government Code Sections 65915-65918 (referred to as "State Density Bonus Law") to allow 49 units per acre where a maximum of 35 units would normally be permitted, and related concessions and incentives to requirements for useable open space, maximum site coverage and subdivision map. [The project was completed and fully occupied in 2014.](#)

Use Permit Findings

In addition to the findings required by the Downtown Specific Plan and the Downtown Overlay District for use permits, all use permits are subject to the general findings for use permits noted in the Zoning Ordinance (MMC Section 22.10.070). The findings are:

- The proposed location of the conditional use is in accord with the objectives of this Title (Zoning), and the purposes of the district in which the site is located.
- The proposed location of the conditional use and the proposed conditions under which it would be operated or maintained will not be detrimental to the public health, safety or welfare, or materially injurious to properties or improvements in the vicinity.
- The proposed conditional use will comply with each of the applicable provisions of this Title.

Commercial Districts Throughout Martinez

Commercial districts throughout Martinez (Central Commercial, Neighborhood

As shown on the map above there are a significant number of “Opportunity Sites” identified in the Downtown Specific Plan. Underdeveloped sites with potential for 30 or more units/acre, as described in this Housing Element, include portions or all of site numbers 3, 4, and 5, as shown on the map.

Environmental and Infrastructure Conditions

The recent EIR prepared for the Downtown Specific Plan thoroughly examined development potential, capacity and impacts associated with the Downtown Specific Plan, and the potential cumulative impacts that could happen under build-out of the General Plan. The examination covered such issues as land use, population, transportation, air quality, biological resources, cultural resources, geology, soils, seismicity, hydrology, water quality, hazards, visual resources, etc.

Projections for provision of public and community services in the EIR took into account citywide growth scenarios that could occur under build-out of the General Plan. The conclusion is that no citywide cumulative impacts are anticipated. The same is true of utilities capacity, including water and sewer capacity, which is adequate to address the City’s RHNA during the Housing Element planning period (2007-2014).

BUS SERVICE

Bus service in the City of Martinez is provided by Central Contra Costa Transit Authority and by BART to connect to the area BART stations. Routes 108, 116, 118, 30Z (BART), and ME (BART) serve the city. All routes serve the downtown area using either Pacheco Boulevard or the Alhambra/Berrellesa couplet. Geographically, the concentration of routes is in the northern portion of the city from Center Avenue north with only one route, the 108, serving the more southern area of Martinez. There is good service to the Pleasant Hill, Richmond, and Concord BART stations as all five routes go to at least one of the BART stations. Two of the routes (30Z and ME) are express routes, providing service directly between Martinez and BART. While also serving the BART stations, the other three routes serve more as city circulation routes. Table 1-3 briefly describes the five routes while a more detailed description of the bus routes follows:

Route 108 provides service between the Martinez AMTRAK station and the Concord BART station. The route operates on 30-minute headway Monday through Friday from 6:00 AM to 9:30 PM and on 50-minute headway on Saturday from 7:00 AM to 8:00 PM. This route also provides service to the Veterans Hospital and Diablo Valley College, as well as along Pacheco Boulevard, Center Avenue and Willow Pass Road. Average weekday ridership is 1,134 patrons per day.

Route 116 provides service between the Martinez AMTRAK station and the Pleasant Hill and Walnut Creek BART stations. The route operates on 25- to 45-minute headway Monday through Friday from 6:00 AM to 9:30 PM and on 50-minute headway Saturday from 10:00 AM to 7:00 PM. This route also provides service to the County Hospital and along Alhambra Avenue and Pleasant Hill Road. From 6:00 AM to 8:00 AM and 2:30 PM to 4:00 PM, service is also provided from the Martinez AMTRAK station along Pacheco Boulevard to Arthur Road. Average weekday ridership is 785 patrons per day.

Route 118 provides service between the Martinez AMTRAK station and the Concord BART station via Morello Drive. The route operates on 25- to 45-minute headway Monday through Friday from 6:00 AM to 9:00 PM and on 40-minute headway Saturday from 9:00 AM to 7:30 PM. Service is provided along Pacheco Boulevard, Morello Drive, Arnold Drive and Muir Road. Average weekday ridership is 467 patrons per day.

Route 30Z is a West County Transit (West Cat) express route between the Martinez AMTRAK station and the Richmond BART station. The route operates weekdays from 6:45 AM to 6:00 PM on two-hour headway. Service is also provided to the County Hospital, the Veterans Hospital, the West Cat Transfer Terminal on John Muir Parkway in Hercules, and Hilltop Mall. Route 30Z provides service along Alhambra Avenue, Berrellesa Street, and Muir Road in Martinez.

Route ME is a BART express route between the Martinez AMTRAK station and the Concord BART station. The route operates weekdays from 5:30 AM to 9:00 AM and 3:30 PM to 12:45 AM on 30- to 60-minute headway. Weekend service is hourly and is provided Saturday from 4:00 PM to 12:45 AM and Sunday from 9:00 AM to 12:30 AM. This route also provides service to the County Hospital, U.S. Veterans Hospital, and Kaiser Hospital. Stops are also made along Alhambra Avenue and Berrellesa Street. This route averages 215 riders per day on a weekday.

AMTRAK Service

AMTRAK provides regional rail service connecting Martinez with three routes, one to the San Joaquin Valley, one to San Francisco and Chicago, and the third route to Los Angeles and Seattle. The service that AMTRAK provides for Martinez is pleasure- or tourist-oriented. Table 4 displays the timetable for Martinez station stops. The daily average ridership in Martinez is 350 people per day on all three routes. AMTRAK does not have this information broken down by individual routes.

The *San Joaquin* route provides service between Oakland and Bakersfield. There are three northbound and three southbound trains daily with bus connections to and from Santa Rosa. The San Joaquin route provides the most frequent daily service of the three routes.

AMTRAK also provides connecting bus service between Martinez and Santa Rosa three times daily. That schedule is also displayed on Table 1-4.

The second route that serves the AMTRAK station is the *San Francisco Transcontinental* service. This route provides service once a day between San Francisco and Chicago with a stop in Martinez. One eastbound and one westbound train each leave in the early afternoon.

The *Pacific Coast* route is the third route that serves Martinez. It runs along the California coastline between Seattle and Los Angeles. There is one northbound and one southbound train per day stopping in Martinez. This route does provide early morning service into Richmond and Oakland that is appropriate for commute service. Unfortunately, the return route is too late in the evening, arriving at 9:38 PM, for most commuters.

Intercity Rail Service

Intercity rail service began in December, 1991 and will run from Placer County to Santa Clara County via Martinez utilizing the existing Southern Pacific Railroad tracks. This service is important to Martinez since it has been identified as a stop along the route and would use the existing AMTRAK station. Further discussion of this service follows in Chapter 2 along with a discussion of parking at the AMTRAK station.

Ferry Service

A study is currently underway by MTC to determine the feasibility of improving existing ferry service and initiating new ferry service for pedestrians, bicyclists and commuters to cities in the Bay Area, including Martinez. That study is expected to make recommendations concerning such service by spring 1992. Potential docking locations, including the channel along Ferry Street and the harbor, would provide convenient access to the AMTRAK station.

Intermodal Transportation Facility

The development of an intermodal transportation facility to integrate all modes of travel and to facilitate alternative uses would be beneficial to the City of Martinez and all of Contra Costa County. The logical location for this facility is the existing AMTRAK station. This location is currently utilized by the Central Contra Costa Transit Authority as a stop for its three bus routes that serve Martinez and by BART for its express routes to the Concord and Richmond BART stations. The bikeways plan includes several on-street bike lanes that lead to the downtown area and to the AMTRAK station. Other transportation modes that should be integrated into the site include the intercity rail service, the I-680 commuterway and ferry service to Martinez.

To serve the increased auto demand an intermodal station could generate, a parking facility should be incorporated nearby. Determination of location would be dependent on other improvements in the area. A facility could be used as a combination transit/rail station. Bicycle facilities such as lockers would be appropriate for anyone wishing to continue their commute or pleasure trip via one of the other modes of transportation available.

Contra Costa Regional Commuterway

The Contra Costa Transportation Improvement and Growth Management Program (Measure C) included a provision for development of the Contra Costa Regional Commuterway. Although not specifically defined, the commuterway was envisioned as a transportation corridor extending along Interstate 680 which could be developed as bus/van commute lanes connecting the residential areas of eastern and central Contra Costa with job centers in central and southern county. The project as described in the ordinance would use existing rights-of-way and specifies preserving connections to West Contra Costa. The City is the northern anchor of the commuterway; and as such, coupled with intercity rail service and potential ferry service, could provide a vital link in regional travel. The City should work with representatives from central and south Contra Costa County to develop a connection between the Amtrak/Intercity Rail Station and I-680 corridor.

The City should continue to be an active participant in regional decision-making to determine how best to meet regional transportation opportunities while minimizing any adverse impacts to local environs.

prohibited, bike lanes should have a minimum width of four feet. Where parking is permitted, a minimum width of five feet is required.

Bike Routes (Class III). These are designated by bike route signs along streets that are shared with motor vehicles and pedestrians. Bike routes are intended to connect bicycle paths and lanes to provide continuity in the bicycle circulation system and should only be used on low volume roads.

Existing Bikeways

Figure 3-1 shows the existing bicycle facilities within the City of Martinez. Bike lanes currently exist on the following roadways:

- Alhambra Avenue:* south of K Street, and continuing on to Pleasant Hill Road
- Center Avenue:* between Muir Road and Hidden Lakes Drive
- Morello Avenue:* between Highway 4 and Paso Nogal
- Arnold Drive:* west of Howe Road to Pacheco Boulevard
- Muir Road:* Kaiser Hospital to Pacheco Boulevard
- Glacier Drive:* in front of the county offices, south of Muir Road
- Chilpancingo Parkway:* west of Morello Avenue to the EBRPD Canal Trail.

A bike path exists along the Contra Costa Canal, south of Chilpancingo Parkway, and portions of a bike path exist or are being constructed north of Chilpancingo Parkway along the canal, to Muir Road. The existing southern portion of the trail continues south along the canal through Pleasant Hill. The planned trail north of Muir Road will follow the canal to Martinez Reservoir. Links to the Canal Trail are provided via Chilpancingo Parkway and Taylor Boulevard.

Bikeway Plan

Although progress has been made in the development of a bikeway system in the City of Martinez, the system is incomplete. New paths, lanes, and routes are needed to link existing bicycle facilities and to provide improved access to activity centers including schools, recreation areas, shopping, and employment. Connections between different sections of the city and to the regional trail network are needed. In particular, the corridor between the downtown and the residential areas to the south and southeast is unserved. Bikeways must also provide links to the city's trail plan, which includes the Canal Trail along Contra Costa Canal and the segment of the Bay Trail that lies along the Martinez Regional Shoreline.

The bikeway plan, shown on Figure 3-2, incorporates the existing bikeways in Martinez, the Contra Costa County Bikeway Plan, and the City of Martinez Trails Plan. The bikeway system will link the residential areas of the south and southeast to downtown and provide links between the existing bikeway system, the adjacent communities of Concord and Pleasant Hill, and local recreation trails, specifically the Contra Costa Canal Trail and the Bay Trail. The proposed bikeways are described in detail in the following sections.

First Priority Projects

Bikeways that are considered first priority projects are important in creating connections within the bicycle system or provide facilities in parts of the city where bikeways would be particularly desirable. Many of these projects already have funding in place or in process.

Alhambra Avenue, north of K Street: Bike lanes are needed to connect the bikeway on Alhambra Avenue south of K Street with the downtown. The limited width between K Street and B Street makes implementation of bike lanes in this segment a challenge. However, no other good location exists to link the downtown with the rest of the bikeway system. The city has studied alternative cross-sections and found that bike lanes are feasible if parking is restricted.

Marina Vista: Bike lanes have recently been provided along Marina Vista to I-680. In response to concerns expressed by the residents of Miller Avenue, a plan to restripe Marina Vista east of Escobar Street to Shell Avenue has been developed. The restriping provided one travel lane in each direction, a center turn lane, and bike lanes in each direction. The traffic analysis conducted for this circulation element indicates that with this reduction in capacity Marina Vista will still accommodate the expected traffic volume. The bike lanes have the potential of connecting with the Bay Trail. Bike lanes on the Escobar Street/Marina Vista couplet will be constructed later.

Carquinez Scenic Drive: The EBRPD is working to get Carquinez Scenic Drive closed to traffic weekends so that it can be used exclusively by bicyclists, joggers, and hikers. The road provides access to an oil storage facility that is closed on weekends, so no vehicular traffic would be displaced.

Reliez Valley Road/Alhambra Valley Road: The City of Martinez, Contra Costa County, and the Cities of Lafayette and Pleasant Hill have a joint project to construct a bike path adjacent to Reliez Valley Road from Pleasant Hill Road in Lafayette to Alhambra Valley Road, and then along Alhambra Valley Road to Alhambra Avenue. TDA funds have been approved for the Lafayette and County trail segments. All three jurisdictions will continue to apply for funds until the path is completed along the entire roadway.

Contra Costa Canal Trail: This bike path follows the Contra Costa Canal, serving as a recreational trail. Presently, this facility serves many areas of Concord, Walnut Creek, and Pleasant Hill, with its northernmost terminus located at Chilpancingo Parkway. Construction plans are completed for the segment between Chilpancingo Parkway and Muir Road. At Muir Road the facility will become a bike lane and jog over to Pacheco Boulevard to cross Highway 4. The Class I bike path will pick up again where the canal crosses Pacheco Boulevard and follow the canal to Martinez Reservoir. This route is mostly outside the Martinez city limits. Nevertheless, the Martinez City Council has directed the Park and Recreation Commission to work with the East Bay Regional Park District and the Contra Costa Water District to investigate feasibility and funding of the bike path and a park at the Martinez Reservoir.

John Muir Trail: A-M Homes is required to build a bike path from Morello Avenue through their project and underneath the railroad tracks to Howe Road. A portion of the trail will actually be a bike lane on the extension of Old Orchard Road. Also, the Citation subdivisions recently approved along Morello Avenue include an extension of bike trail east to the Morello School and Park.

Alhambra Hills: The Alhambra Hills development approvals include bike lanes and bike paths connecting Alhambra Avenue to Reliez Valley Road. The facility will begin at Wildcroft Drive and Alhambra Avenue and run west to Horizon Drive and Reliez Valley Road.

Second Priority Projects

Second priority projects will improve circulation in the bikeway system. However, further planning and investigation of funding for these projects are necessary before implementation.

Marina Vista/Escobar: Bike lanes should be added to this couplet to join the future Marina Vista bike lanes to the future Alhambra/Berrellesa bike lanes and to Carquinez Scenic Drive.

Pacheco Boulevard: Bike lanes on Pacheco Boulevard will connect the downtown and Pacheco area. (This route also has the potential of providing bicycle access to the Pleasant Hill BART station, contingent upon bikeway plans in the City of Pleasant Hill.) Between Shell and Morello, Pacheco Boulevard already has striped shoulders that are wide enough for bike lanes. East of Morello, substantial widening will occur as the area develops and Pacheco is built-out as a four-lane major arterial. Bike lanes could be added in conjunction with the widening. West of Shell, widening of Pacheco would be more difficult, although bike lanes could fit within the existing right-of-way if the curbs were moved back or if parking were restricted.

Pine Street/Court Street: The placement of bike lanes along Pine Street/Court Street would provide an extension of the future Pacheco bike lanes into the downtown. As with Pacheco, however, narrow pavement width makes these lanes difficult to implement.

Bay Trail (Martinez Shoreline Segment): This trail will include a Class I bike path. The Bay Trail will, conceptually, encircle San Francisco Bay, San Pablo Bay, and the Carquinez Strait. Within the City of Martinez, the trail accesses the Regional Shoreline, Marina, and Waterfront Park. The alignment of the Bay Trail has not been determined nor has the right-of-way been acquired along the water frontage of Shell Oil and Tosco. To encircle the bay, the Bay Trail must cross the Carquinez Strait. This could be accomplished via ferry service from the Martinez Marina or via bike lanes on the Benicia Bridge.

Howe Road: Bike lanes should connect to the existing bikeway on Arnold Drive and proposed bike lanes on Pacheco Boulevard. Care will have to be taken to avoid conflict between bicycles and traffic generated by the adjacent commercial uses.

Morello Avenue, north of Highway 4: Bike lanes could provide a link between Arnold Drive, Pacheco Boulevard, and the residential areas adjacent to Morello Avenue. The bikeway should connect with the existing bike lanes on Morello Avenue, south of Highway 4. Recently approved subdivisions along Morello Avenue required widening Morello Avenue from Midhill Road to the railroad undercrossing to allow for left-turn lanes and bike lanes. Ultimately, the bike lanes should be extended north to Pacheco and south to Highway 4.

Midhill Road/Milano Way: Bike lanes should link the adjacent residential areas with the bikeways on Morello Avenue, Muir Road, and Glacier Drive.

Glacier Drive/Hidden Valley: Bike lanes exist from Muir Road to the county offices on Glacier Drive. These lanes should be extended south to Center Avenue and the Hidden Valley School. The lanes should then link to a bike path through Hidden Lakes Open Space that leads to Lake Oaks Court. From there, bike lanes should connect to the existing bike lanes on Chilpancingo Parkway.

Muir Station Road/Muir Road, west of Kaiser Hospital: Bike lanes should be continued on Muir - Road from the point where the bike lanes end, at Roman Way, to Center Avenue. Bike lanes should then continue along Muir Station Road to Pleasant Hill Road East. Restriping is required as far west as Nob Hill Center, but Muir Station Road will need to be widened. This project is included on the city's Traffic Mitigation Fee Project list. Beyond Pleasant Hill Road East, connection to Alhambra Avenue could be made via a bike route on Brackman Lane and across an existing City-owned easement.

Alhambra Way/Pleasant Hill Road East: Bike lanes along Alhambra Way and Pleasant Hill Road East will provide an alternate route to Alhambra Avenue for some bicyclists traveling between downtown and the residential areas of Martinez or Pleasant Hill. Roadway widening, shoulder paving and restriping would be required.

Vine Hill Way: A bike path could be developed adjacent to Vine Hill Way from Alhambra Avenue, across Morello and Center, to Rolling Hill Way. Additional right-of-way would be required. The path could link up with Muir Road via a bike lane from Rolling Hill Way.

Franklin Canyon Road: Bike lanes should be provided on Franklin Canyon Road, which travels west from Alhambra Avenue, paralleling Highway 4. These bike lanes will serve as links between the City of Martinez and the communities of Port Costa, Crockett, and Rodeo. Bike lanes would require paving the shoulders on Franklin Canyon Road.

Shell Avenue: Bike lanes should be provided along the entire length of Shell Avenue. This would require widening the streets.

Connections to Regional System

Many of the bikeways that exist or are planned in Martinez will provide connections to a larger, regional bikeway system. These are listed below:

Bay Trail: The bike path planned for the Martinez waterfront will be a part of the planned Bay Trail that will encircle the San Francisco Bay. The connection across the Carquinez Strait will also occur in Martinez either via ferry or the Benicia Bridge.

Franklin Canyon Road: Bike lanes along Franklin Canyon will tie into a system that parallels Highway 4 and links to Port Costa and Crockett.

Reliez Valley Road, Alhambra Avenue, Pacheco Boulevard, and the Contra Costa Canal Trail: These four facilities will all link to Pleasant Hill, and from there connections are available to Lafayette, Concord, and Walnut Creek.

Arnold Drive: The County Bikeway Plan calls for a bike lane north of Highway 4 that will link up to Pittsburg and Antioch. In Martinez, this bikeway will connect to the existing bike lanes on Arnold Drive.

Bikeway Design

Bikeways should be designed in accordance with Caltrans guidelines. Bike *lanes* should be striped at least four feet (preferably five feet) from the curb on streets without curb parking and twelve feet from the curb on streets that allow parking. Bike lanes should accommodate one-way bicycle travel only.

Bike *paths* should be at least five feet wide if one-way and eight feet wide if two-way. The paths should be separated from adjacent roadways by at least five feet.

In addition, the following design issues are relevant to the bicycle transportation system:

1. *Shoulders*: Regardless of how extensive the bikeway system, some bicycle travel will occur on streets without bicycle facilities. In order to ensure room for safe bicycling on all streets, curb lanes should be at least 14 feet wide where there is no parking, or 20 feet wide if parking is allowed.
2. *Intersections*: Intersections should be designed with bicyclists in mind. If bike lanes are striped on streets approaching an intersection, they should be continued through the intersection. If exclusive right-turn lanes are provided, the bike lane should be placed between the right-turn lane and the through lanes.
3. *Storm Drains*: Some drainage grate designs have bars parallel to the curb that can catch bicycle tires. All grates should be bicycle-safe whether on bikeways or not.

Maintenance

Maintenance is a common problem on bike lanes and paths. Bike lanes are near the curb so they collect glass and other road debris. Bike paths are often in wooded areas where they can become uplifted by tree roots and littered with leaves and weeds. The city must properly maintain the bicycle facilities that are installed, or they will become unsafe. Maintenance should consist of regular sweeping and prompt repair of broken pavement. Bike lanes actually facilitate street sweeping in places where they eliminate on-street parking.

Implementation

Bike Lanes

The easiest way to implement bike lanes is to add them to a street in conjunction with a reconstruction, repaving, or restriping project. This strategy presumes that adequate curb-to-curb width is available. In some cases, one or two travel lanes would need to be removed. Removal could only take place on streets where volumes will remain low relative to the existing capacity. Other streets could be restriped for bike lanes if some parking were removed.

In some cases, bike lanes may be easier to add to streets by narrowing the traffic lanes. The standard lane width in Martinez (and most cities) is 12 feet. Studies reported by the Institute of Transportation Engineers (ITE) have shown that lanes narrower than 12 feet perform just as well. The ITE now accepts lanes as narrow as 10 feet, especially in the case of left-turn lanes.

The following streets could be restriped for bike lanes without removing travel lanes or parking:

- Pacheco Boulevard—from Shell to Morello
- Howe Road
- Milano Way

The following streets could be restriped for bike lanes by removing one or two travel lanes. The existing and projected traffic volume could be accommodated with the reduced number of lanes.

- Marina Vista
- Escobar Street

The following streets could accommodate bike lanes if parking were removed from one or both sides.

- Alhambra Avenue—couplet section (remove parking one side)
- Berrellesa Street—couplet section (remove parking one side)
- Alhambra Avenue—B Street to K Street (remove parking both sides)
- Glacier Drive (remove parking one side)
- Court Street/Pine Street—downtown (remove parking one side)
- Muir Road—from Center to Hull Lane (remove parking in front of Veteran's Hospital)

Some of the streets on which bike lanes are planned will need widening in order to accommodate them. In most cases additional right-of-way will also be needed. Some of the right-of-way can be obtained through dedication when the adjacent property develops. However, some right-of-way purchases will be necessary. The following is the list of streets that need widening:

- Pacheco Boulevard—Jones Street to Shell Avenue (no right-of-way required)
- Pacheco Boulevard—Morello Avenue to Blum Road
- Midhill/Midway—some sections
- Alhambra Way
- Pleasant Hill Road East
- Muir Station Road—some sections
- Franklin Canyon Road
- Shell Avenue

Bike Paths

The following describes what will be required to implement each of the bike paths.

- *Bay Trail*: The location of this bike path has not been set. Assuming that it will follow the waterfront, right-of-way must be acquired.
- *Contra Costa Canal Trail*: Most of this bike path is already built or under construction. The remaining sections up to Martinez Reservoir are entirely outside the Martinez city limits, so implementation will be the responsibility of the county. The bike path will be fairly easy to build because a paved maintenance road already exists along the canal.

- *John Muir Trail:* This bike path between Morello School and Howe Road will be built by developers in conjunction with their projects in the area.
- *Alhambra Valley/Reliez Valley Roads:* A bike path along these roads will require additional right-of-way. The city will pursue Transportation Development Act (TDA) funds for right-of-way acquisition and construction.
- *Vine Hill Way:* A bike path along this alignment will require right-of-way acquisition. However, most of the alignment is clear of structures.
- *Alhambra Hills:* The planned bike path connection between Alhambra Avenue and Horizon Drive will be built by developers in conjunction with the new housing projects in the area.

Funding Sources

Not all of the bikeway system can be built by developers or in conjunction with road reconstruction projects. Some specific bikeway funding will be necessary to complete the system. The following is a list of potential funding sources that exist as of 1991:

Transportation Development Act (TDA): Approximately \$350,000 to \$400,000 in TDA funds are available annually in Contra Costa County for bikeways. Funding is administered by the County Public Works Department. Projects seeking TDA funds are nominated by cities or Contra Costa County and are evaluated and ranked by a special committee consisting of representatives of the cities, the East Bay Regional Park District and bicycle organizations. The resulting project list is submitted for approval to the City-County Engineering Advisory Committee, the Mayor's Conference, and, finally, the Board of Supervisors.

Caltrans Bike Lane Account: The Bike Lane Account Program allocates \$360,000 or more to cities and counties throughout the state. In order to qualify for these funds, projects must demonstrate potential use by bicycle commuters.

Measure C: Under Measure C, Contra Costa County sales tax supports specified transportation improvements. The measure provides \$3 million over 20 years for regional bicycle and pedestrian trails. The CCTA has already allocated some of the \$3 million to the Iron Horse bike trail in southern Contra Costa County. The Authority is in the process of developing a trails plan, which will identify how the remainder of the money will be spent.

Proposition 116: The California Clean Air and Transportation Initiative (Proposition 116), which the voters of California approved in June 1990, provides \$20 million statewide for bicycle projects. The California Transportation Commission is developing guidelines for the procurement and use of these funds.

Development Fees: Approximately \$50,000 may be allocated annually for development of bikeways.

RESOLUTION NO. 060-15

ADOPTING FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM FOR
FISCAL YEARS 2015/16 TO 2019/20

WHEREAS, City staff has prepared an updated Five-year Capital Improvement Program (CIP); and

WHEREAS, City staff presented the list of CIP projects to the City Council at a CIP workshop on May 6, 2015; and

WHEREAS, the CIP will be presented to the Planning Commission for a determination of consistency with the City's General Plan; and

WHEREAS, the Planning Commission finds the CIP consistent with the General Plan; and

WHEREAS, adoption of the CIP is required by the Contra Costa Transportation Authority to demonstrate compliance with the Measure J Growth Management Program, in order to receive local Measure J funds each year; and

WHEREAS, it is deemed in the best interest of the public and the City to implement the proposed projects.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Martinez the Five-Year CIP, which is on file in the City Clerk's Office is hereby adopted subject to the Planning Commission's finding of consistency with the General Plan.

* * * * *

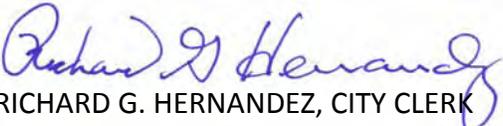
I HEREBY CERTIFY the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at a Regular Meeting of said Council held on the 6th day of May, 2015, by the following vote:

AYES: Councilmembers AnaMarie Avila Farias, Lara DeLaney, Debbie M^cKillop, Vice Mayor Mark Ross and Mayor Rob Schroder

NOES: None

ABSENT: None




RICHARD G. HERNANDEZ, CITY CLERK
CITY OF MARTINEZ

ATTACHMENT 1
PROJECT LIST

<u>PROJECT</u>	Amount of New Funding FY16 & FY17	Year of Completion	Funding Source(s)
<u>Parks</u>			
On-going projects no additional Funding			
Hidden Lakes Park Soccer Field	\$0	FY17	Measure H
Susana & Mt. View Parks	\$0	FY16	Measure H, Gas Tax
On-going Projects with additional funding			
Waterfront Park	\$3,985,000	FY17	Measure H, Measure WW Park in lieu Fees
Subtotal	<u>\$3,985,000</u>		
<u>Other</u>			
On-going projects no additional Funding			
Alhambra/C Street Signal	\$0	FY16	Traffic Mitigation
Intermodal Alhambra Creek Bridge	\$0	FY17	Measure J
Intermodal Ferry Street Realignment	\$0	FY17	Measure J
Intermodal Pedestrian Overcrossing	\$0	FY17	Measure J
Muir/Center Signal Modifications	\$0	FY17	Traffic Mitigation
On-going Projects with additional funding			
Annual Curb Ramp Project	\$50,000	FY17	Gas Tax
Annual Paving Project	\$500,000	FY17	Gas Tax
Annual Sidewalk Repair Project	\$50,000	FY17	Gas Tax
Annual Storm Drain Project	\$100,000	FY17	NPDES
City Hall Improvements	\$100,000	FY16	General Fund
Downtown PDA Pavement Restoration	\$500,000	FY16	Gas Tax
Pacheco Widening Project	\$50,000	FY17	Traffic Mitigation
Subtotal	<u>\$1,350,000</u>		
New Projects			
Amtrak Station Improvements	\$150,000	FY16	Local Measure J
Morello Day Care Improvements	\$50,000	FY17	Child Care
Sign Inventory and Replacement	\$100,000	FY17	Gas Tax
Storm Drain/Street GIS	\$125,000	FY17	Gas Tax, NPDES, Drainage
Subtotal	<u>\$425,000</u>		

<u>PROJECT</u>	Amount of New Funding FY16 & FY17	Year of Completion	Funding Source(s)
ENTERPRISE FUND - WATER			
On-going projects no additional Funding			
Arch Street	\$0	FY17	Water
Harbor View Reservoir	\$0	FY16	Water
Hydraulic Modeling	\$0	FY16	Water
St. Mary's St. Pump Station	\$0	FY17	Water
WTP Electrical Upgrade	\$0	FY16	Water
WTP Instrumentation Upgrade	\$0	FY16	Water
On-going Projects with additional funding			
Annual Main Replacement Project	\$350,000	FY16	Water
Geographical Information System (GIS)	\$100,000	FY16	Water
Hillside Reservoir Access	\$40,000	FY16	Water
WTP Flocculation Paddles	\$50,000	FY16	Water
WTP Seismic Upgrades	\$3,800,000	FY17	Water
Subtotal	\$4,340,000		
New Projects			
Aqueous Amonia Conversion	\$50,000	FY16	Water
Contra Costa Water District Intertie (Glacier)	\$100,000	FY16	Water
Webster St. Pump Station	\$500,000	FY17	Water
Subtotal	\$650,000		
ENTERPRISE FUND - MARINA			
On-going projects no additional Funding			
Marina Master Plan	\$0	FY18	General Fund
On-going Projects with additional funding			
2012 Dredge Mitigation Project	\$100,000	FY18	General Fund
Subtotal	\$100,000		
ENTERPRISE FUND - PARKING			
On-going Projects with additional funding			
Parking Lot 4 Improvements	\$175,000	FY16	Parking
Parking Meters/Pay Stations (electronic)	\$250,000	FY17	Parking
Subtotal	\$425,000		
Total New Funding FY16 & FY17	\$10,625,000		

Attachment 2 ENTERPRISE FUNDS

		WATER	MARINA	PARKING SERVICES	COMMENTS
	EST. FY 14/15 BALANCE	3,012,089	0	1,273,686	
	<i>FY 15/16 BUDGETED INCOME</i>	11,230,000		422,000	
	<i>FY 15/16 BUDGETED EXPENSE</i>	(9,034,963)		(348,081)	
	<i>DEBT SERVICE</i>	(1,140,799)			
	<i>TRANSFERS:</i>				
	Lifeline Program	28,000			General Fund
C7009	Hillside Reservoir Fence	350,000			Close
C7014	Cathodic Protection	54,027			Close
C7019	Vista Way/Harbor View Water Line	258,582			Close
C7021	Plant Master Plan	25,941			Close
C7022	Raw Water Line	46,393			Close
C7023	Muir Oaks Reservoir	194,625			Close
C7025	Alhambra Way Transmission	200,000			Close
C7026	WTP Tank Repair	25,898			Close
C7027	WTP Painting	50,000			Close
C7028	Water Main Replacement	750,000			On-going
C7030	Water System GIS	(100,000)			On-going
C7032	Hillside Reservoir Access	(40,000)			On-going
C7033	Alhambra Hills Drive Main	148,633			Close
C7034	Palm Avenue Main	200,000			Defer to FY17
C7036	Chemical Tank Relocation	15,930			Close
C7039	Valve Replacement/Exercising Equipment	150,000			Close
C7042	WTP Seismic Upgrades	(3,800,000)			On-going
C7043	Muir Morello Pipeline	400,000			Defer to FY17
C7044	WTP Flocculation Paddles	(50,000)			On-going
C7045	WTP Roof	300,000			Close
	Aqueous Amonia Conversion	(50,000)			NEW
	CCWD Intertie (Glacier)	(100,000)			NEW
	Webster Pump Station	(100,000)			NEW
C8008	Marina Dredge:Mitigation & Monitoring Plan		(50,000)		3 yr program
C8009	Park and Marina Master Plan		0		On-going
C8501	Parking Meters & Pay Stations (Electronic)			(150,000)	On-going
C8502	Parking Lot 4 Improvements			(175,000)	On-going
	EST. FY 15/16 BALANCE	3,024,356	(50,000)	1,022,605	

Attachment 2 ENTERPRISE FUNDS

		WATER	MARINA	PARKING SERVICES	COMMENTS
	<i>FY 16/17 BUDGETED INCOME</i>	11,585,056	0	422,000	
	<i>FY 16/17 BUDGETED EXPENSE</i>	(9,039,150)	0	(353,802)	
	<i>DEBT SERVICE</i>	(1,148,528)			
	<i>TRANSFERS:</i>				
	Lifeline Program	28,000			
C7028	Annual Water Main Replacement	(350,000)			
C7034	Palm Avenue Main	(200,000)			
C7043	Muir Morello Pipeline	(400,000)			
	Webster Pump Station	(400,000)			
C8008	Marina Dredge:Mitigation & Monitoring Plan		(50,000)		Year 2
C8501	Parking Meters & Pay Stations (Electronic)			100,000	
	EST. FY 16/17 BALANCE	3,099,734	(100,000)	1,190,803	
	<i>FY 17/18 BUDGETED INCOME</i>	11,500,000			
	<i>FY 17/18 BUDGETED EXPENSE</i>	(9,000,000)			
	<i>DEBT SERVICE</i>	(1,147,681)			
	Annual Water Main Replacement	(350,000)			
NEW	WTP Ozone Generators	(250,000)			
NEW	Water System Master Plan	(250,000)			
C8008	Marina Dredge:Mitigation & Monitoring Plan		(50,000)		Year 3
	EST. FY 17/18 BALANCE	3,602,053	(150,000)	1,190,803	
	<i>FY 18/19 BUDGETED INCOME</i>	11,500,000			
	<i>FY 18/19 BUDGETED EXPENSE</i>	(9,000,000)			
	<i>DEBT SERVICE</i>	(1,135,725)			
	Annual Water Main Replacement	(350,000)			
NEW	WTP Ozone Generators	(1,750,000)			
	EST. FY 18/19 BALANCE	2,866,328		1,190,803	
	<i>FY 19/20 BUDGETED INCOME</i>	11,500,000		450,000	
	<i>FY 19/20 BUDGETED EXPENSE</i>	(9,000,000)		(250,000)	
	<i>DEBT SERVICE</i>	(691,650)			
	Annual Water Main Replacement	(350,000)			
	EST. FY 19/20 BALANCE	4,324,678		1,390,803	

ATTACHMENT 4
FUTURE PROJECT LIST (Unfunded)

Bike/Pedestrian

	<u>Estimated Cost</u>
Bay Trail - Marina to Joe Dimaggio Dr.	\$250,000
Bay Trail - Waterfront Rd. to Iron Horse Trail	\$1,500,000
Muir Station/Alhambra Way	\$500,000
North Court Street	\$500,000
Tavan Estates/Reliez Valley Rd.	\$250,000
Subtotal	\$3,000,000

Drainage

Alhambra Avenue Detention Basin Phase II	\$5,000,000
Alhambra Creek Bypass Culvert	\$15,000,000
Arreba Street Storm Drain	\$2,000,000
Subtotal	\$22,000,000

Intermodal Facility

Ferry Landing	\$20,000,000
Parking Lot Expansion	\$1,000,000
Subtotal	\$21,000,000

Marina

2016 Marina Dredge	\$750,000
2020 Marina Dredge	\$750,000
Marina Breakwater	\$15,000,000
Marina Docks	\$5,000,000
Marina Restaurant	\$10,000,000
Marina Roadway and Utilities	\$10,000,000
Subtotal	\$41,500,000

Parks

BMX Bike Park	\$500,000
Dog Park	\$500,000
Subtotal	\$1,000,000

Public Buildings

Alhambra Creek Plaza Improvements	\$300,000
Campbell Theater	\$2,000,000
Corporation Yard Relocation	\$5,000,000
Historic Train Depot	\$1,500,000
John Muir Amphitheater	\$5,000,000
Parking Garage	\$10,000,000
Police Building Expansion	\$5,000,000
Senior Center Improvements	\$200,000
Subtotal	\$29,000,000

Street Maintenance

Alhambra Avenue Widening Phase 3	\$10,000,000
Beautification	\$500,000
Pavement Maintenance	\$24,000,000
Railroad Quiet Zone	\$500,000
Utility Undergrounding	\$2,000,000
Subtotal	\$37,000,000

ATTACHMENT 4
FUTURE PROJECT LIST (Unfunded)

Traffic Signals

Alhambra Avenue at Franklin Canyon Road	\$400,000
Alhambra Avenue at Green Street	\$300,000
Alhambra Avenue at Wildcroft Drive	\$400,000
Arnold Drive at Fig Tree Lane	\$300,000
Arnold Drive at Milano Way	\$300,000
Arnold Drive at Starflower Drive	\$300,000
Arnold Drive at Village Oaks Shopping Center	\$400,000
Berrellesa Street at Green Street	\$300,000
Morello Avenue at Center Avenue	\$300,000
Morello Avenue at Chilpancingo Parkway	\$300,000
Morello Avenue at Elderwood Drive	\$300,000
Morello Avenue at Midhill Drive	\$300,000
Muir Road at Glacier Drive	\$300,000
Pacheco Blvd. at Bush Street	\$400,000
Pacheco Blvd. at Arreba Street	\$300,000
Reliez Valley Road at Horizon Drive	\$300,000
Reliez Valley Road at Blue Ridge Drive	\$300,000
Subtotal	\$5,500,000

Water System

Water Treatment Plant Master Plan Projects	\$10,000,000
Water System Master Plan Projects	\$5,000,000
Zone 2 Reservoir	\$10,000,000
Subtotal	\$25,000,000

Total of unfunded projects **\$185,000,000**