

CITY OF MARTINEZ

Land Use Map 1

(2010)

Specific Area Plan Boundaries

- Land Use Designations Specified for Each Area Plan
- Central Martinez Specific Area Plan
- Franklin Hills Subarea
- Hidden Lakes Specific Area Plan
- John Muir Parkway Specific Area Plan
- Alhambra Hills Specific Area Plan

Specific Plan Boundaries

- Downtown Specific Plan
- Art District Specific Plan

City and County Boundaries

- City Limits
- Spheres of Influence
- Areas Outside Urban Limit Line

Community & Economic Development Department
Approved by City Council on October 6, 2010

General Plan Land Use Policy

Areas Outside Specific Area Plans

- R 0-6: 0 to 6 Units/Gross Acre
- R 6-12: 6 to 12 Units/Gross Acre
- R 12+: 12 and Over Units/Gross Acre
- SDO: Slope Density Ordinance
- C-R&S: Commercial, Retail and Services
- C-P&A: Commercial, Professional & Administrative
- I: Industrial
- G, HE, JH, HS: Public Institutions/Schools
- CUL: Open Space/Conservation Use Land
- PAR: Parks and Recreation
- PPOS: Public Permanent Open Space
- SSA: Special Study Area

Central Martinez Specific Area Plan

- Group 1: Residential, Group 1
- Group 2: Residential, Group 2
- Group 3: Residential, Group 3
- Group 4: Residential, Group 4
- C: Commercial
- MUB: Commercial and Group 2
- I: Industrial
- G, HE, JH, HS: Public Institutions/Schools
- ESL: Environmentally Sensitive Land
- OS/P&R: Open Space, Parks & Recreation
- PPOS: Public Permanent Open Space
- SSA: Special Study Area

Alhambra Hills Specific Area Plan

- R 0-6: 0 to 6 Units/Gross Acre
- SDO: Slope Density Ordinance
- OS-S: Open Space, 30% over slopes
- OS&R: Open Space & Recreation, Permanent

Hidden Lakes Specific Area Plan

- R 0-6: 0 to 6 Units/Gross Acre
- R 0-6: 0 to 6 Units/Gross Acre
- SDO: Slope Density Ordinance
- PI: Public Institutions
- OS&R: Open Space & Recreation, Permanent
- OS-P: Open Space-Private

John Muir Parkway Specific Area Plan

- R 0-0.5: 0 to 0.5 Units/Gross Acre
- R 0-6: 0 to 6 Units/Gross Acre
- R 7-12: 7 to 12 Units/Gross Acre
- R 13-18: 13 to 18 Units/Gross Acre
- R 19-25: 19 to 25 Units/Gross Acre
- R 26-29: up to 29 Units/Gross Acre
- SDO: Slope Density Ordinance
- C: Commercial
- O: Office
- O/C: Office/Commercial
- M R/O: Mixed Residential (up to 29 Units)/Office
- M R/C: Mixed Residential (up to 29 Units)/Commercial
- M R&D/C: Mixed Research and Development/Commercial
- R&D: Research and Development
- LI: Light Industrial
- PI: Public Institutions
- NP, OS: Neighborhood Park, Open Space

(SEE NEXT PAGE FOR ALHAMBRA VALLEY ANNEXATION 2012)



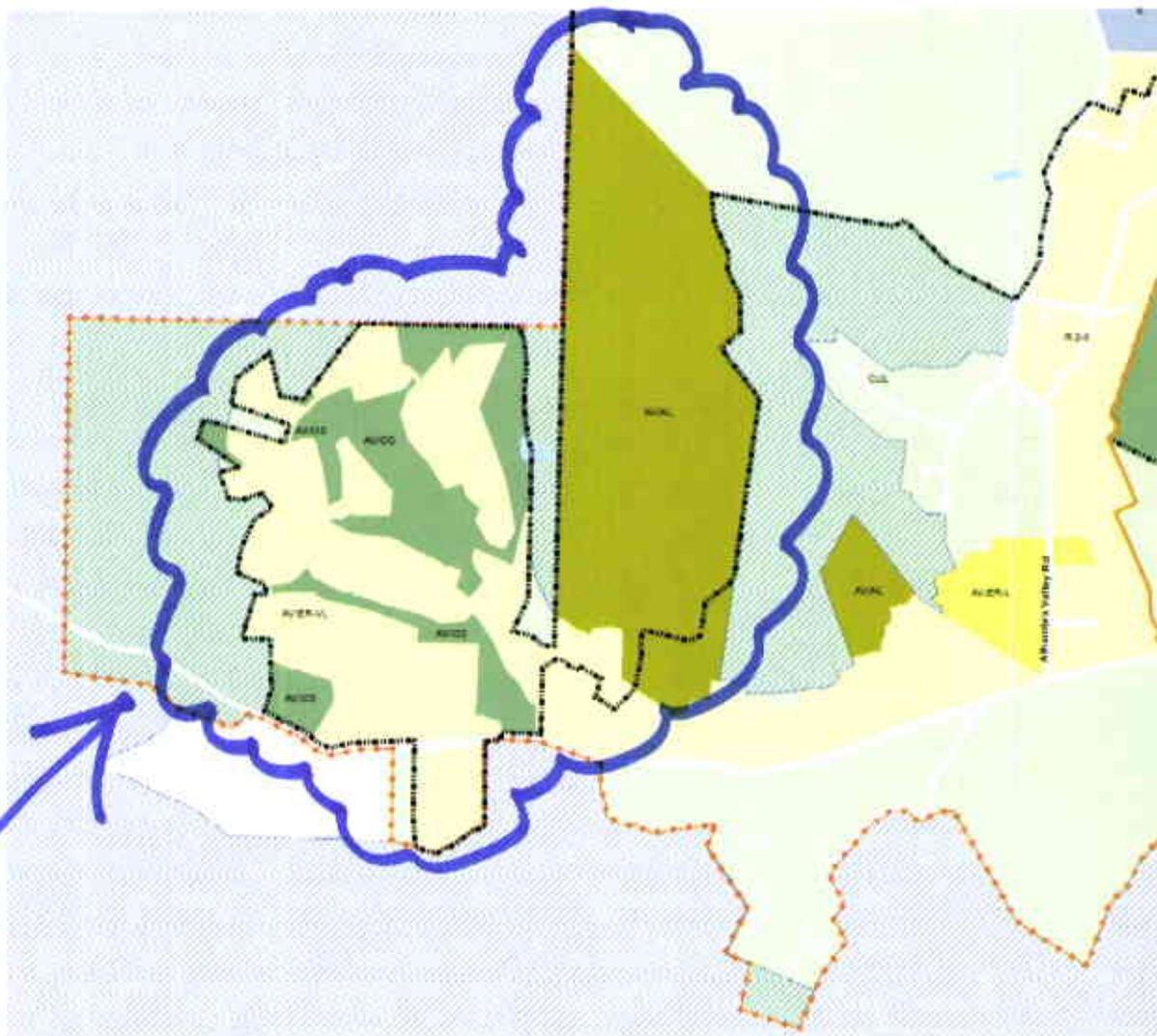
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EXISTING GENERAL PLAN LAND USE MAP

Updated with January 2011 Map Amendments and December 2012 City Boundary Change
(SHOWING ALHAMBRA VALLEY ANNEXATION, AND SURROUNDING AREA)

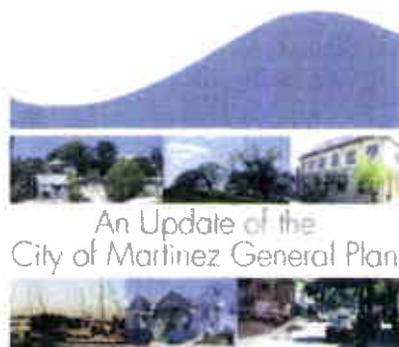
LEGEND

-  City of Martinez Boundary
-  Sphere of Influence
-  Areas Outside Urban Limit Line



GENERAL AREA OF
ALHAMBRA VALLEY ANNEXATION
(2012)

N/2



An Update of the
City of Martinez General Plan

Martinez 21st Century



Preliminary Draft Growth Management Element

April 20, 2011

This document was prepared for review at the April 27, 2011
City of Martinez General Plan Update Task Force Meeting

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Section I

Overview

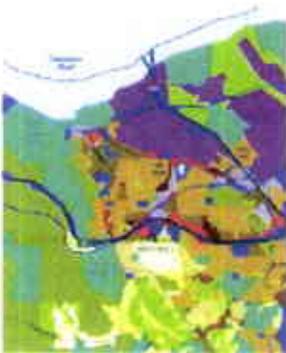
A Purpose of the Growth Management Element



The purpose of the 2011 Growth Management Element of the City of Martinez General Plan is to establish goals, policies and implementation programs that will be used to manage and mitigate the impacts of future growth and development within Martinez, especially as they relate to local, regional and countywide transportation systems.

By adopting and implementing the 2011 Growth Management Element, the City 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.

B Requirements for Growth Management Elements



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 subject which, in the judgment of the legislative body, relate to the physical development of the county or city." Growth Management Elements are adopted to manage and mitigate the impacts of future growth within a jurisdiction, especially as it relates to infrastructure such as transportation systems.

When integrated with the policies of the jurisdiction's Land Use and Circulation Element, the policies of the Growth Management Element are intended to avoid the negative impacts "new growth" could otherwise have upon existing public services, such as further congesting roadways and/or taxing public services.

Generally, a Growth Management Element mitigates such impacts by a combination of (a) directing new growth into areas where capacity exists to serve the growth's new residents and businesses, and (b) requiring the establishment of a program to collect impact mitigation fees so that developers fairly contribute to the cost of constructing new facilities needed to serve new residents and businesses.

The Preliminary Draft Growth Management Element is intended to comply with the requirements of voter-approved Measure C (1988) and Measure J (2004), and will update the City's 1992 Growth Management Element, which was adopted by the City of Martinez as a requirement of Measure C. Contra Costa County Measure J (2004) is the voter approved 25-year extension of the earlier Measure C (1988), which established the Countywide Contra Costa Transportation Authority (CCTA) and its Growth Management Program (GMP). Included is a ½ percent transportation and retail transaction and use tax intended to address existing major regional transportation problems.

C Process for Preparing the Growth Management Element



Cities are required to submit their "Growth Management Compliance Checklist" to allow CCTA to allocate the return-to-source funding. CCTA is currently implementing a bi-annual reporting cycle, and the City is working to complete its reporting for the 2009-2010 and 2010-2011 fiscal years. As such, the City Council will need to approve the Checklist for submittal to CCTA no later than June 30,

2011. As part of the checklist submittal, the City must provide CCTA a draft of the updated Growth Management Element.

General Plan Update Task Force Review

City staff's first draft of the updated Growth Management Element is being provided to the General Plan Update Task Force members for information. The Growth Management Element will ultimately be folded into the entire General Plan and will be publically vetted as part of the entire General Plan Update process. The form of the element may change to be consistent with the rest of the General Plan. This preliminary draft will become a public document as part of CCTA's review of this reporting period's Checklist prior to such public review of the broader General Plan Update. The City and CCTA hope that by providing the Task Force a copy of the draft now, decision-makers at all levels will be more aware of our obligations to CCTA, and aware of the City's efforts to meet those requirements.

Section II

Background

A Contra Costa County Measures C and J



Contra Costa County voters passed the Contra Costa Transportation Improvement and Growth Management Ordinance in 1988, which established a half-cent sales tax for transportation improvements, and requires all jurisdictions to include a Growth Management Element in the General Plan. The most important and straightforward component of Measure C was the imposition of a countywide half-cent sales tax to fund transportation

improvements to remedy pre-existing shortcomings. But Measure C also created a growth management program, to be administered by CCTA, in order to encourage cooperative planning within the County and ensure that new growth “pays its own way” without burdening existing residents. CCTA’s original growth management program required all cities to adopt a Growth Management Element that generally (a) established minimum “level of service” expectations for local streets and services, and (b) a mitigation fee program that assured developers paid their fair share to maintain these levels of adequate traffic flow.

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. The initial Measure C (1988) Growth Management Program (GMP) required local agencies within Contra Costa County to:

- Adopt a Growth Management Element
- Adopt Traffic Level of Service (LOS) standards
- Adopt performance standards for the provision of public services
- Adopt a Development Mitigation Program
- Participate in a corporative multi-jurisdictional planning process to reduce cumulative regional traffic impacts of development
- Address housing options and job opportunities
- Develop a five-year Capital Improvement Program
- Adopt a Transportation System Management (TSM) Ordinance or alternative mitigation

In addition to requiring the initial adoption of a Growth Management Element, CCTA's GMP requires periodic reporting from all cities (and the County) within the Authority to assure the Program is being followed. Submission and approval of the cities "Growth Management Compliance Checklist" allows CCTA to return a portion of the half-cent sales tax to the participating City ("return-to-source"). Martinez has been successfully participating in CCTA's requirements for return to source funding since the Measure C programs were established. But Measure C only authorized CCTA for a period of 20 years, and without another voter-approved measure, the program and tax would have expired in 2008. In 2004, the voters approved Measure J, which extended CCTA's sales tax and growth management programs to 2034.

Measure J did more than just extend CCTA's existence. Measure J also updated the requirements of CCTA's GMP, including that cities adopt an updated Growth Management Element. The main focus of the update is a requirement that all Growth Management Elements include the adoption of an Urban Limit Line (ULL). While such a requirement is largely academic, as Martinez is already in compliance with the ULL that Countywide voters approved in November 2006, the City ultimately needs an updated Growth Management Element to remain in compliance with CCTA's GMP and receive return-to-source funds.

The Subsequent Measure J (2004) GMP required local agencies within Contra Costa County to add the following policy to their own Growth Management Elements:

- Adopt an Urban Limit Line

Measure J (2004) GMP also clarified requirements to:

- Participate in an ongoing corporative multi-jurisdictional planning process
- Address housing options (no longer require a linkage to job opportunities)

Compliance with the GMP is linked to receipt of CCTA's Local Street Maintenance and Improvement Funds and Transportation for Livable Community Funds. The GMP from Measure C continued in effect through March 31, 2009. Beginning on April 2009, the Measure J GMP took effect.

B Definitions of Key Terms

The Martinez Growth Management Element (1992), and this update, are requirements of the Contra Costa Transportation Authority (CCTA). CCTA was created by the voters of Contra Costa County in 1988 ("Measure C") and is a regional government agency that has specific jurisdiction regarding planning and transportation policies for cities within Contra Costa County. CCTA's primary responsibility is to improve the regional transportation system. Below are definitions of terms from CCTA for the Growth Management Element. *(A comprehensive "Glossary of Terms" will be prepared for the General Plan Update that will include all elements)*

Growth Management Element Definitions

- Action Plan** — A document prepared by TRANSPAC, or other regional transportation planning committee and adopted by 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 (LOS) standards will 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.

C Summary of Key Changes from the 1992 Growth Management Element



The additional requirement for the adoption of the Urban Limit Line (ULL) is the most significant change from the original Measure C requirements to the new Measure J requirements. CCTA now finds that precluding growth beyond the limits of existing services will be a more useful tool to minimize the negative impacts of growth, than the previous emphasis on the collection of fees for construction of added transportation and public facilities. The Task

Force should be aware that should a city apply to the Contra Costa Local Agency Formation Commission (LAFCO) to annex an area beyond the ULL, that City would no longer be eligible to receive CCTA's return-to-source funds.

While CCTA's Growth Management Program no longer requires that a City's Growth Management Element establish minimum "level of service" expectations and an impact mitigation fee program, CCTA and City staff recommend that these components be retained. The benefit of retaining the existing Growth Management Element polices is that in addition to establishing "level of service" for streets, the 1992 Element established "performance standards" for all public services (fire protection, police, parks, water, sanitary sewers, and storm sewer [i.e. flood control]). These policies were the basis for the City's 2004 adoption of an Impact Mitigation Fee Ordinance. These "performance standards" along with the traffic "level of service" requirements need to be in the General Plan as the authorizing policy for the City's development impact fee requirements.

Section III

Growth Management Goals



This section of the Growth Management Element includes the goals, policies, and actions required by Measure J. Goals are defined as the ideals to strive for, or the desired state of conditions or aspects of the community.

The broad goals of the 2011 Growth Management Element are to (a) create a balanced, safe and efficient regional and sub-regional transportation system, and to (b) make more efficient use of the regional and sub-regional transportation system, as mandated by the 1988 voter approved Contra Costa Transportation Improvement and Growth Management Program (Measure C), and the subsequent voter approved 25-year extension and modification of the program ("Measure J") in 2004. Specific goals of the 2011 Growth Management Element mandated by Measure J are to:

- **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 Transportation Element of the General Plan.**
- **Support infill and re-use of underutilized sites in existing urban and brownfield areas.**

Section IV

Growth Management Policies and Implementing Programs

A Overview



Except for the new items, Measure J generally carried forward all other requirements from Measure C unchanged, except that Measure J no longer has a requirement for: (a) the adoption of Traffic Level of Service (LOS) standards and (b) performance standards for the provision of public services. Although, an agency may retain such standards, if as Martinez, it desires to retain them as part of its own

growth management strategy. So, as contained in the 2011 Growth Management Element, are the following eight policies:

B Policies and Implementing Programs

- Policy 1 Adopt an Urban Limit Line
- Policy 2 Adopt and Maintain a Development Mitigation Program
- Policy 3 Participate in On-Going Multi-Jurisdictional Planning
- Policy 4 Provide for Housing Opportunities
- Policy 5 Develop a Five-Year Capital Improvement Program (CIP)
- Policy 6 Adopt and Implement Transportation System Management (TSM) Ordinance or Resolution
- Policy 7 Adopt Traffic Level of Service (LOS) Standards
- Policy 8 Adopt and Maintain Performance Standards for Provision of Public Services

Policy 1 – Adopt an Urban Limit Line. Adopt a voter approved Urban Limit Line (ULL) consistent with the requirements of the Measure J Growth Management Program (GMP), either as mutually voted on Countywide, or relating solely to Martinez. The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by the City Council as provided for by the Measure J GMP.

Implementing Programs

1.1 Establish an **Urban Limit Line**. A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension.

Policy 2 – Adopt and Maintain a Development Mitigation Program.

Adopt a program that ensures that new growth is paying its share of the cost associated with that growth.

Implementing Programs

2.1 **Implement Development Mitigation.** 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 CCTA with the participation of local jurisdictions.

2.2 **Use Local Street Improvements and Maintenance Funds.** Local Street Improvements and Maintenance Funds allocated by 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 and subsequent Measure J requirements, prohibit use of Measure C or Measure J revenue to replace private developer funding for transportation projects determined to be required for new growth to meet or maintain standards.

2.3 **Establish a Regional Development Mitigation Program.** The City shall also participate in a regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional or sub-regional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system.

Policy 3 – Participate in On-Going Multi-Jurisdictional Planning.

Participate in on-going multi-jurisdictional transportation planning programs, such as with other agencies, the Regional Transportation Planning Committee (RTPC) and CCTA that reflect the nature of the County's land use and circulation system by focusing on facilities that serve regional travel demand, in order to create a balanced, safe and efficient transportation system and to manage the impacts of growth.

Implementing Programs

3.1 Develop Action Plans. Participate with TRANSPAC and 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 CCTA. In Martinez, these are: I-680, SR 4, Alhambra Avenue and Pacheco/Contra Costa Boulevard.

3.2 Participate in Multi-Jurisdictional Transportation Planning Activities. Participate in multi-jurisdictional 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, and CCTA's Countywide Comprehensive Transportation Plan and Planning Process.

3.3 Participate in CCTA's Conflict Resolution Process. Participate in CCTA's conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in this Element.

3.4 Implement Local Actions. Following adoption of Regional Route Action Plans by TRANSPAC and CCTA, implement specified local actions in a timely manner, consistent with adopted Action Plans.

3.5 Submit Compliance Checklist to CCTA. For the purposes of reporting to CCTA on compliance with the Growth Management Program, bi-annually complete and submit to 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 City.

3.6 Apply CCTA Methodology. Apply CCTA's travel demand forecasting model and technical procedures to the analysis of General Plan Amendments and developments exceeding specified thresholds for their effect on the regional transportation system, including the Action Plan Multimodal Transportation Service Objectives (MTSO).

3.7 Provide Information to CCTA on an Ongoing Basis. Help maintain CCTA's travel demand modeling system by providing information on proposed land use development and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.

Policy 4 – Provide for Housing Opportunities. Demonstrate reasonable progress in providing housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.

Implementing Programs

4.1 Prepare Housing Element Report. Prepare a biennial report on the implementation of actions outlined in the 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:

4.1.1 Compare 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 the Housing Element; or

4.1.2 Illustrating how the City 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

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

4.2 Evaluate Land Use and Development Policies. Consider the impacts that the City'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.

4.3 Implement Transit, Bicycle and Pedestrian Policies and Standards. Incorporate policies and standards into the development review process, and then support as part of that process, the accommodation of transit, bicycle and pedestrian access for new development.

Policy 5 – Develop a Five-Year Capital Improvement Program (CIP).

Identify in the five-year Capital Improvement Program (CIP) capital projects sponsored by the City, needed to implement the goals, policies and programs of this General Plan for the next five years. Generally identify in the CIP funding sources covering the complete cost of the projects as well as intended phasing.

Policy 6 – Adopt and Implement Transportation System Management (TSM) Ordinance or Resolution.

To continue promoting carpools, vanpools, and park and ride lots, continue to implement the Transportation Systems Management (TSM) ordinance adopted April 1998. Update the TSM ordinance, as needed-so that it is fully consistent with the model Transportation Systems Management (TDM) ordinance adopted by CCTA. Work to provide the required level of staffing for implementation of the TDM program.

Policy 7 – Adopt Traffic Level of Service (LOS) Standards. Establish and maintain standards for Traffic Level of Service on roads serving primarily local travel demand (Basic Routes). *Note: This policy is part of the 1992 Growth Management Program as a requirement of Measure C, but is no longer required by Measure J. It may be retained by local agencies as part of its own growth management strategy.*

Implementing Programs

7.1 Set Traffic Level of Service Standards. Apply standards for suburban and urban conditions to signalized intersections on Basic Routes (all roads in Martinez not indicated in the list of Routes of Regional Significance in policy 3.1).

7.1.1 Suburban: Level of Service (LOS) low-D (.80 to .84) volume to capacity ratio for all Basic Route intersections outside of the downtown.

7.1.2 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.

7.2 Apply Traffic Level of Service Standards. Consider the above Level of Service (LOS) standards to be met if:

7.2.1 Measurement of actual conditions at the intersections indicates that operations are equivalent to or better than those specified in the standard; or

7.2.2 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.

7.3 Apply Traffic Standards to Signalized Intersections on all Basic Routes. Apply standards to signalized intersections on all Basic Routes unless the City and 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.

7.4 Request Traffic Findings of Special Circumstances in Certain Instances. 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 CCTA, consistent with the procedure prescribed by CCTA. The request shall identify alternative standards for the intersection, and propose mitigation measures and programs to improve service to the extent possible.

7.5 Integrate Traffic Level of Service Standards Into the Development Review Process.

7.5.1 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 CCTA), prepare a traffic study consistent with the technical procedures by CCTA.

7.5.2 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, and (2) project approval is consistent with adoption Action Plans for Routes of Regional Significance.

Policy 8 – Adopt and Maintain Performance Standards for Provision of Public Services. Performance standards are adopted for six types of urban services, which in Martinez are provided by seven agencies (see Table 8-1).

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	

Note: This policy is part of the 1992 Growth Management Program as a requirement of Measure C, but is no longer required by Measure J. It may be retained by local agencies as part of its own Growth Management strategy.

Implementing Programs

8.1 Establish and Implement Performance Standards. Establish and implement the following performance standards:

Amey

8.1.1 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.

8.1.2 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 have sprinklers.

8.1.3 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.

8.1.4 Sanitary Facilities. Capital facilities to carry and treat to Regional Water Quality Control Board standards the water supplied consistent with Table 8-2.

	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	3.2 MGD	60 MGD

8.1.5 Water Supply.

8.1.5.1 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.

8.1.5.2 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.

8.1.6 Flood Control. Standards are applied to different areas of the City as follows.

8.1.6.1 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.

8.1.6.2 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.

8.1.6.3 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.

8.2 Implement Actions When Standards May Not Be Met. 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 Implementing Program 8.1 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.

8.3 Require New Development to Bear the Costs of Mitigating its Impact on Public Facilities Systems. Require new development to bear the costs of mitigating its impact on public facilities systems, through the adoption and implementation of 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.

8.4 Apply Findings in the Development Review Process. Integrate public services standards specified in Section 8.1 into the development review process by only approving development projects after finding that one or more of the following conditions are met:

8.4.1 Assuming payment of development mitigation fees and hook-up charges, performance standards will be maintained following project occupancy;

8.4.2 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

8.4.3 Capital projects planned by the jurisdiction or special district(s) will result in maintenance of standards.