

RESOLUTION NO. 73-92

AMENDING THE CITY OF MARTINEZ GENERAL PLAN
TO ADD GROWTH MANAGEMENT ELEMENT

WHEREAS, Contra Costa Transportation Improvement and Growth Management Ordinance, Measure C, was approved by the voters in 1988; and

WHEREAS, Measure C includes a requirement that local jurisdictions adopt a Growth Management Element in its General Plan in order to receive Local Street Maintenance and Improvement Funds; and

WHEREAS, the Growth Management Element is required to include performance standards for traffic levels of service, fire, police, parks, sanitary facilities, water and flood control; and

WHEREAS, the Planning Commission has reviewed the draft Growth Management Element for compliance with Measure C; and

WHEREAS, the Planning Commission held a public hearing on April 14, 1992 and received no public comments; and

WHEREAS, An Environmental Initial Study was completed and no adverse negative impacts were found.

THEREFORE BE IT RESOLVED, that the City Council of the City of Martinez adopts a Negative Declaration of Environmental Significance; and

BE IT FURTHER RESOLVED, that the Growth Management Element complies with Measure C and that the City Council of City of Martinez amends the General Plan to add the Growth Management Element.

* * * * *

I HEREBY CERTIFY that the foregoing is a true and correct copy of a resolution duly adopted by the City Council of the City of Martinez at an Adjourned Regular Meeting of said Council held on the 18th day of May, 1992, by the following vote:

AYES: Councilmembers McDowell, Vice Mayor Smith and Mayor Menesini

NOES: None

ABSENT: Councilmembers Farley and Woodburn



GUS S. KRAMER
City Clerk

**CITY OF MARTINEZ
GENERAL PLAN
GROWTH MANAGEMENT ELEMENT**

1 PURPOSE AND AUTHORITY

PURPOSE AND INTENT

The purpose of the Growth Management Element of the Martinez General Plan is twofold. First, to improve the local planning and development process by linking development approvals to the provision of public services. Second, to establish a City commitment to provision of a specified level of public service for Martinez residents. The Element includes policies and standards for traffic levels of service (Section 2) and performance standards for six types of services: fire, police, parks, sanitary sewers, water and flood control (Section 3). By adopting and implementing this Element, the City establishes a comprehensive, long-range program that will match the demands for public facilities generated by new development with plans, capital improvement programs and development mitigation programs.

AUTHORITY

The Growth Management Element is an optional element of the General Plan under Section 65303 of the Government Code of the State of California which states: "The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city." The Growth Management Element is required by the Contra Costa Transportation Improvement and Growth Management Program (Measure C), approved by Contra Costa voters in 1988, in order for the City to receive Measure C funding.

RELATION TO OTHER GENERAL PLAN ELEMENTS

All elements of the General Plan, whether optional or required by State law, must be consistent with one another. During preparation of the Growth Management Element the

City's General Plan as well as adopted specific plans was consulted. The Circulation Element in draft form in December 1991 provided the technical basis for traffic level of service standards.

PUBLIC INVOLVEMENT

Prior to public hearings to consider the Growth Management Element, the Draft Element was distributed to local organizations for review, and was made available at City Hall and public libraries.

2 TRAFFIC SERVICE STANDARDS AND PROGRAMS: GOALS AND POLICIES

INTRODUCTION

Readers should consult the Transportation Element for additional goals and policies as well as for technical background.

Frustration with traffic congestion on highways and local streets has been coupled with an understanding that actions by the City alone cannot solve transportation problems that include congestion on Highway 4, I-680, and Pacheco / Contra Costa Boulevard. The programs and policies in this part of the Element reflect the City's efforts at cooperative transportation planning. For over three years, Martinez has been participating as a member of TRANSPAC, a committee of cities (Martinez, Pleasant Hill, Walnut Creek, Concord and Clayton) and Contra Costa County. TRANSPAC is one of four Regional Transportation Planning Committees of the Contra Costa Transportation Authority. The City of Martinez is also represented on the Transportation Authority's Technical Coordinating Committee.

GOALS

1. Participate in multijurisdictional transportation planning programs that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand.
2. Establish and maintain standards for traffic level of service on roads serving primarily local travel demand ("Basic Routes").
3. Require new development to bear the costs of mitigating its impact on the local and regional transportation system.
4. Integrate traffic level of service standards into the development review process.

1. Goal: Participate in multijurisdictional transportation planning programs that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand.
 - A. Policy: Participate with TRANSPAC and the CCTA in developing Action Plans to address problems on Routes of Regional Significance that have been designated by the City in cooperation with TRANSPAC and the CCTA. In Martinez, these are: I-680, SR 4, Alhambra Avenue and Pacheco / Contra Costa Boulevard.
 - B. Policy: Participate in multijurisdictional transportation planning by participating in TRANSPAC activities including development of Regional Route Action Plans and by cooperating in planning for intersections subject to Findings of Special Circumstances located in other jurisdictions.
 - C. Policy: Participate in the CCTA conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in this Element.
 - D. Policy: Following adoption of Regional Route Action Plans by TRANSPAC and the CCTA, implement specified local actions in a timely manner, consistent with adopted Action Plans.
 - E. Policy: For the purposes of reporting to the CCTA on compliance with the Growth Management Program, annually complete and submit to the CCTA a compliance checklist. For monitoring of compliance with adopted standards, a list of Reporting Intersections on Basic Routes will be prepared and maintained by the Community Development Department.

2. Goal: Establish and maintain standards for traffic level of service on roads serving primarily local travel demand ("Basic Routes").
 - A. Policy: Apply the following standards to signalized intersections on Basic Routes (all roads in Martinez not indicated in the list of Routes of Regional Significance in policy 1.A):
 - ▶ Suburban: Level of service (LOS) low-D (.80 to .84) volume to capacity ratio for all Basic Route intersections outside of the downtown.

- ▶ Urban: Level of service (LOS) high-D (.85 to .89) volume to capacity ratio for all Basic Route intersections in the downtown area bounded by Green, Berrellesa, Marina Vista and Pine.

Policy 2.B. describes how standards are to be applied.

B. Policy: Consider Level of Service standards to be met if:

- (i) Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard; or
- (ii) The City's adopted five-year Capital Improvements Program includes project(s) which, when constructed, will result in operations better than or equivalent to those specified in the standard.

Apply standards to signalized intersections on all Basic Routes unless the City and the CCTA have made Findings of Special Circumstances as described below. In the event that any Basic Route signalized intersection does not meet adopted standards, consider amendments to the Zoning Ordinance, Capital Improvement Program or other relevant plans and policies in order to attain these standards.

If attainment of standards is not possible because of a high proportion of through-traffic, excessive cost, or unacceptable impacts to the environment, the City may prepare a request for Findings of Special Circumstances in order to remain in compliance with the Growth Management Program. It will be submitted to the CCTA, consistent with the procedure prescribed by the Transportation Authority. The request shall identify alternative standards for the intersection, and propose mitigation measures and programs to improve service to the extent possible.

C. Policy: Include in the City's five-year Capital Improvement Program (CIP) capital projects sponsored by the City and necessary to maintain and improve traffic operations. Generally identify in the CIP funding sources for such projects as well as intended project phasing.

3. Goal: Require new development to participate in mitigating its impact on the local and regional transportation system.
 - A. Policy: The City has adopted and implemented a development mitigation program requiring developers to either construct facilities or pay the costs necessary to mitigate impacts of their development projects on the local transportation system. In addition to the local transportation impact fee program already in place, require mitigation of the impacts of development projects on the regional transportation system, through the establishment of a regional transportation impact fee or equivalent program. Such a program is being developed by the CCTA with the participation of local jurisdictions.
 - B. Policy: Local Street Improvement and Maintenance Funds allocated by the CCTA are available for purposes including funding projects intended to meet or maintain Level of Service standards, to implement Action Plans for Regional Routes, and to provide mitigation for Intersections Subject to Findings of Special Circumstances. In accordance with Measure C requirements, prohibit use of Measure C revenue to replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards.
 - C. Policy: As part of its program to attain traffic service standards, revise the Transportation Systems Management (TSM) ordinance adopted September 1990 so that it is fully consistent with the model Transportation Systems Management (TDM) ordinance adopted by the CCTA. Work to provide the required level of staffing for implementation of the TDM program.
4. Goal: Integrate traffic level of service standards into the development review process.
 - A. Policy: As part of the application review process for each development project estimated to generate over 100 peak-hour vehicle trips (or meeting another threshold adopted by the CCTA), prepare a traffic study consistent with the Technical Procedures published by the CCTA.
 - B. Policy: Approve development projects expected to generate over 100 peak-hour vehicle trips only after the City finds that: (1) project approval will not result in violation of adopted standards at any Basic Route signalized intersection (see policies 2.A and 2.B.) and (2) project approval is consistent with adopted Action Plans for Routes of Regional Significance.

3 **OTHER PERFORMANCE STANDARDS: GOALS AND POLICIES**

INTRODUCTION

Adoption of the Growth Management Element signals a change in the City's approach to the provision of public services provided by the City and other public agencies. Historically, when development projects have been approved based on the City's General Plan and zoning ordinance, the ability to provide an acceptable level of public services has been assumed. City departments and outside agencies including the fire and flood control districts were expected to respond to the City's action by providing services as needed.

The performance standards and implementing policies in this part of the Growth Management Element put into place a new basis for coordination with public service providers as an integrated part of the development review process. Since the City is close to full build-out, major changes in population or in the capacity to provide services are not expected. Nonetheless, even with relatively small changes, the difficulty of funding and siting new public facilities calls for this change of approach.

Performance standards are adopted for six types of urban services, which in Martinez are provided by seven agencies, as noted on the table on the following page.

GOALS

- 1 Establish and maintain standards for public services.
- 2 Integrate public services standards into the development review process.
- 3 Require new development to bear the costs of mitigating its impact on public facilities systems.

Service	Provider(s)	Plans and Policies
Parks and Recreation	City of Martinez Parks Department	Park System Master Plan 1987-1992
	East Bay Regional Parks District	Master Plan 1989
Fire Protection	Contra Costa County Fire Protection District	Uniform Fire Code
Police Services	City of Martinez Police Department	--
Sanitary Sewer	Central Contra Costa Sanitary District	Capital Improvement Budget and Ten-Year Capital Improvement Plan
	Mountain View Sanitary District	District Master Plan
Water Supply	City of Martinez Water System	Regulations Governing Water Service (10/5/88)
	Contra Costa Water District	District Master Plan
Flood Control	City of Martinez	--
	Contra Costa County Flood Control and Water Conservation District	

1. Goal: Establish and maintain standards for public services.

A. Policy: Establish and implement the following performance standards:

- ▶ Parks. Five acres of parkland, including neighborhood, community, and regional parks and open space, per 1,000 residents. This standard is the basis for the City's park dedication ordinance.
- ▶ Fire. Fire Stations 3 miles apart in urban areas and 6 miles apart in rural areas. Capital facilities necessary to maintain a maximum running time of 3 minutes for the first unit and/or 1.5 miles from the first-due station, 4 minutes for the second unit, and 5 minutes for the third unit, and a minimum of three fire fighters, to be maintained in the central business district, and in all urban and suburban areas. All structures more than 1.5 road miles from a fire station shall be sprinklered.
- ▶ Police. Capital facilities sufficient to maintain a maximum 5 minute response time for Priority 1 calls, and a maximum of 30 minutes on all calls.
- ▶ Sanitary Facilities. Capital facilities to carry and treat to Regional Water Quality Control Board standards the water supplied consistent with Table 3-1.

TABLE 3-1 SANITARY SEWER STANDARDS		
	Mt. View Sanitary District	Central Contra Costa Sanitary District
Gallons Per Capita Per Day Residential Uses	80	360
Gallons Per Acre Per Day Non-residential Uses	2,000	3,750

Average Dry Weather Flows in Millions of Gallons Daily (mgd)	3.2 mgd	60 mgd
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▶ **Contra Costa Water District:**

The Contra Costa Water District Provides water to Approximately 30 percent of city residents and businesses The City supports the goals and policies the District has adopted to meet Federal and State standards.

City of Martinez Water District:

The City provides water service to 70 percent of the residents and businesses within the corporate limits. The City will meet Federal and State standards for water quality. The City will require new development to demonstrate that adequate public water is available prior to project approval.

▶ Flood Control. Standards are applied to different areas of the city as follows:

- a) In new subdivisions, capital facilities necessary to contain flood events of the magnitude specified in the City's Storm Drain Design Criteria, and in the Contra Costa County Flood Control and Water Conservation District Design Criteria and Standards.
- b) In the Alhambra Creek watershed, capital facilities necessary to contain, at a minimum, the four-year flood event with two foot freeboard or the 6-8 year flood event without freeboard
- c) In all other areas, capital facilities necessary to contain the 100-year flood event, as determined by FEMA, and as shown on maps on file with the City.

B. Policy: Identify in the five-year Capital Improvement Program (CIP) capital projects sponsored by the jurisdiction and necessary to maintain levels of

performance. Generally identify in the CIP funding sources covering the complete cost of the projects as well as intended phasing.

- C. Policy: In the event the City becomes aware of limitations on services which will lead to a condition where adopted performance standards cannot be met, in order to attain the standards specified in Section 3.1.A consider actions which will meet the standards. Such actions might include, for example, specification of a water conservation program to alleviate the need for capital facilities, or redesign of a subdivision to improve service, or amendments to the General Plan, Zoning Ordinance, or Capital Improvement Program.

- 2 Goal: Require new development to bear the costs of mitigating its impact on public facilities systems.

- A. Policy: Martinez has adopted and is implementing a development mitigation program that includes mitigation fees for flood control for all portions of the city with drainage plans, and traffic and park dedication fees applying to all of the city. Review and revise the program as needed to ensure that new growth is also paying its share of the costs associated with the provision of facilities for fire, police, sanitary facilities, and water.

- 3 Goal: Integrate public services standards into the development review process.

- A. Policy: Approve development projects only after finding that one or more of the following conditions are met:
- (i) Assuming payment of development mitigation fees and hook-up charges, performance standards will be maintained following project occupancy;
 - (ii) In addition to payment of fees, project-specific mitigation measures (such as construction of on and off-site improvements) are needed in order to ensure maintenance of standards and such measures will be required of the project sponsor; and/or
 - (iii) Capital projects planned by the jurisdiction or special district(s) will result in maintenance of standards.

GLOSSARY

Action Plan

A document prepared by TRANSPAC, or other regional transportation planning committee and adopted by the CCTA, that includes a multijurisdictional plan for designated Routes of Regional Significance.

Basic Routes

All local roads not designated as Routes of Regional Significance. Level of Service standards apply to all signalized intersections on Basic Routes.

City

City of Martinez

CCTA

Contra Costa Transportation Authority

FEMA

Federal Emergency Management Agency

LOS

Traffic level of service. Level of service standards which compare traffic volumes with intersection or road segment capacity, are the primary measures used to evaluate operations on Basic Routes.

Parks

All publicly owned land that is designated for recreational use including: City Parks, East Bay Regional Parks, and open space.

Priority 1 Calls

Life-threatening types of emergency calls.

Route of Regional Significance

Road designated by the Contra Costa Transportation Authority, consistent with procedures described in the *Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance*. These roads are subject to objectives and programs in adopted Action Plans.

Sanitary Facilities

Wastewater collection, treatment, and disposal facilities.

TDM

Transportation Demand Management

RESOLUTION NO. 029-07

**ADOPTING THE COUNTY MEASURE L URBAN LIMIT LINE (ULL)
AS THE ADOPTED ULL FOR THE CITY OF MARTINEZ,
FOR THE PURPOSES OF COMPLIANCE WITH MEASURE J
TO ESTABLISH A VOTER-APPROVED ULL**

WHEREAS, the Measure J (2004) Transportation Expenditure Plan includes a Growth Management Program (GMP) which contains an urban limit line component mandating that local jurisdictions must adopt and continuously comply with a voter-approved ULL no later than April 1, 2009 in order to receive their shares of Measure J Local Street Maintenance and Improvement Funds and to be eligible to receive Measure J Transportation for Livable Community funds; and

WHEREAS, Measure J also includes Principles of Agreement for Establishing the ULL (the ULL Principles) as Attachment A to the GMP, incorporated therein by reference; and

WHEREAS, the ULL Principles, as amended by the Authority on November 15, 2006, state that a local jurisdiction may adopt a "County ULL," which is defined as the ULL adopted by the Contra Costa County Board of Supervisors and passed by the voters at a countywide election (after November, 2004); and

WHEREAS, on July 25, 2006, the Contra Costa County Board of Supervisors, as the lead agency for the project under the California Environmental Quality Act ("CEQA"), adopted a Negative Declaration (State Clearinghouse No. 2006012134) on the "November 7, 2006 General Election, Urban Limit Line Ballot Measure Sponsored by Contra Costa County Board of Supervisors" (referred to hereinafter as the County ULL); and

WHEREAS, the Negative Declaration determined that the adoption of the County ULL would not have any significant impacts on the environment; and

WHEREAS, on July 25, 2006, the Contra Costa County Board of Supervisors adopted Resolution No. 2006/80 authorizing an election on the 2006 Voter-Approved Contra Costa County Urban Limit Line ballot measure (the County ULL) for the November 7, 2006 General Election; and

WHEREAS, on October 4, 2006, the City Council of the City of Martinez adopted the County ULL for the Martinez area, if approved by a majority of voters Countywide, and by a majority of voters in Martinez, subject to the condition that the ULL may be revised in the future without voter approval if the adjustment is 30 or fewer acres, and other conditions that may be subsequently adopted by the City as part of an amendment to incorporate the ULL into the Growth Management Element of the Martinez General Plan, and to address issues of unconstitutional takings, or conformance to state or federal law; and

WHEREAS, Measure L (2006), the County ULL, was passed by a majority of voters in Contra Costa at the November 7, 2006 election; and

WHEREAS, Measure L, the County ULL, was also approved by a majority of the voters in the City of Martinez at the November 7, 2006 election, as certified by the County Clerk; and

WHEREAS, the City of Martinez wishes to re-affirm its adoption of the County ULL as proposed by Measure L as its voter-approved ULL specifically as it applies to the City of Martinez boundaries for the purpose of compliance with the Measure J GMP.

NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF MARTINEZ THAT:

1. The City of Martinez, as a Responsible Agency, has considered the environmental effects of the project as shown in the Negative Declaration prepared by the County; and
2. The City of Martinez has determined that the adoption of the County ULL would not have any significant impacts on the environment; and
3. The City of Martinez re-affirms its acceptance, adoption, and approval, for the purposes of compliance with the Measure J GMP, the County ULL boundary for urban development as its applicable voter-approved ULL with regard to the boundaries of the City of Martinez; and

4. The City's adoption of the County ULL is subject to the condition that the ULL may be revised in the future without voter approval if the adjustment is 30 or fewer acres, and other conditions that may be subsequently adopted by the City as part of an amendment to incorporate the ULL into the Growth Management Element of the Martinez General Plan, and to address issues of unconstitutional takings, or conformance to state or federal law; and
5. The City of Martinez shall not make adjustments of greater than 30 acres to the physical boundary of the adopted County ULL unless those adjustments have been approved by the voters in accordance with the ULL Principles; and
6. The City shall file the attached Notice of Determination in accordance with State CEQA Guidelines sections 15075 and 15096(1) within five working days after the adoption of this resolution.

* * * * *

I HEREBY CERTIFY that 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 2nd day of May, 2007, by the following vote:

AYES: Councilmembers DeLaney, Menesini, Ross, Vice Mayor Kennedy and Mayor Schroder

NOES: None

ABSENT: None


RICHARD G. HERNANDEZ, CITY CLERK
CITY OF MARTINEZ



CONTRA COSTA TRANSPORTATION AUTHORITY

Model Growth Management Element

FINAL – RELEASED ON 06-08-07

PREFACE

Measure J requires each jurisdiction participating in the Growth Management Program to adopt a Growth Management Element (GME) as part of its General Plan (GP). The adopted GME must:

1. Outline the jurisdiction's goals and policies for managing growth and
2. Show how the jurisdiction will comply with Measure J's requirements for a Growth Management Program.

In addition, Measure J encourages each jurisdiction to incorporate other standards and procedures into its GME to support growth management objectives.

Local jurisdictions that meet the requirements of the Growth Management Program, including adopting and implementing a GME that substantially complies with this Model, will receive its share of Local Transportation Maintenance and Improvement funds generated by the Measure J Transportation Sales Tax and be eligible for Contra Costa Transportation for Livable Communities (TLC) funds.

The Growth Management Program in Measure J focuses on four key objectives:

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies.
- Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

Measure J has changed the specific requirements for the Growth Management Program from those set by Measure C, eliminating two requirements, adding one and clarifying or refining oth-

Final Model GME

ers. The requirements of the Measure J program, compared to those established by Measure C, are shown in the following table:

Measure C Growth Management Program	Measure J Growth Management Program
Adopt a Growth Management Element	Adopt a Growth Management Element
Adopt Traffic Level Of Service (LOS) Standards	<i>Not included in Measure J</i>
Adopt Performance Standards	<i>Not included in Measure J</i>
Adopt a Development Mitigation Program	Adopt a Development Mitigation Program
Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development	Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process
Address Housing Options And Job Opportunities	Address Housing Options
Develop A Five Year Capital Improvement Program	Develop a Five-Year Capital Improvement Program
Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation	Adopt a Transportation Systems Management (TSM) Ordinance or Resolution
<i>Not included in Measure C</i>	Adopt an Urban Limit Line

The GME may also include policies and standards that are in addition to Measure J or that are more stringent than those required by Measure J. (A detailed comparison of the Measure C and Measure J Growth Management Programs is included in Appendix A.)

This Model GME has been prepared for local jurisdictions, to illustrate the form and content of an element that responds to the mandates of Measure J. The Model GME outlines the key requirements and identifies the general purpose, goals, policies, and implementing programs that each jurisdiction's GME should include to comply with the Measure J GMP. It provides examples of all required portions of a GME, but requires tailoring to fit each locality's needs. It is not appropriate for adoption verbatim by each jurisdiction.

The basic requirements for the GME are established in this Model. The left-hand column, in roman type, is the Model Element text. The intent of each Model Element policy must be reflected in the local Element, though the language and organization of the policies may be altered. Some

Final Model GME

provisions are self-contained and might be adopted as stated. Most require incorporation of additional information pertinent to the individual jurisdiction, and policy decisions by the legislative body. The right-hand column, in italic type, provides explanation and comments to accompany Model GME policies and programs.

Local Growth Management Elements must substantially comply with the intent of this model element, but need not reflect its exact language or organization. Applicable policies that are contained in other elements of the jurisdiction's General Plan should also be referenced here within the Growth Management Element.

Several local jurisdictions in Contra Costa have elected to depart from the strict "elemental" construction of general plans. Rather than having distinct Elements, these plans use a "book" format – chapters and subsections – to delineate different areas of interest. This approach has accomplished two objectives: 1) it made the GP more reader friendly; and 2) It allows jurisdictions to change the GP's organization to emphasize policies of specific concern to the locality. To meet the legal requirement for including each of the General Plan elements, however, jurisdictions are still required to provide a correspondence table that clearly identifies which sections of the Plan constitute each required Element.

As noted above, the contents and organization of the GME need not be limited to the policies and standards required by Measure J. For example, jurisdictions may choose to carry forward the Measure C requirements for Level-of-Service (LOS) standards for non-regional routes, and performance standards for fire, police, parks, sanitary, water, and flood control. While these were mandatory components of the Measure C Model GME, they are no longer required for Measure J compliance. The LOS and performance standards, however, could continue to play a decisive role in assessing the impacts of proposed new development.

Other policies that could be included might address pre-existing limitations on growth, phased development, decision criteria on future development projects, exemptions to standards (as is the case with Infill Opportunity Zones (IOZs) in transit corridors, policies addressing local employment opportunities, requirements for planning studies, local growth control programs, or any other policy relating to future growth management deemed desirable by the local jurisdiction.

MODEL GROWTH MANAGEMENT ELEMENT**1 INTRODUCTION****1.1 Purpose**

The purpose of this Growth Management Element (GME) to the General Plan is to establish the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development within [the local jurisdiction].

This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).

The Introduction section may provide the setting for the GME and describe the relationship between the Growth Management Element and Measure J. The section may emphasize that the Element regulates the geographic extent of urban growth and the provision of transportation improvements and urban services and is not primarily a growth limiting mechanism. It should also reference the local jurisdiction's growth management efforts that are in addition to, but consistent with the Measure J GMP.

1.2 Background ²

The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements:

- Adopt a development mitigation program;
- Address Housing Options;
- Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process;
- Adopt an Urban Limit Line (ULL);
- Develop a five-year capital improvement program; and
- Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.

Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and

The Background section can provide as much information as needed to inform the reader about the transition from Measure C to Measure J, and the local jurisdictions approach toward implementing that transition. For example, if a local jurisdiction elects to maintain performance standards and LOS standards for non-regional routes, that information can be stated here.

¹ Local Growth Management Elements must substantially comply with the intent of this model element, but need not reflect its exact language or organization. Applicable policies that are contained in other elements of the jurisdiction's General Plan should also be referenced here within the Growth Management Element.

² Contra Costa Transportation Authority, Ordinance 06-02 Amending and Restating the Measure C Transportation Expenditure Plan to Make Non-substantive Changes and insert Specific Provisions Moved from Ordinance 88-01.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

Growth Management Program approve by the voters in 1988.

Both programs include a ½ percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management component is intended to assure that future residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth.

Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the Transportation Authority. The Growth Management Program defined by the original Ordinance 88-01 continues in effect along with its linkage to Local Street maintenance and improvement funds through March 31, 2009. Beginning on April 1, 2009, the Measure J GMP requirements take effect.

Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes. Measure J also adds the requirement for adoption of a voter-approved ULL.

1.3 Intent

By adopting and implementing this Element, the jurisdiction intends to establish a comprehensive, long-range program that will match the demands for multi-modal transportation facilities and services generated by new development with plans, capital improvement programs and development mitigation programs. The Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

1.4 Authority

The GME is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California which states:

The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.

The GME also is consistent with the requirements of Contra Costa's Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa County voters in 2004, and as amended by the Contra Costa Transportation Authority.

A statement of legal authority establishes the foundation upon which the Element rests.

1.5 Relation to Other General Plan Elements

[Refer to other elements.]

All General Plan Elements, whether required or optional, have equal status. Policies throughout the Plan, including the GME, must be internally consistent. This means that no set of policies supersedes others in the Plan, and no policies may be in conflict with each other. This section may discuss what is covered in other Elements if policies or standards are cited by reference or have a bearing on growth management in general (e.g. traffic level of service standards that may be in a Circulation Element).

1.6 Organization of Element

The GME establishes goals, and policies in Section 2 and sets forth corresponding implementation programs in Section 3. All sections are numbered sequentially, with the first number referring to the section and the second number to the subsection.

This section may discuss the organization of the GME. If optional sections are included they should be referenced in the order that they appear in the Element.

2 GOALS AND POLICIES

Measure J requires each participating jurisdiction to use its adopted GME to outline its goals and policies for managing growth and to show how it will comply with Measure J's requirements for a Growth Management Program.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

2.1 Introduction

The introductory text should (1) describe the relationship of the goals and policies in the GME to the other elements of the General Plan, especially the policies in the Circulation and Land Use element, (2) define terms such as Action Plans, Routes of Regional Significance and Urban Limit Line, or refer to definitions in other parts of the Plan, and (3) present a general discussion of how the jurisdiction will comply with Measure J. Text may also be included that discusses the roles of other agencies in the attainment of standards, or other factors that relate to the success of the programs included in the Section.

2.2 Goals (Examples based on Measure J)

- Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.
- Support cooperative transportation and land use planning in Contra Costa County.
- Support land use patterns that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.
- Support infill and redevelopment in existing urban and brownfield areas.

The jurisdiction may include any general goals relating to the objectives for growth management or more specific goals such as multi-modal transportation system objectives. For Routes of Regional Significance, the jurisdiction may adopt the multi-modal traffic service objectives included in Action Plans prepared by the Regional Transportation Planning Committee. The goal statement should acknowledge that attainment of multi-modal transportation service objectives for Routes of Regional Significance will require participation by other jurisdictions.

2.3 Policies

The jurisdiction should establish specific policies for each the six GMP policies and requirements of Measure J, including 1) Adopting a Development Mitigation Program, 2) Addressing Housing Options, 3) Participating in On-going Multi-Jurisdictional Planning Process, 4) Adopting an Urban Limit Line, 5) Develop a Five-Year Capital Improvement Program, and 6) Adopt a Transportation Systems Management (TSM) Resolution.

The local jurisdiction intends to comply with the Measure J GMP. The following policies are intended to implement Measure J and achieve the goals of this element:

2.3.1 Development Mitigation Program: Adopt and maintain in place a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.

2.3.1.1 Local Mitigation Program: The local jurisdiction shall adopt a local program to mitigate development impacts on non-regional routes and other facilities. Revenue provided from this program shall not be used to replace private developer funding of any

The intent of this provision is to avoid double-counting and ensure full-funding of development-related improvements.

EXAMPLE OF ELEMENT TEXT ¹

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required improvements that have or would have been committed to any project.

2.3.1.2 Regional Mitigation Program: The local jurisdiction shall participate in a regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system.

2.3.2 Address Housing Options: Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.

2.3.2.1 Periodic Reports. Prepare periodic reports to the Contra Costa Transportation Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.

2.3.2.2 Impacts on Transportation. Consider the impacts that the local jurisdiction's land use development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided.

This provision may be addressed elsewhere and cross-referenced here.

2.3.2.3 Incorporation into Development Approval Process. Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.

2.3.3 Participate in On-Going Multi-Jurisdictional Planning: Participation in an on-going multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to crate a balanced, safe, and efficient transportation system and to manage the impacts of growth.

2.3.3.1 Action Plans. Work with the RTPC to develop and update Action Plans for Routes of Regional Significance. For the network of designated Routes of Regional Significance, set Multimodal Transportation Service Objectives (MTSOs) for those routes, and identify actions for achieving the MTSOs. The Action Plans also include a process for monitoring and review of the traffic impacts of proposed new developments.

2.3.3.2 Travel Demand Model. Apply the Authority's travel demand forecasting model and *Technical Procedures* to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresh-

EXAMPLE OF ELEMENT TEXT ¹

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olds for their effect on the regional transportation system, including the Action Plan MTSOs.

2.3.3.3 Interagency Consultation. Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.

2.3.3.4 Mitigation Program. Work with the appropriate RTPCs to develop the mitigation program outlined in Section 2.3.1.2 above.

2.3.3.5 Countywide Transportation Plan. Participate in the preparation of the Authority's Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.

2.3.3.6 Travel Model Support. Help maintain the Authority's travel demand modeling system by providing information on proposed land use developments and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.

2.3.4 Adopt an Urban Limit Line (ULL): The local jurisdiction shall adopt a ULL that has been approved by the majority of the voters within the local jurisdiction. The ULL may be either a MAC-ULL, a County ULL, or a Local Voter ULL as defined in the Principles of Agreement (Attachment A) to the Measure J GMP (as amended).

The local jurisdiction's ULL may include specific provisions regarding periodic review, as well as provisions for minor (less than 30 acres) nonconsecutive adjustments. Those provisions may be outlined here, or referenced in another element.

2.3.4.1 Applicability. A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension

The key questions in the GMP Compliance Checklist that local jurisdictions will submit to the Authority to demonstrate compliance with a "yes" response will be: "Does the local jurisdiction have a voter-approved ULL?" and "Check "yes" to confirm that the local jurisdiction not submitted an annexation request to LAFCO that is outside of the local jurisdiction's voter-approved ULL.

2.3.4.2 Policies. The ULL includes the following policy provisions:

[List applicable policies here]

2.3.5 Develop a Five-Year Capital Improvement Program (CIP). Annually or biennially, prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals, policies, and programs of this General Plan for the next five years. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.

A CIP may cover more than a five-year time period if the local government chooses.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

2.3.6 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution: To promote carpools, vanpools, and park and ride lots, the local jurisdiction shall maintain in place an ordinance or resolution that conforms to the model TSM ordinance or resolution that the Authority has drafted and adopted.

3. IMPLEMENTATION PROGRAMS

Alternatively, this section may be called "Implementation," "Implementation Measures," or "Implementing Actions". The implementation programs generally follow the policies outlined above, but with specific reference to programs, measures, and actions that will be used to implement those policies.

3.1 Development Mitigation Program:

The jurisdiction will adopt and implement a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

Jurisdictions may choose to include other facilities and/or services in their development mitigation programs.

Jurisdictions that already have a development mitigation program in place may wish to include a policy relating to periodic review of fee schedules. The policy included may be more specific, identifying the type or structure of the mitigation programs or measures that have been adopted. Any mitigation program must comply with the requirements of Government Code 66000 et seq. Impacts to be mitigated may be on Regional Routes, local streets, or transit systems. Programs to be adopted and implemented will generally require mitigation of project impacts without regard for jurisdictional boundaries.

3.1.1 Local Mitigation Program – Required Mitigation or Fees. The jurisdiction will require development projects to provide local mitigation or fees as established for proposed new development.

Examples of findings that may be required as a basis for project approval may include one or more of the following conditions:

- (1) No revenue from Measure J will be used to replace developer funding that has or would have been committed to any mitigation project;*
- (2) The development project will fund public facilities and infrastructure requirements as necessary to mitigate directly the impact of the new development; and*
- (3) The development project will pay mitigation fees for public facilities and infrastructure improvements in*

EXAMPLE OF ELEMENT TEXT ¹

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3.1.2 Regional Mitigation Program – Required Fees and Exemptions. The jurisdiction will require development projects to pay regional development mitigation fees established by the RTPC in accordance with the RTPC’s adopted program.

[List specific RTMP requirements here]

3.1.3 Analyze the impacts of land use policies and future development on the transportation system by evaluating General Plan Amendments and requiring preparation of traffic impact reports for projects that generate in excess of a specified traffic threshold.

proportion to the development’s impacts.

The Authority has specified 100 peak hour trips as a threshold for requiring traffic impact reports for development projects, however, the jurisdiction may set a lower threshold. CCTA Resolution No. 92-03-G specifies the interim policy for notification of Regional Transportation Planning Committees (RTPCs) and affected jurisdictions of proposed projects and General Plan amendments that generate more than 100 peak hour trips [Adopted March 18, 1992]. The adopted Action Plans for Routes of Regional Significance include this notification policy as part of the process for monitoring and review.

3.1.4 Use of Measure J Funds. Measure J transportation improvement funds, including the 18% Local Street Maintenance and Improvement Funds, may be used for any eligible transportation purpose. In no case, however, will those funds replace private developer funding for transportation projects determined to be required for new growth to mitigate the impacts it creates.

Eligible uses are specified under Authority Resolution 91-03-A, and include most transportation project, program, and planning purposes consistent with State law. Furthermore, the expenditure of resources needed to meet the requirements of the Measure J GMP constitutes an eligible use of 18% Local Street Maintenance and Improvement Funds.

3.2 Address Housing Options.

To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will:

[List specific implementation programs here, or reference programs located in the Housing Element]

3.2.1 Prepare a biennial report on the implementation of actions outlined in the local jurisdictions Housing Element, for submittal to CCTA as part of the biennial GMP Compliance Checklist. The report will demonstrate reasonable progress using one of the following three options:

A General Plan Annual Report or other report submitted to the State Department of Housing and Community Development to demonstrate Housing Element compliance may be submitted to the Authority to fulfill this requirement, provided that the report: a) includes the information required for the selected option; and b) addresses the specified reporting period.

3.2.1.1 Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units

EXAMPLE OF ELEMENT TEXT ¹

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needed on average each year to meet the housing objectives established in the jurisdictions Housing Element; or

3.2.1.2 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

3.2.1.3 Illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

3.2.2 As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development.

[List specific procedures]

The jurisdiction could list specific procedures used to support the accommodation of transit, bicycles, and pedestrians.

3.3 Multi-Jurisdictional Transportation Planning.

The jurisdiction will participate in multi-jurisdictional transportation planning by participating in activities of the RTPC including development of Regional Route Action Plans and cooperating in the assessment and mitigation of traffic impacts in neighboring jurisdictions when it is believed that local actions contribute to conditions at such intersections.

3.3.1 Action Plans for Routes of Regional Significance.

The map/list on page () shows Routes of Regional Significance that have been designated by the local jurisdiction in cooperation with the RTPC and the Contra Costa Transportation Authority. The jurisdiction will participate with both agencies in developing and implementing Action Plans for Routes of Regional Significance.

3.3.2 Travel Demand Modeling. The jurisdiction will apply the Authority's travel demand model for analysis of General Plan amendments affecting land use or circulation and development projects that generate more than a specified threshold of peak hour trips to determine the effects on the regional transportation system and compliance with the Multimodal Transportation Service Objectives established in the Action Plan applicable to the jurisdiction's planning area. The jurisdiction also will help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transporta-

As noted above, the Authority has set 100 peak hour trips as a threshold for analyzing development project impacts. Jurisdictions may choose to specify a lower number of peak-hour trips as a threshold.

EXAMPLE OF ELEMENT TEXT ¹**COMMENTARY**

tion system, planned and approved development within the jurisdiction, and long-rang plans relative to ABAG's projections for households and jobs within the local jurisdiction.

3.3.3 Other Planning and Implementation Programs.

The jurisdiction will work with the RTPC and the Contra Costa Transportation Authority to help develop other plans, programs and studies to address transportation and growth management issues.

3.3.4 Conflict Resolution. The jurisdiction will participate in the Contra Costa Transportation Authority's established conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and other programs described in this Element.

3.4 Urban Limit Line (ULL).

The jurisdiction will adopt either a Mutually Agreed-Upon Countywide ULL, a County ULL, or Local Voter ULL consistent with the requirements of the Measure J GMP (as amended by Authority Ordinance 06-04). Urban development is allowed within the line, subject to the policies and standards of the Land Use Element:

The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by a majority vote of the local jurisdiction's legislative body.

Adoption of a ULL is necessary for the jurisdiction to be eligible to receive the 18% return to source funds or the 5% TLC funds.

The specific implementation programs, measure, or actions applicable to the local jurisdictions' voter-approved ULL, along with related ULL programs adopted by the jurisdiction's legislative body, should be stated here.

The jurisdiction may include either in this element or in the Land Use Element (by reference) a specific list of non-urban uses to facilitate implementation. Examples of non-urban uses may include but are not necessarily limited to rural and open space uses, parks and recreation facilities, transportation facilities and regional but not local-serving utilities.

3.5 Five-Year Capital Improvement Program.

Capital projects sponsored by the local jurisdiction and necessary to maintain and improve traffic operations will be included in the five- year Capital Improvement Program (CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.

A CIP may cover more than a five-year time period if the local government chooses.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

3.6 Transportation Systems Management.

As part of this growth management program, the jurisdiction will adopt and implement [a Transportation Systems Management (TSM) ordinance] or [a TSM Resolution] or [an alternative mitigation program].

The jurisdiction's ordinance or resolution should be consistent with the Authority's adopted Model TSM Ordinance or resolution.

Jurisdictions with a small employment base may adopt alternative mitigation measures, as permitted by Measure J, rather than to a TSM ordinance or resolution.

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

GLOSSARY

Terms that have a specific meaning as used in the Growth Management Element should be defined in a glossary. This is especially important for terms that are subject to interpretation.

Appendix A: Comparison of the Measure C and Measure J Growth Management Program

The following table compares the text from Measure C and Measure J that outline their respective Growth Management Programs.

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
<p>Introduction</p> <p>Consistent with and in furtherance of its role as the county's designated Congestion Management Program Agency, while serving such role, the overall goal of the Growth Management Program is to achieve a cooperative process for Growth Management on a countywide basis, while maintaining local authority over land use decisions and the establishment of performance standards. The Growth Management and Congestion Management Programs functions shall, to the extent possible, be harmonized. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.</p> <p>The transportation retail transaction and use tax is intended to alleviate existing major regional transportation problems. Growth management is needed to assure that future residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>It is the intent of the Transportation Authority to create a process that results in the maintenance of the quality of life in Contra Costa.</p>	<p>Goals and Objectives</p> <p>The overall goal of the Growth Management Program is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. [FOOTNOTE: The Authority shall, to the extent possible, attempt to harmonize the Growth Management and Congestion Management Programs. To the extent they conflict, Congestion Management Program activities shall take precedence over Growth Management Program activities.]</p> <p>The objectives of the Growth Management Program are to:</p> <ul style="list-style-type: none"> Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth. Require cooperative transportation and land use planning among Contra Costa County, cities, towns, and transportation agencies. Support land use patterns within Contra Costa that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions. Support infill and redevelopment in existing urban and brownfield areas.
<p>Adopt a Growth Management Element</p>	<p>Adopt a Growth Management Element</p>

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Existing Measure C GMP

Each jurisdiction is to develop a Growth Management Element of its General Plan to be applied in the development review process. The element must include sections 2 and 3 below, and jurisdictions must comply with sections 4-8 below. The Authority and the Regional Transportation Planning Committees shall jointly prepare a model element and administrative procedures to guide the local jurisdictions. Local jurisdictions shall develop their Growth Management Element within one year after receipt of the Authority's model element.

New Measure J GMP

Each jurisdiction must adopt a Growth Management Element as part of its General Plan that outlines the jurisdiction's goals and policies for managing growth and requirements for achieving those goals. The Growth Management Element must show how the jurisdiction will comply with sections 2-7 below. The Authority shall refine its model Growth Management Element and administrative procedures in consultation with the Regional Transportation Planning Committees to reflect the revised Growth Management Program.

Each jurisdiction is encouraged to incorporate other standards and procedures into its Growth Management Element to support the objectives and required components of this Growth Management Program

Adopt Traffic Level Of Service (LOS) Standards keyed to types of land use:

Rural: LOS low-C

Semi-Rural: LOS high-C

Suburban: LOS low-D

Urban: LOS high-D

Central Business District: LOS low-E

Based on the categories established above, each jurisdiction shall determine how the Traffic Service standards are to be applied to their General Plan land use and circulation elements, and the land areas to be defined as Rural, Semi-Rural, Suburban, Urban, and Central Business District (as suggested in the Guidelines in Appendix A). Each jurisdiction shall comply with the adopted standards. Jurisdictions may adopt more stringent standards without penalty.

Level of Service (LOS) would be measured by Circular 212 or the method described in the most commonly used version of the Highway Capacity Manual. Any issues with respect to the application of the Highway Capacity Manual or measurement of level of service shall be

[not included in Measure J]

Final Model GME

Existing Measure C GMP

New Measure J GMP

referred to the Authority's Technical Coordinating Committee for review and recommendation to the Authority. In the event that an intersection(s) exceeds the applicable Traffic Service standard, the Authority shall, jointly with local jurisdictions, establish appropriate mitigation measures or determine that a given intersection is subject to a finding of special circumstances.

Any intersection that presently exceeds the Traffic Service standard and which will be brought into compliance in the most current Five Year Capital Improvement Program (see section 6) shall be considered to be in compliance with the applicable standard.

The Authority, jointly, with affected local jurisdictions, shall determine and periodically review the application of Traffic Service Standards on routes of regional significance. The review will take into account traffic originating outside of the county or jurisdiction, and environmental and financial considerations. Local jurisdictions, through the forum provided by the Authority, shall jointly determine the appropriate measures and programs for mitigation of regional traffic impacts. (See Section 5)

Capital projects necessary to meet and/or maintain the Traffic Service standards are to be included in the required Five Year Capital Improvement Program. (see Section 6)

Adopt Performance Standards, maintained through capital projects, for the following items, based on local criteria:

- a. fire
- b. police
- c. parks
- d. sanitary facilities
- e. water
- f. flood control

Jurisdictions may have already adopted performance standards for some or all of these items.

[not included in Measure J]

Final Model GME

Existing Measure C GMP

Performance standards shall be adopted for inclusion in each local jurisdiction's General Plan. Each jurisdiction shall comply with the adopted standards. The Performance Standards should take into account fiscal constraints, and how the standards are to be applied in each jurisdiction's development review process. To ensure the continued applicability of these standards, each jurisdiction may annually review and modify their adopted standards, in consultation with special districts where appropriate, and provide an opportunity for public comment.

Capital projects, exclusive of operating budgets, to achieve and/or maintain Performance Standards are to be included in the required Five Year Capital Improvement Program. (see Section 6)

Adopt a Development Mitigation Program to ensure that new growth is paying its share of the costs associated with that growth.

Local jurisdictions, for the most part, already impose fees for a variety of purposes including site specific traffic improvements. Only a few jurisdictions impose fees for regional traffic mitigation.

To meet the requirements of this Section, each jurisdiction shall:

- 1) Ensure that revenue provided from this measure shall not be used to replace private developer funding which has been or will be committed for any project.
- 2) Adopt a development mitigation program to ensure that development is paying its share of the costs associated with that development.

In addition, the Authority shall:

- 1) Develop a program of regional traffic mitigation fees, assessments or other mitigations, as appropriate, to fund regional and subregional transportation projects, as determined in the Comprehensive Transportation Plan of the Authority.
- 2) Consider such issues as jobs/housing bal-

New Measure J GMP

Adopt a Development Mitigation Program

Each jurisdiction must adopt, or maintain in place, a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.

The jurisdiction's local development mitigation program shall ensure that revenue provided from this measure shall not be used to replace private developer funding that has or would have been committed to any project.

The regional development mitigation program shall establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development. Regional mitigation programs may adjust such fees,

Existing Measure C GMP

New Measure J GMP

ance, carpool and vanpool programs and proximity to transit service in the establishment of the regional traffic mitigation program.

- 3) The development mitigation program will be implemented with the participation and concurrence of local jurisdictions in determining the most feasible methods of mitigating regional traffic impacts. Existing regional traffic impact fees shall be taken into account by the Authority.

exactions, assessments or other mitigation measures when developments are within walking distance of frequent transit service or are part of a mixed-use development of sufficient density and with necessary facilities to support greater levels of walking and bicycling. Each Regional Transportation Planning Committee shall develop the regional development mitigation program for its region, taking account of planned and forecast growth and the Multimodal Transportation Service Objectives and actions to achieve them established in the Action Plans for Routes of Regional Significance. Regional Transportation Planning Committees may use existing regional mitigation programs, if consistent with this section, to comply with the Growth Management Program.

Participate in a Cooperative, Multi-Jurisdictional Planning Process to Reduce Cumulative Regional Traffic Impacts of Development.

The Authority shall establish a forum for jurisdictions to cooperate in easing cumulative traffic impacts. This will be accomplished through the Regional Transportation Planning Committees, and be supported by an ongoing county-wide comprehensive transportation planning process in which all jurisdictions shall participate.

As part of this process, a uniform database on traffic impacts will be created, based on the countywide transportation computer model.

Use of the countywide transportation computer model provides an opportunity to test General Plan(s) transportation and land use alternatives, and to assist cities and the county in determining the impact of major development projects proposed for General Plan Amendments. This would provide a quantitative basis for inter-jurisdictional negotiation to mitigate cumulative regional traffic impacts. Input for the model shall include each jurisdiction's Five Year

Participate In an Ongoing Cooperative, Multi-Jurisdictional Planning Process

Each jurisdiction shall participate in an ongoing process with other jurisdictions and agencies, the Regional Transportation Planning Committees and the Authority to create a balanced, safe and efficient transportation system and to manage the impacts of growth. Jurisdictions shall work with the Regional Transportation Planning Committees to:

- A. Identify Routes of Regional Significance, and establish Multimodal Transportation Service Objectives for those routes and actions for achieving those objectives.
- B. Apply the Authority's travel demand model and technical procedures 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 objectives.
- C. Create the development mitigation

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Existing Measure C GMP

Capital Improvement Program of transportation projects (see Section 6) and the projects of federal, state and regional agencies such as Caltrans, transit operators, the Metropolitan Transportation Commission, etc. In addition, the computer model database will include each local jurisdiction's anticipated land use development projects expected to be constructed within the next five years.

New Measure J GMP

programs outlined in section 2 above.

- D. Help develop other plans, programs and studies to address other transportation and growth management issues.

In consultation with the Regional Transportation Planning Committees, each jurisdiction shall use the travel demand model to evaluate changes to local General Plans and the impacts of major development projects for their effects on the local and regional transportation system and the ability to achieve the Multimodal Transportation Service Objectives established in the Action Plans.

Jurisdictions shall also participate in the Authority's ongoing countywide comprehensive transportation planning process. As part of this process, the Authority shall support countywide and subregional planning efforts, including the Action Plans for Routes of Regional Significance, and shall maintain a travel demand model. Jurisdictions shall help maintain the Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within the jurisdiction.

Address Housing Options And Job Opportunities

As part of its Five Year Capital Improvement Program and pursuant to the state mandated housing element of its General Plan, each jurisdiction shall develop an implementation program that creates housing opportunities for all income levels.

Each jurisdiction shall also address land use information as it relates to transportation demand as well as a discussion of each jurisdiction's efforts to address housing options and job oppor-

Address Housing Options

Each jurisdiction shall demonstrate reasonable progress in providing housing opportunities for all income levels as part of a report on the implementation of the actions outlined in its adopted Housing Element. The report will 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 hous-

Existing Measure C GMP

tunities on a city, subregional and countywide basis.

New Measure J GMP

ing objectives established in the jurisdiction's 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 a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.

In addition, each jurisdiction shall 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, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.

Develop A Five Year Capital Improvement Program to meet and/or maintain Traffic Service and Performance Standards (defined in Sections 2 and 3).

Each jurisdiction shall determine the capital projects needed to meet and/or maintain both its adopted Traffic Service and Performance Standards. Capital financial programming will be based on development to be constructed during (at a minimum) the following five year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.

Develop a Five-Year Capital Improvement Program

Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.

Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitiga-

Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

Final Model GME

Existing Measure C GMP

tion.

To promote carpools, vanpools and park and ride lots, the Transportation Authority will draft and adopt a Model Transportation Systems Management Ordinance for use by local jurisdictions in developing local ordinances for adoption and implementation. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of adopting a TSM Ordinance.

New Measure J GMP

To promote carpools, vanpools and park and ride lots, each jurisdiction shall adopt a local ordinance or resolution that conforms to the model Transportation Systems Management Ordinance that the Transportation Authority has drafted and adopted. Upon approval of the Authority, cities with a small employment base may adopt alternative mitigation measures in lieu of a TSM ordinance or resolution.

[not included in Measure C]

Adopt an Urban Limit Line

[as amended by Authority Resolution 06-04 Adopted on 11/15/06]

Beginning on April 1, 2009, each jurisdiction must continuously comply with an applicable, voter approved ULL ("applicable UL") defined as one of the following:

- (i) A new mutually agreed upon Countywide ULL (MAC-ULL) approved by the voters countywide; or
- (ii) A Contra Costa County, voter approved ULL ("County ULL") that has also been approved by a majority of the voters voting on the measure in the local jurisdiction seeking to rely upon the line as the growth boundary for local development, provided that the local jurisdiction's legislative body has adopted the County ULL before or after the election at which the "County ULL" was approved; or
- (iii) A measure placed on the ballot and approved by a majority of the voters within a local jurisdiction fixing a local voter approved ULL ("LV-ULL") or equivalent urban growth boundary for the jurisdiction. A jurisdiction may establish or revise its LV-ULL with local voter approval at any time prior to or during the

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Existing Measure C GMP

New Measure J GMP

term of Measure J. The LV-ULL will be used as of its effective date to meet the Measure J GMP ULL requirement.

Each of the above options is more fully defined in the Principles of Agreement, which are attached and incorporated by reference as Attachment "A".

Submittal of an annexation request by a local jurisdiction to LAFCO outside the countywide voter approved ULL will constitute non-compliance with the Measure C Growth Management Program.
