



**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
September 4, 2013**

**TO:** Mayor and City Council

**FROM:** Philip Vince, City Manager

**PREPARED BY:** Dina Tasini, Contract Planner  
Corey Simon, Senior Planner

**SUBJECT:** Review Adoption of a Revised Growth Management Element, as required by the CCTA and approve the Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011)

**DATE:** August 19, 2013

**RECOMMENDATION:**

- a. Conduct a public hearing to review proposed General Plan Text Amendment, and consideration of resolution adopting a revised Growth Management Element, as required by the Contra Costa Transportation Authority’s (CCTA) approved Countywide Growth Management Program (GMP).
- b. Approve the Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011) for submission to the Contra Costa Transportation Authority.

**BACKGROUND:**

Both the General Plan Update Task Force, and the Planning Commission, recommended adoption of the attached draft Growth Management Element, as an amendment to the current General Plan, at their August 13, 2013 meetings. Both hearing bodies acknowledged that while they may wish to later revisit the Growth Management Element (GME) as part of the ongoing comprehensive general Plan update, they supported the proposed General Plan text amendments in response to Contra Costa Transportation Authority’s (CCTA’s) requirement that an updated GME be adopted now, as part of the Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011) submittal. The City Council’s approval of the 2010-2011 reporting period Checklist is required for submittal to CCTA, which once approved by CCTA, the City can receive its annual FY 2011-2012 allotment of Local Street Maintenance & Improvement (LSM) Funds of \$458,886.

The 2010-2011 reporting period Checklist was due to CCTA by June 30, 2013, but due to staffing changes in regards to the Comprehensive General Plan Update (including the revised GME) the City was unable to meet that deadline. On June 19, 2013, the City Council approved a “Statement of Progress” letter to CCTA, which approved the City’s request for additional time to complete the Checklist, which is now due to CCTA by September 30, 2013.

#### ADDITIONAL BACKGROUND ON CONTRA COSTA TRANSPORTATION AUTHORITY:

The City’s current Growth Management Element was adopted in 1992, as a requirement of the first Countywide Growth Management Program (GMP) adopted by the Contra Costa Transportation Authority (CCTA). The CCTA was created in 1988, when Contra Costa County voters passed the *Contra Costa Transportation Improvement and Growth Management Ordinance* in 1988 (“Measure C”). Measure C linked the establishment of a half-cent sales tax for transportation improvements to the countywide GMP, to assure that new growth “pays its own way” and would not burden existing residents with additional traffic impacts. To implement these growth restrictions, the CCTA’s GMP mandated that all Cities and Contra Costa County add Growth Management Elements to their General Plans, which 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.

A 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.” As mandated by CCTA, the Growth Management Element is adopted to manage and mitigate the impact of future growth within a jurisdiction, especially as it relates to infrastructure such as transportation systems.

The CCTA’s GMP also requires periodic reporting from all cities (and the County) within the Authority to ensure 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 establishment of the Measure C programs.

In 2004, the voters of Contra Costa County approved Measure J, which extended CCTA’s sales tax and growth management programs until 2034. In addition, Measure J updated the requirements of CCTA’s GMP, including a requirement that cities and the County adopt new Growth Management Elements. The main focus of the updated Growth Management Elements is the GMP's requirement for all Growth Management Elements to incorporate the adoption of an Urban Limit Line (ULL) as a growth management tool. The Countywide ULL designates a boundary beyond which no urban land uses may be permitted. The intent of Contra Costa County’s ULL policy is to encourage sustainable infill development and preserve non-urban agricultural lands, open space and environmental resources. The Urban Limit Line must be adopted by the City as part of the City’s General Plan. Martinez is in compliance with the ULL that Countywide voters approved in November 2006, and was adopted by the City Council in May 2007. An updated General Plan Land Use Plan (*Land Use Map 1*) showing the ULL was approved by the City Council in 2010. The City currently is required to update the Growth Management Element to remain in compliance with CCTA’s Measure J's GMP.

The CCTA's GMP mandates biannual submittals of the "Growth Management Compliance Checklist" to CCTA in order to verify that all jurisdictions are in compliance with the GMP and then CCTA can authorize distribution of the return-to-source funds. The biannual checklist that is normally due to CCTA on June 30, 2013 requires the submittal of the updated Growth Management Element as adopted by the City Council. Staff had planned to have the City Council act on the updated Growth Management Element at the same time as the comprehensive General Plan update currently being prepared, but funding and staff changes has delayed the completion of draft General Plan. The City Council has requested a short extension from CCTA, and after the Planning Commission review, it can adopt the updated Growth Management Element separately, thus allowing completion of the Growth Management Compliance Checklist and CCTA's release of Martinez' return to source funds.

#### DISCUSSION:

##### ❖ **Summary of Key Changes from the 1992 Growth Management Element**

The current additional requirement for the adoption of the Urban Limit Line (ULL) is the most significant change from the original Measure C growth management requirements to the new Measure J growth management requirements. In the near 20 years that CCTA has administered the Countywide growth management program, the emphasis has shifted to precluding growth beyond the limits of existing services (with the established and enforcement of the ULL) from Measure C's emphasis on the collection of fees for construction of added transportation and public facilities. To enforce the ULL, it should be noted the Measure J GMP states 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.

Other less significant changes to the Growth Management Element now mandated by "Measure J" are clarifications on the requirements for:

- Participation in an ongoing corporative multi-jurisdictional planning process; and
- The addressing of housing options (but no longer requiring a linkage to job opportunities as had been required by Measure C)

##### ❖ **Non-mandatory Polices to be retained from 1992 Growth Management Element**

It should be noted that although CCTA's Measure J GMP no longer requires that a City's Growth Management Element establish minimum "level of service" expectations, CCTA and City staff recommend that these components be retained. Therefore the proposed draft Growth Management Elements retains the mainence of "level of service" policy, as it was the basis for the City's 2004 adoption of an Impact Mitigation Fee Ordinance.

##### ❖ **City Council's adoption of updated Growth Management Element completes Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011) for submission to the Contra Costa Transportation Authority.**

Per the provisions of Measure J, each jurisdiction within the County must submit a Checklist every other year certifying its compliance with CCTA's GMP. The Checklist consists of a series of questions regarding the City's compliance with the requirements of Measure J. The Checklist covers the following:

- Action Plan for Routes of Regional Significance
- Transportation Mitigation Program
- Housing Options and Job Opportunities
- Participation in Cooperative, Multi-Jurisdictional Planning
- Five-Year Capital Improvement Program
- Transportation Systems Management Program
- Maintenance of Effort (MoE)
- Posting of Signs
- Adoption of, and compliance with, the voter-approved Urban Limit Line (new item first required for the 2008 & 2009 Checklist - required by Measure J)
- Adoption of a revised GME (new item for the 2010 & 2011 Checklist - required by Measure J)

In all areas the City is in compliance. Again, It should be noted that although CCTA's Measure J GMP no longer requires that a City's Growth Management Element establish minimum "level of service" expectations, CCTA and City staff recommend that this component be retained, as these policies were the basis for the City's 2004 adoption of an Impact Mitigation Fee Ordinance.

In accordance with CCTA's 2008-2009 Checklist requirements, the City submitted a rough draft (as reviewed by the General Plan Update Task Force in April 2011) of the GME in summer 2011. The draft was recently reviewed by CCTA staff, who recommended revisions which City staff subsequently made, in order for revised GME to be in compliance with the CCTA's model GME and the Authority's other technical requirements.

### **FISCAL IMPACT:**

Failure to adopt the proposed resolution amending the General Plan with the Revised Growth Management Element would prevent the City from completing the 2010-2011 reporting period CCTA Growth Management Checklist. Failure to complete and submit the Checklist by CCTA's extended deadline of September 30, 2013 would put the City in non-compliance and could result in the loss of or further delay in receiving the City's funding.

### **ACTION:**

Motion to: a) Adopt draft Resolution, amending the current General Plan with a new Growth Management Element, as per the requirements of the Contra Costa Transportation Authority, and b) approve the Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011) for submission to the Contra Costa Transportation Authority.

Attachments

1. Draft Resolution, with the following exhibit:
  - A. Proposed General Plan Zoning Text Amendment - Revised Growth Management Element, September 2013
2. Planning Commission Resolution recommending approval
3. City's 1992 Growth Management Element
4. City Council's 2007 Resolution (029-07) establishing Urban Limit Line
5. Contra Costa Transportation Authority's Model Growth Management Element (2007)
6. General Plan *Land Use Map 1*, showing ULL as approved by City Council (2010)
7. CCTA's extension for submittal of 2010-2011 Checklist (2013)
8. Growth Management Program Compliance Checklist (Calendar Years 2010 & 2011):

**APPROVED BY:**



City Manager

RESOLUTION NO. -13

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MARTINEZ  
AMENDING THE MARTINEZ GENERAL PLAN TO ADOPT A REVISED GROWTH  
MANAGEMENT ELEMENT PURSUANT TO REQUIREMENTS OF THE CONTRA COSTA  
TRANSPORTATION AUTHORITY'S MEASURE J GROWTH MANAGEMENT PROGRAM**

**GPA 13-01**

**WHEREAS**, the City of Martinez General Plan Growth Management Element establishes the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development with the City of Martinez; and

**WHEREAS**, in 1998 Contra Costa County voters approved Measure C, a countywide half-cent sales tax designed to require cooperation among the various cities and the county on transportation and growth management issues; and

**WHEREAS**, Measure C expired on March 31, 2009; and

**WHEREAS**, Contra Costa County voters subsequently approved Measure J, which extends the half-cent sales tax and growth management requirements of Measure C through 2034; and

**WHEREAS**, the City is proposing to amend the Growth Management Element to comply with Measure J program managed by Contra Costa Transportation Authority (CCTA) that emphasizes a multi modal approach to transportation planning and project implementation, encouraging infill development, efficient use of existing transportation systems and the importance of having applicants/developers pay their fair share of traffic mitigation costs to manage the growth that may result from development; and

**WHEREAS**, the City amended its General Plan Use Map to incorporate the adopted Urban Limit Line that was previously adopted by the City Council on May 2, 2007; and

**WHEREAS**, the Planning Commission held a public meeting on August 13, 2013 at which time all interested parties could appear and be heard; and

**WHEREAS**, on August 13, 2013, the Planning Commission adopted Resolution PC 13-02, recommending approval of the proposed General Plan Amendment to the City Council; and

**WHEREAS**, the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to General Rule Section 15061(3); and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council approves amending the General Plan by adopting the revised Growth Management Element, provided as Exhibit A, based on the following findings:

1. The proposed amended Growth Management Element would ensure that new development contribute to and maintain adopted an accepted performance standards for police fire and emergency services.
2. The proposed amended is consistent with the requirements of Measure J Growth Management Program.
3. The proposed Growth Management Element includes new policies and encourages the development of transportation networks that accommodates pedestrian, bicycle, parking and transit facilities.
4. The proposed Growth Management Element encourages development policies that minimize the negative impacts by supporting mixed use high density infill, regional approaches to transportation and land use planning and continue coordination with adjacent communities.
5. The proposed Growth Management Element supports the City's participation in CCTA.

\* \* \* \* \*

**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 4<sup>TH</sup> day of September, 2013, by the following vote:

AYES:

NOES:

ABSENT:

RICHARD G. HERNANDEZ, City Clerk  
CITY OF MARTINEZ

# Growth Management Element

## Growth Management Element

### Purpose of Growth Management

The purpose of the 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 an updated 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 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. 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.

Within Contra Costa County, local agencies are required to adopt a Growth Management Element to comply with the requirements of voter-approved transportation sales tax and

### Key Implementing Programs

- 🏠 Establish Urban Limit Line (ULL)
- 🏠 Implement Development Mitigation
- 🏠 Continue to Participate in Multi-Jurisdictional Planning Activities



**Commercial Center** adjacent to Highway 4



Martinez Marina

growth control Measure C (1988) and Measure J (2004). The 2013 Growth Management Element updates the City's 1992 Growth Management Element, which was adopted as a requirement of Measure C. Measures C and J established and later extended the Countywide Contra Costa Transportation Authority (CCTA) and its Growth Management Program (GMP). And as required by the Countywide (GMP), each jurisdiction must comply with the Countywide voter approved Urban Limit Line (ULL) to be in compliance with Measure J's GMP.

## **Background on Growth Management**

### **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 within Contra Costa County to include a Growth Management Element in the General Plan. Measure C also created the Contra Costa Transportation Authority (CCTA) to administer transportation projects, as well as a Growth Management Program (GMP), to be administered by CCTA. The CCTA and GMP were established 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 acceptable levels of adequate traffic flow.

The growth management component is intended to assure that future residential, business and retail 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 service
- Adopt a Development Mitigation Program
- Participate in a co-operative 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 Demand Management (TDM) 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. In 2004, the voters approved Measure J, which extended CCTA's sales tax and growth management programs to 2034.

The main focus of Measure's J's requirement that the Growth Management Element be updated is to document the now required Urban Limit Line (ULL). The ULL that Countywide voters approved in November 2006 is included In the Land Use Element of this General Plan and is shown on Land Use Map 1.

The intent of Contra Costa County's ULL policy is to encourage sustainable infill development and preserve non-urban agricultural lands, open space and environmental resources.

Compliance with the GMP is linked to receipt of CCTA's



Swim Center

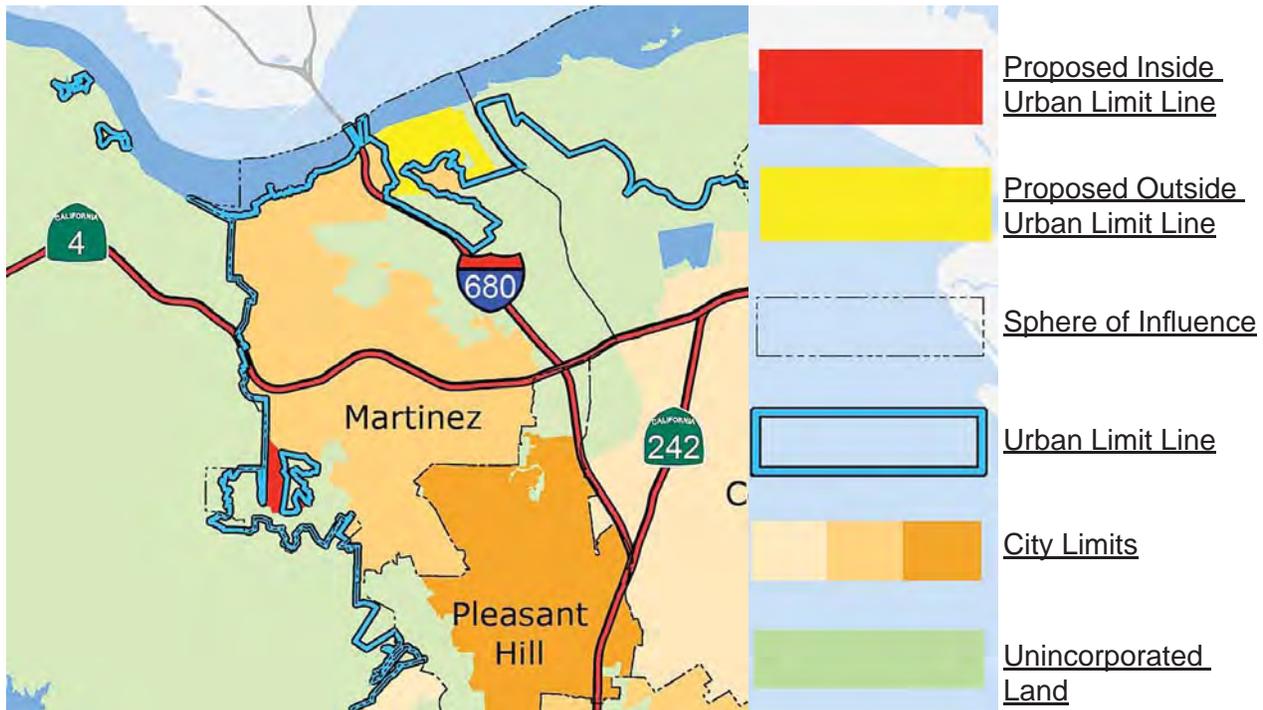


Figure GM1 Urban Limit Line

Local Street Maintenance and Improvement Funds and Transportation for Livable Community Funds.

## **Regulatory Framework and Definitions**

**Contra Costa Transportation Authority.** The Contra Costa Transportation Authority (CCTA) was created in 1988 to manage funds generated by the voter approved, half cent transportation sales tax, Measure C and its extension Measure J. CCTA oversees planning and construction of capital projects included in Measure C and J Expenditure Plans and implements the County's Growth Management Program. CCTA also serves as Contra Costa's Congestion Management Agency.

**Urban Limit Line (ULL).** A planning boundary, defined by voters, beyond which no urban uses can be designated during the term of the General Plan. Properties that are located outside the ULL may not obtain General Plan Amendments that would re-designate them for an urban land use. Land inside the ULL is governed by the land use designations contained in the General Plan. However, the fact that a property is located inside the ULL provides no guarantee or implication that it may be developed during the lifetime of the General Plan.

**Routes of Regional Significance.** Routes of Regional Significance are designated by the CCTA based on recommendations from the regional transportation planning committees such as TRANSPAC and CCTA. In evaluating the appropriateness of the

designation, the following criteria are used: 1) connection of two or more “regions” of the County; 2) connection across County boundaries; 3) significant amount of through traffic; and 4) provision of access to a regional highway or transit facility. The designation for regional routes was completed in the 1990’s and consists of State Highway 4 and 680. Other roads may be proposed in the future for designation by CCTA.

**Action Plan.** A document prepared by CCTA that includes: 1) a specific program for each designated Route of Regional Significance, consisting of traffic service objectives and actions and responsibilities for implementing them; 2) regional actions for reducing congestion such as land use policy changes and demand management strategies; and 3) a process for monitoring and review of activities that might affect the performance of the regional transportation system.

**Transportation Demand Management (TDM).** A program to increase efficiency of the transportation systems, reduce demand for road capacity during peak hour and otherwise affect travel behavior to minimize the need for capacity increasing capital projects. An adopted TDM program is a requirement for compliance with Measure J.

CCTA 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.

## Growth Management Goals and Policies

### Goal

GM-G-1 - Manage the City’s Growth and Protect Open Space by Establishing and Maintaining an Urban Limit Line (ULL). Apply 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



Commercial Corridor



Safety Services

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.

## Policies

GM-P-1 - Maintain Countywide voter approved ULL as adopted by City Council on May 2, 2007 (Resolution No. 029-07), subject to future City and/or Countywide modifications that are consistent with the requirements of the Measure J Growth Management Program (GMP).

GM-P-2 - Alhambra Valley is an established semi rural community of approximately 1000 acres, entirely located within the City of Martinez SOI, with portions pending annexation into the City (2012). The 2007 ULL inadvertently created an "island" (approximately 17 properties, 115 acres) and a "peninsula" (one property, 10 acres) of such rural residential areas outside of the designated urban areas of the ULL. These areas are currently outside City Limits, but are within the City of Martinez Water Service Area and several existing residences receive City water. While LAFCO's 2008 Water and Wastewater Services Municipal Services Review (2008) recommends that these areas be annexed to the City, Measure J's GMP requires that the CCTA withhold it's "Return to Source Funds" from the City, should the City to make an application to LAFCO to annex any area outside the 2007 ULL. By either future City Council action(s) to individually amend the ULL, and/or through a future Countywide ULL update(s), these areas should be placed inside of the ULL so that the City may apply to annex these areas in a manner consistent with the GMP and thus retain CCTA funding. Such an annexation would be consistent with the intent of the GMP and ULL, as City will adopt the County's current General Plan and Zoning designations, assuring that new development cannot exceed the level currently permitted under County regulations.

GM-P-3 - Retain a complying ULL that shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension.

**Goal**

GM-G-2 - Provide adequate infrastructure and facilities, including new and improved pedestrian, bicycle, parking and transit facilities, to meet future demands of new development and population growth.

**Policies**

GM-P-2-1- Continue to require new development to pay its fair share of needed transportation Improvements. 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 and should be maintained.

GM-P-2-2 - Review and Update the City's transportation impact fee schedule to ensure the fees are commensurate with the associated costs of upgrade facilities and infrastructure.

GM-P-2-3 - Approval of development projects are contingent upon the project meeting the following conditions: 1) No revenue from Measure J has been used to replace or provide the developer funding for any mitigation project; 2) the development project will fully fund public facilities and infrastructure necessary for mitigating any impacts from the project; and 3) Full payment of mitigation fees for facilities and improvements in proportion to the project impacts.



**Aerial View of Martinez**



New Construction

GM-P-2-4 - Prepare and Adopt a five year Capital Improvement Program (CIP) that describes City-sponsored capital projects.

GM-P-2-5 - Evaluate and support 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.

### Goal

GM-G-3 - 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.

### Policy

GM3-P-1 - 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.

GM3 P-2 - 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.

GM3 P-3 - 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.

GM3 P-4 - Following the adoption of the Regional Route Action Plans by TRANSPAC and CCTA, implement specified local actions in a timely manner, consistent with adopted Action Plans.

GM3 P-5- 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.

GM3 P-6 - 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).

GM3 P-7 - Assist In the maintenance of 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.

**Goal**

GM4 - Make reasonable progress in providing housing opportunities for all income levels and demonstrate to CCTA reasonable progress in meeting housing goals.

**Policies**

GM4 P-1- 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:



Historical Museum

a. 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

b. 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

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

## Goal

GM5 -

Encourage Land Use and Development Policies to minimize the negative impacts that the City's land use development policies could have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, such as mixed use high density infill, support regional approaches to transportation and land use planning and coordinate with adjacent jurisdictions to monitor growth and development.

## Policies

GM5 P-5-1 - Continue to participate in on-going regional transportation efforts to reduce cumulative traffic impacts.

GM5 P-5-2 - Continue to work with CCTA and surrounding jurisdictions to develop General Plans and Specific Plans that study and take into account the effect of large scale development on the regional transportation system.

GM5 P-5-3 - Pursue funding from the CCTA for roadway

projects intended to maintain levels of service standards that implement the adopted Action Plan.

- GM5 P-5-4 - Provide data to CCTA on planned, proposed and approved development to assist in maintaining an accurate TDM system.
- GM5 P-5-5 - Require traffic impact studies for all developments expected to generate more than 100 net new peak hour vehicle trips. The traffic impact study should include an analysis of project related traffic and roadway improvements on pedestrians, bicycles and transit riders. The traffic study shall be prepared by a professional transportation consultant and hired by the city. Costs for associated studies shall be paid for by the applicant (proponent).
- GM5 P-5-6 - Approval of proposed development projects that generate more than 100 net new peak hour vehicle trips only if findings of consistency with adopted traffic levels of service standards can be made.
- GM5 P-5-7 - Adopt and Implement Transportation Demand Management (TDM), that promotes carpools, vanpools, and park and ride lots, continue to implement the Transportation Demand Management (TDM) ordinance adopted April 1998. Update the TDM ordinance, as needed so that it is fully consistent with the model Transportation Demand Management (TDM) ordinance adopted by CCTA. Work to provide the required level of staffing for implementation of the TDM program.
- GM5 P-5-8 - 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



Library



**General Plan Update Task Force Meeting**

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.

### **Goal**

GM-6 Compliance with applicable levels of service

### **Policies**

GM6 P-6-1 Ensure and require that new development contribute to and maintain adopted an accepted performance standards for police, fire and emergency medical response and services.

GM6 P-6-2 Adopt and maintain in place a development mitigation program to ensure new growth is paying its share of the costs associated with that growth.

**RESOLUTION NO. PC 13-02**

**A RESOLUTION OF THE PLANNING COMMISSION  
OF THE CITY OF MARTINEZ,  
RECOMMENDING ADOPTION OF AN UPDATE TO THE GROWTH MANAGEMENT  
ELEMENT OF THE MARTINEZ GENERAL PLAN TO THE CITY COUNCIL**

**WHEREAS**, the City of Martinez General Plan Growth Management Element establishes the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development with the City of Martinez; and

**WHEREAS**, in 1998 Contra Costa County voters approved Measure C, a countywide half-cent sales tax designed to require cooperation among the various cities and the county on transportation and growth management issues; and

**WHEREAS**, Measure C expired on March 31, 2009; and

**WHEREAS**, Contra Costa County voters subsequently approved Measure J, which extends the half-cent sales tax and growth management requirements of Measure C through 2034; and

**WHEREAS**, the City is proposing to amend the Growth Management Element to comply with Measure J program managed by Contra Costa Transportation Authority (CCTA) that emphasizes a multi modal approach to transportation planning and project implementation, encouraging infill development, efficient use of existing transportation systems and the importance of having applicants/developers pay their fair share of traffic mitigation costs to manage the growth that may result from development; and

**WHEREAS**, the City amended its General Plan Use Map to incorporate the adopted Urban Limit Line that was previously adopted by the City Council on May 2, 2007; and

**WHEREAS**, the project is exempt from the provisions of the California Environmental Quality Act (CEQA) pursuant to General Rule Section 15061(3); and

**WHEREAS**, a public meeting was held on August 13, 2013 at which time all interested parties could appear and be heard.

**NOW, THEREFORE, BE IT RESOLVED** that the Planning Commission of the City of Martinez, recommends approval of the General Plan Amendment based on the following findings:

1. The proposed amended Growth Management Element would ensure that new development contribute to and maintain adopted an accepted performance standards for police fire and emergency services.
2. The proposed amended is consistent with the requirements of Measure J Growth Management Program.
3. The proposed Growth Management Element includes new policies and encourages the development of transportation networks that accommodates pedestrian, bicycle, parking and transit facilities.
4. The proposed Growth Management Element encourages development policies that minimize the negative impacts by supporting mixed use high density infill, regional approaches to transportation and land use planning and continue coordination with adjacent communities.
5. The proposed Growth Management Element supports the City's participation in CCTA.

ADOPTED by the Planning Commission of the City of Martinez, on the 13<sup>th</sup> day of August, 2013 by the following vote:

AYES: Allen, Keller, Kelly, Waggener & Glover

NOES:

ABSENT: Ford, Glemser & Blair



Corey Simon  
Senior Planner/Clerk Pro Tem

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.

<b>TABLE 3-1 SANITARY SEWER STANDARDS</b>		
	<b>Mt. View Sanitary District</b>	<b>Central Contra Costa Sanitary District</b>
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(i) 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 2<sup>nd</sup> 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:

<b>Measure C Growth Management Program</b>	<b>Measure J Growth Management Program</b>
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 <sup>2</sup>**

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.*

<sup>1</sup> 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.

<sup>2</sup> 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 <sup>1</sup>**

**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 <sup>1</sup>**

**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 <sup>1</sup>

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 <sup>1</sup>

COMMENTARY

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 <sup>1</sup>**

**COMMENTARY**

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 <sup>1</sup>**

**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 <sup>1</sup>**

**COMMENTARY**

**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.

**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.

**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:

**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

*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.*

*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.*

*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.*

**EXAMPLE OF ELEMENT TEXT <sup>1</sup>**

**COMMENTARY**

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 <sup>1</sup>**

**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 <sup>1</sup>**

**COMMENTARY**

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**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 <sup>1</sup>

COMMENTARY

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**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.

*Existing Measure C GMP*

*New Measure J GMP*

**Introduction**

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.

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.

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.

**Goals and Objectives**

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.]

The objectives of the Growth Management Program are to:

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.

**Adopt a Growth Management Element**

**Adopt a Growth Management Element**

## Final Model GME

### *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]**

*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]**

*Existing Measure C GMP*

*New Measure J 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-

**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 countywide 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-

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*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.

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**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.

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**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.

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

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**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

Final Model GME

*Existing Measure C GMP*

*New Measure J GMP*

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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.

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# 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
- Alhambra Hills Specific Plan

### City and County Boundaries

- City Limits
  - Sphere of Influence
  - Areas Outside Urban Limit Line
- Community & Economic Development Department  
Adopted by City Council 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, H/E, JH, HS: Public Institutions/Schools
- CUL: Open Space/Conservation Use Land
- P&R: Parks and Recreation
- PPPOS: Public Permanent Open Space
- SSA: Special Study Area

### Central Martinez Specific Area Plan

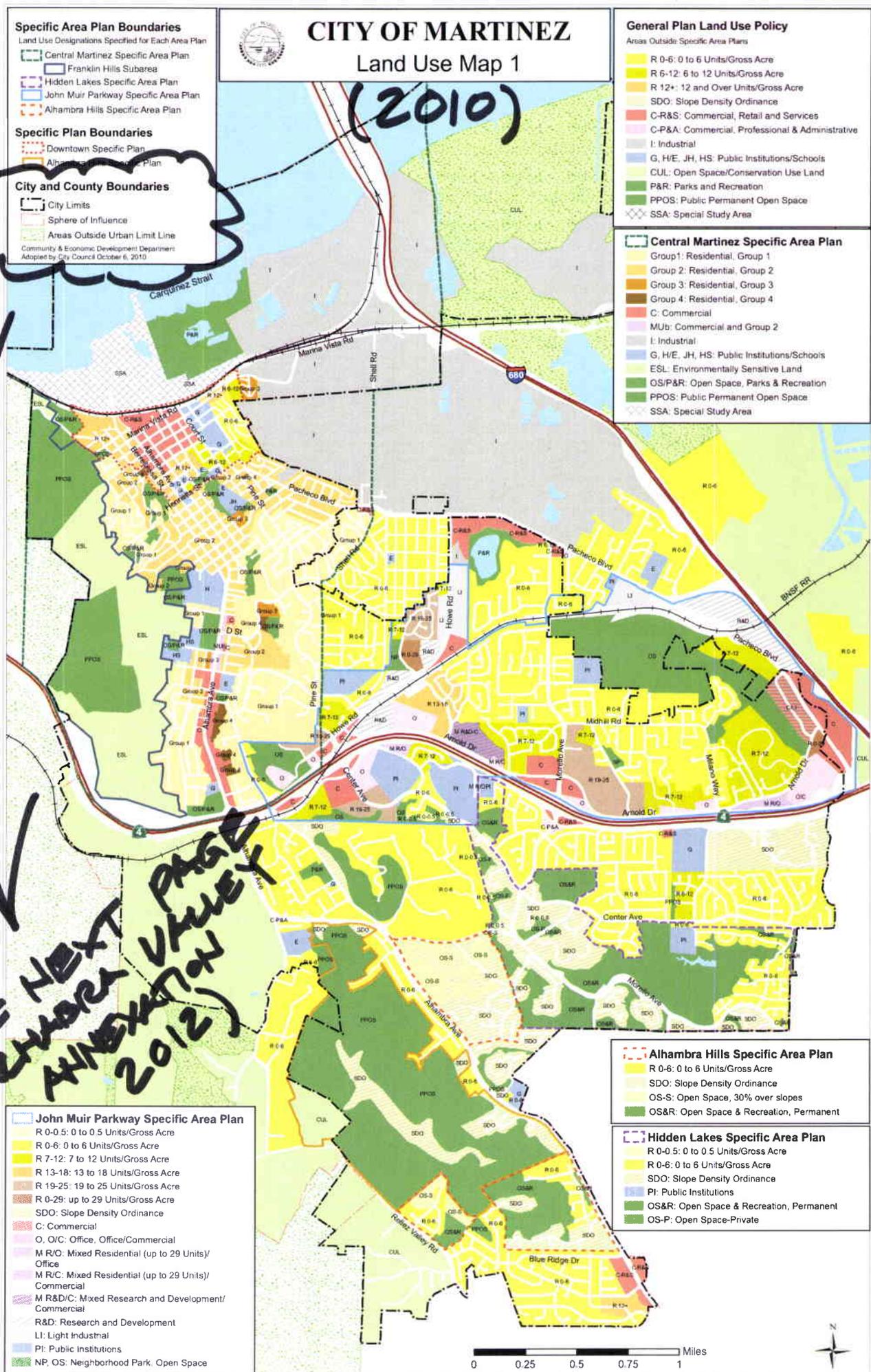
- Group 1: Residential, Group 1
- Group 2: Residential, Group 2
- Group 3: Residential, Group 3
- Group 4: Residential, Group 4
- C: Commercial
- MU: Commercial and Group 2
- I: Industrial
- G, H/E, JH, HS: Public Institutions/Schools
- ESL: Environmentally Sensitive Land
- OS/P&R: Open Space, Parks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

- 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 0-29: up to 29 Units/Gross Acre
- SDO: Slope Density Ordinance
- C: Commercial
- O, O/C: Office, 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

- 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 0-0.5: 0 to 0.5 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

**FOR NEXT PAGE  
FOR ALHAMBRA VALLEY  
ANNEXATION  
2012**



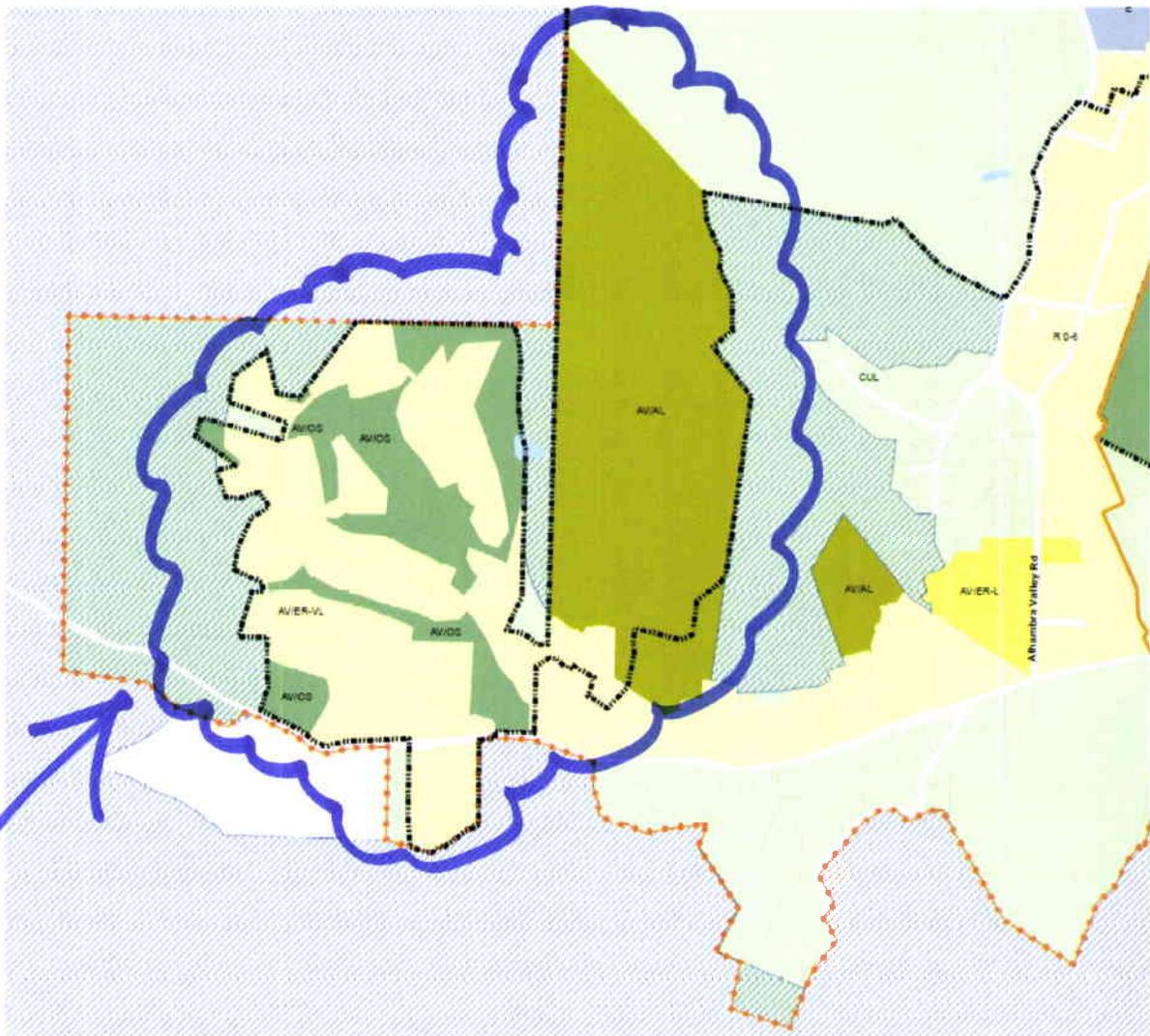
*YH*

# 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



CONTRA COSTA  
transportation  
authority

July 26, 2013

COMMISSIONERS

Janet Abelson, Chair

Kevin Romick,  
Vice Chair

Newell Arnerich

Tom Butt

David Durant

Federal Glover

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Randell H. Iwasaki,  
Executive Director

Mr. Corey Simon  
Senior Planner  
City of Martinez  
525 Henrietta Street  
Martinez, CA 94553-2394



**Subject: Approval of Statement of Progress for CYs 2010 & 2011 Measure J Growth  
Management Program Compliance Checklist**

Dear Mr. Simon:

At its July 17, 2013 meeting, the Contra Costa Transportation Authority reviewed and approved the City of Martinez' request for a three month extension in the submittal of its Calendar Years (CYs) 2010 & 2011 Measure J Growth Management Program Compliance Checklist. If there are delays beyond September 30, 2013, please notify me in writing.

Sincerely,

Martin R. Engelmann, P.E.  
Deputy Executive Director, Planning

cc: Philip Vince, City of Martinez  
Cathy Spinella, City of Martinez

File: 02.10.02

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net



# City of Martinez

525 Henrietta Street, Martinez, CA 94553-2394

(925) 372-3515  
FAX (925) 372-0257

June 20, 2013

**RECEIVED**  
JUN 21 2013

Martin Engelmann  
Deputy Executive Director, Planning  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

BY: .....

Dear Mr. Engelmann:

This letter is being submitted to the Authority as a Statement of Progress toward the City's completion of the Calendar Year (CY) 2010-11 Growth Management Checklist.

The City believes it is in full compliance with every item on the Checklist, except for the requirement to adopt a new Growth Management Element of the General Plan by June 30 2013. As required by the current "Measure J" Growth Management Program (GMP), the City did submit an administrative draft of a new Growth Management Element of the General Plan with the previous Calendar Year (CY) 2009-10 Checklist. The City started a General Plan update in 2010, and a General Plan Update Task Force was formed in mid 2010. In addition, the General Plan Update Task Force reviewed and approved a draft Measure "J" compliant Growth Management Element of the General Plan on April 27, 2011. At that time, we believed the comprehensive General Plan Update was on track to be completed by June 30, 2013.

The consultant who prepared the April 27, 2011 Draft Growth Management Element completed the administrative draft for the comprehensive General Plan Update in mid-2012. The City Attorney found the majority of the draft legally deficient. Due to budget constraints, a new consultant was not selected and City staff will complete the document internally. Changes in budget and staffing has delayed our ability to complete the General Plan Update process by June 2013. We therefore will undertake the adoption of a new Growth Element (based on the draft submitted for the CY 2008-09) independently from the Comprehensive General Plan Update. The City will not complete the adoption of the General Plan update until spring 2014; however, a separate action to adopt the required Growth Management Element will take place by mid-August, 2013. The City is requesting an extension to CCTA's June 30, 2013 due date so we can remain eligible for CCTA funding.

At this time, we have completed our internal administrative draft of the final Draft Growth Management Element. We have tentatively scheduled the Planning Commission review and comment of the Draft for July 23, 2013, and the City Council action for early August, at which time we can then submit a completed Checklist to CCTA.

The City Council approved sending this letter to the Authority at its meeting of June 19, 2013.

Sincerely,

Corey M. Simon  
Senior Planner

**Compliance Checklist**

Reporting Jurisdiction: City of Martinez  
 For Fiscal Years 2011-12 and 2012-13  
 Reporting Period: Calendar Years 2010 & 2011

**Measure J Growth Management Program Compliance Checklist**

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

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### 3. Housing Options and Job Opportunities

YES

NO

- |  | YES                                 | NO                       |
|--|-------------------------------------|--------------------------|
| a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by<br><br>(1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or<br><br>(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<br><br>(3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives. | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Does the jurisdiction's General Plan—or other adopted policy development policies have on the local, regional and countywide document or report—consider the impacts that its land use and transportation system, including the level of transportation capacity that can reasonably be provided?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### 4. Traffic Impact Studies

YES NO N/A

- |   |                          |                          |                                     |
|---|--------------------------|--------------------------|-------------------------------------|
| a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?   | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

### 5. Participation in Cooperative, Multi-Jurisdictional Planning

YES NO

- |  |                                     |                          |
|--|-------------------------------------|--------------------------|
| a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?   | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?  | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

## Compliance Checklist

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

- |  | YES                                 | NO                       |
|--|-------------------------------------|--------------------------|
| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

---

### 6. Five-Year Capital Improvement Program

YES NO

Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)

---

### 7. Transportation Systems Management Program

YES NO

Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?

---

### 8. Maintenance of Effort (MoE)

YES NO

Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)?  
(See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### 9. Posting of Signs

YES NO N/A

Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?

### 10. Adoption of the Measure J Growth Management Element

YES NO N/A

Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?

### 11. Adoption of a voter-approved Urban Limit Line

YES NO N/A

- a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?
- b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?

### 12. Other Considerations

YES NO N/A

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

## Compliance Checklist

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

### 13. Review and Approval of Checklist

---

This checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Corey M. Simon, Senior Planner  
\_\_\_\_\_  
Name & Title (print)

(925) 372-3518  
\_\_\_\_\_  
Phone

csimon@cityofmartinez.org  
\_\_\_\_\_  
Email

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

\_\_\_\_\_  
Certified Signature (Mayor or Chair)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Attest Signature (City/Town/County Clerk)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (print)

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### Supplementary Information (Required)

#### 1. Action Plans

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

see Attachment A

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

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

See Attachment B

**Compliance Checklist**

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

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

See Attachment C

## Compliance Checklist

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

### 2. Transportation Mitigation Program

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

See Attachment D

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### 3. Housing Options and Job Opportunities

- a. Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. *(Check box to confirm report is attached.)*
- b. Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development. *(Check box to confirm document is attached.)*

### 4. Traffic Impact Studies

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

NA

## Compliance Checklist

Reporting Jurisdiction: City of Martinez

For Fiscal Years 2011-12 and 2012-13

Reporting Period: Calendar Years 2010 & 2011

### 5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

### 6. Five-Year Capital Improvement Program

Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. (Check box to confirm document is attached.) Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.

Resolution Number

Date

### 7. Transportation Systems Management Program

Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number. (Check box to confirm ordinance is attached.)

Ordinance Number

Date

### 8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.

MoE Requirement

MoE expenditures: FY 2010 and 11

## Compliance Checklist

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

### 9. Posting of Signs

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

Marina Vista Streetscape Project — signed according to Authority Specifications
---

### 10. Adoption of the Measure J Growth Management Element

Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan. (Check box to confirm GME is attached.)

## Compliance Checklist

Reporting Jurisdiction: City of Martinez  
For Fiscal Years 2011-12 and 2012-13  
Reporting Period: Calendar Years 2010 & 2011

### 11. Adoption of a voter-approved Urban Limit Line

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

NA

### 12. Other Considerations

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

NA

**CONDITIONS OF COMPLIANCE REPORT FOR 2010 AND 2011  
Based on the  
2011 TRANSPAC ACTION PLAN**

**Region-wide Goals and Actions**

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

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

**ACTIONS:**

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

**2010-2011:** All of these actions are ongoing.

**Responsible: TRANSPAC and its jurisdictions**

**GOAL 2. Increase HOV lane usage**

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

**2010-2011:** The RM2 I-680 HOV Express Bus Access Study was completed in late 2011 and recommended use of the approximately \$14.3 million in available RM2 funds for construction of the southbound I-680 HOV lane in Central County. TRANSPAC included programming of \$75M in its Measure J funds for this project. Availability of STIP and other funding for this project is currently unknown.

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

**2010-2011:** This action is ongoing.

- 2-C: Support additional incentives for HOV users.  
**2010-2011:** This action is ongoing. TRANSPAC and its jurisdictions work through the TRANSPAC TDM program, 511 Contra Costa, to continually seek opportunities to increase carpool and vanpool use.
- 2-D: Provide additional park-and-ride lots.  
**2010-2011:** See Pacheco Boulevard.

**Responsible: TRANSPAC and its jurisdictions**

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

### **GOAL 3. Work to improve freeway flow**

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

**Responsible: TRANSPAC and its jurisdictions**

### **GOAL 4. Manage arterial traffic flow**

- 4-A: Seek funding for traffic and transit improvements along Regional Routes.  
**2010-2011:** Over the past several years, Federal and State funding for arterial projects has become increasingly difficult to secure. As a result, TRANSPAC and its jurisdictions established a list of arterials to be funded, at least partially, with proceeds of the CCTA September 2011 bonds programmed for Central County. The following projects are expected to be funded between FY10-FY15: Marsh Creek Road (Clayton); Pine Hollow Widening (Clayton); Kirker Pass Road northbound truck lane (County); Court Street Overcrossing (Martinez)[see below]; Buskirk Avenue Widening (Pleasant Hill); Geary Road widening Phase 3 (Walnut Creek and Pleasant Hill), Waterworld Parkway (Concord) [see below]; Contra Costa Boulevard Improvements (Pleasant Hill); Ygnacio Valley Road Permanent Restoration Phase

2 (Concord), Clayton Road/Treat Boulevard/Denkinger Road Intersection Capacity Improvements (Concord).

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

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

- 4-B: Continue to implement the Central Contra Costa Traffic Management Program.
- 4-C: Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.  
**2010-2011:** These actions are ongoing.

**Responsible: TRANSPAC and its jurisdictions**

**GOAL 5. Support an efficient and effective transit system**

- 5-A: Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.  
**2010-2011:** Action is ongoing
- 5-B: Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.  
**2010-2011:** Action is ongoing
- 5-C: Support the expansion of BART service and BART station and parking facilities. 2011-12: Approved a BART funding request to CCTA for the Walnut Creek TOD project, the Comprehensive Wayfinding System project and the Electronic Bicycle facilities project at the four Central County BART Stations.
- 5-D: Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.  
**2010-2011:** See Pacheco Boulevard and Pacheco Transit Hub projects.

**2010-2011:** Martinez Intermodal Station. Project acquired land north of the railroad tracks, construct new road access to the north parking lot, add 425 parking spaces, and build a pedestrian bridge over the tracks. The current project phase is construction of first stage (interim parking lot). The Authority allocated funds to start demolition of some existing structures and eventually build an interim surface parking lot. Demolition work is complete. Some interim surface parking lot work has started; striping of approximately 45 was completed in 2010. The remaining interim surface parking lot work is under construction and scheduled for completion the winter of 2013/14. A realigned Ferry Street entrance, Berrellesa pedestrian, vehicular bridge and pedestrian railroad crossing will be constructed in 2014/15 pending funding approval.

2010-11: Martinez Waterfront Alternative Access Study (Formerly the Court Street Overcrossing was completed in 2013. The recommended project was a vehicular and pedestrian bridge connecting Berrellesa Street and the Intermodal Phase 3 parking lot (under construction) across Alhambra Creek.

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

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

**For actions 5F and 5G - 2010-2011:** TRANSPAC included funding for BART's Comprehensive Wayfinding and Signage programs as well as Bicycle Storage Facilities (electronic lockers, cages, racks, etc.) at four Central County BART stations (Walnut Creek, Pleasant Hill, Concord and North Concord) in the CCTA September 2011 Measure J bond sale for expenditure in FY10 and FY11.

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

5-H: Support expansion and use of park-and-ride facilities using Express and local buses.  
**2010-2011:** See Pacheco Transit Hub.

**Responsible: TRANSPAC and its jurisdictions**

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

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

**2010-11:** The 511 Contra Costa program is working in all Central County jurisdictions to promote alternatives to the single occupant vehicle. Staff attends farmers' markets, transportation and health fairs, library events and other outreach activities to promote alternatives to the single occupant vehicle. The [www.511contracosta.org](http://www.511contracosta.org) website is a key feature in the outreach efforts. Programs include:

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

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

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

**2010-11:** The school-based programs implemented by 511 Contra Costa staff include:

- The Safe Routes to School Program: The expanded SR2S program was developed by 511 Contra Costa in 2011 and has received additional Federal CMAQ funding to include three programs: K-5, Middle School and High School bike/ped safety programs beginning in Spring 2012

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

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

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

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

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

- College Carpool and Transit Programs:

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

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

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

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

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

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

- A 31-day activity wheel has been produced by 511 CC and is available to families and especially children, which promotes awareness of vehicle trip-reducing and trip linking opportunities.
- Weekly tips and reminders are posted on the [www.511contracosta.org](http://www.511contracosta.org) website.

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

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

**Responsible: 511 Contra Costa, TRANSPAC and its jurisdictions**

## **Actions and Responsibilities for Routes of Regional Significance**

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

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

### **Freeways**

#### **1. Interstate 680**

I-680 is a north-south eight- to twelve-lane divided freeway. It begins north of the TRANSPAC area at the I-80–Cordelia interchange and travels south through Solano County, entering TRANSPAC’s region after it crosses the Benicia-Martinez Bridge. From the bridge, it extends south through the SR-4 and SR-242 interchanges. The I-680/SR-24 interchange is near TRANSPAC’s southern boundary in Walnut Creek. I-680 continues south through the Southwest Regional Transportation Planning Committee (SWAT) area. I-680 is a major commute route for Solano County and for Central and East Contra Costa County travelers. The Walnut Creek, Pleasant Hill, and Concord BART Stations; the Martinez Intermodal Facility; and the soon-to-be-built Pacheco Transit Hub are accessed from I-680.

#### **MTSO: 4.0 Delay Index**

##### **Actions:**

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

**2010-2011:** TRANSPAC requested that Caltrans improve the operation of the I-680 southbound Carpool Lane Extension (commonly referred to as “the restripe” and the Livorna Lane drop) be done at the beginning of its pavement rehabilitation project on I-680 from the I-680/SR 24 Interchange to the Alameda County line.

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

**2010-2011:** At the request of County Connection, TRANSPAC took the lead on the I-680 HOV Express Bus Access Study which was mandated to receive \$15 million in funding available in Regional Measure 2 approved by Bay Area voters in 2004. The study was

completed and accepted by TRANSPAC and County Connection in October 2009. The required acceptance by CCTA was completed in January 2010. This action is completed.

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

**2010-2011: This is an on-going action. Please see SR 4 below**

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

**Proposed Improvements**

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

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

See Pacheco Transit Hub

**Responsible: TRANSPAC and its jurisdictions**

**2. State Route 242**

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

**MTSO: 3.0 Delay Index**

**Actions:**

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

Support the study and design of Clayton Road interchange improvements.

**Proposed Improvements**

Construction and modification of southbound ramps at the Clayton Road interchange

Construction of northbound Clayton Road on-ramp

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

**2010-2011:** The project will extend Commerce Avenue between Pine Creek and Waterworld Parkway and will rehabilitate the pavement section between Concord Avenue and its end near the cul de sac.

The current Project Phase is Design & Right of Way (ROW). The project's environmental clearance was obtained on November 10, 2011. The right of way phase is now underway and is expected to take until summer 2010. The City's ROW agent sent out letters to the property owners about the intent of the City to acquire ROW and will be setting up interviews to talk to property owners and assembling appraisals. The 90% Plans are complete. Construction is scheduled for the summer of 2010 but may be delayed depending on the length of the ROW process.

**Responsible: TRANSPAC and its jurisdictions**

**3. State Route 4**

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

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

**Actions:**

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

**2010-2011:** On behalf of its partner RTPCs, TRANSPLAN and WCCTAC, TRANSPAC successfully requested \$150,000 for Study funding from CCTA. While significant progress has been made, additional study for the SR 4 Integrated Corridor Analysis was requested in late 2011 and study analysis work had been extended into 2012.

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

**2010-2011:** The I-680/SR4 Project Report and Environmental Document were approved by both Caltrans and FHWA in February 2009.

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

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

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

at the entire transportation corridor, including parallel arterials and transit, and attempts to address both recurrent and non-recurrent congestion.

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

**2010-2011:** The CSMPs been reviewed by the TRANSPAC TAC (February 28, 2010) and presented to TRANSPAC on February 11, 2010.

**2010-2011:** For a number of years, TRANSPAC has sought to improve the operation and capacity of the I-680/SR-4 Interchange. The classic approach to interchange reconstruction calls for a phased approach. In 2000, TRANSPAC requested that the Transportation Authority determine if any improvements could be made to the I-680 side of the Interchange to improve its operation and eliminate the short weave sections from I-680 to SR-4. The result was the addition of a collector distributor road system from I-680 to SR-4 as part of the construction of the I-680 HOV Lanes from North Main to Marina Vista. Since then, funding for the full I-680/SR-4 Interchange (approximately \$278 million) has remained elusive as Measure C funding was reallocated to other projects and Measure J funding has been hit hard by the economic downturn.

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

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

**Responsible: TRANSPAC and its jurisdictions**

## **Arterials**

### **4. Alhambra Avenue**

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

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

### **Actions:**

Pursue planning and funding for Alhambra Avenue improvements and widening

**2010-2011:** The second phase of the project to install additional lanes, traffic signals and soundwalls at major intersections on Alhambra Avenue from MacAlvey to SR4 is completed. The City decided to complete the slope grading behind a retaining wall in a subsequent project. The City accept the project in 2010.

**Proposed Improvements**

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

Completion of the Alhambra Avenue Widening Phase III project.

**Responsible: TRANSPAC and its jurisdictions**

**5. Clayton Road**

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

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

**Actions:**

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

**2010-2011** Preliminary engineering, environmental planning and environmental clearance work began on March of 2010. The traffic study is complete and the study report is final. The project is moving into the design and right-of-way phases.

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

**Proposed Improvements**

Clayton Road /Treat Boulevard/Denkinger Road intersection capacity improvements

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

**Responsible: TRANSPAC and its jurisdictions**

**6. Contra Costa Boulevard**

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

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

**Actions:**

Complete Contra Costa Boulevard improvement project.

**2010-2011:** The Contra Costa Boulevard improvement project is included in the CCTA 2009 Measure J bond sale with \$1.1 M in escalated dollars programmed for allocation in FY10. The Contra Costa Boulevard signal coordination project was completed in 2011

**Proposed Improvements**

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

**Responsible: TRANSPAC and its jurisdictions**

**7. Geary Road**

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

**MTSO:** LOS F at North Main Street intersection

**Actions:**

Complete widening. **2010-2011:** The widening project is included in the CCTA 2009 Measure J bond sale with a total of \$9.1M in escalated dollars programmed for allocation in FY10 and FY11.

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

**Proposed Improvements**

Geary Road Widening Phase III

**2010-2011** Implementation of various vehicle, bus, bicycle, and pedestrian access improvements at the Pleasant Hill BART Station. Project is in the Environmental Clearance and Design phase. Cities of Walnut Creek and Pleasant Hill are working cooperatively; city boundaries are at the middle of the road.

**Responsible: TRANSPAC and its jurisdictions**

**8. North Main Street**

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

**MTSO:** LOS F at Treat Boulevard/Geary Road intersection

**Actions:**

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

**Proposed Improvements**

None

**Responsible: TRANSPAC and its jurisdictions**

**9. Pacheco Boulevard**

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

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

**Actions**

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

Complete Pacheco Transit Hub.

**2010-2011:** Project construction is fully funded from state and local sources at \$2.98M+; at the end of 2011 TRANSPAC (\$15,000 annually with a 5 year project review); TRANSPLAN (\$5,000 annually for the life of Measure J) and WCCTAC (\$5,000 for three years) each approved an annual contribution to the \$30,000 annual maintenance cost. A request has been made to Caltrans to allow parking charges with revenues assigned to operating and maintenance.

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

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

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

**Proposed Improvements**

Construction of Pacheco Transit Hub

Initiate a Project Study Report to widen Pacheco Boulevard from the BNSF right of way to Blum Road.

Construct improvements at the Pacheco Boulevard/Arnold Drive intersection.

**Responsible: TRANSPAC and its jurisdictions**

**10. Pleasant Hill Road**

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

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

**Actions:**

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

**Proposed Improvements**

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

**Responsible: TRANSPAC and its jurisdictions**

**11. Taylor Boulevard**

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

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

**Actions:**

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

**Proposed Improvements**

Improvement of traffic operations through the corridor

**Responsible: TRANSPAC and its jurisdictions**

**12. Treat Boulevard**

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

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

Clayton Road/Denkinger Road: 3

Cowell Road: 5

Oak Grove Road: 5

Walnut Creek; LOS F at Bancroft Road intersection

Contra Costa County: 1.5 V/C for all intersections

**Actions:**

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

**Proposed Improvements**

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

**Responsible: TRANSPAC and its jurisdictions**

**13. Ygnacio Valley Road/Kirker Pass Road**

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

**MTSO:**

Concord: Average Stopped Delays as follows:

Clayton Road/Kirker Pass Road: 3

Alberta Way/Pine Hollow Drive: 4

Cowell Road: 4

Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections  
Contra Costa County: 1.5 V/C for all intersections

**Actions:**

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

**2010-2011:** This action is ongoing.

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

**2010-2011:** Project included in the CCTA 2011 Measure J bond sale with a total of \$5.8M in escalated dollars programmed for allocation in FY15.

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

**Proposed Improvements**

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

**2010-2011:** Funding options not available due to agreement to support East County Funding Agreement and lack of STIP funding

Continued implementation of the East-Central Traffic Management Program

**2010-2011:** This action is ongoing

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

**Responsible: TRANSPAC and its jurisdictions**

ATTACHMENT B

GENERAL PLAN AMENDMENTS

No affect to GME or AP	Resolution No.	Applicant	Address	Project
X	10-08	City of Martinez	North Pacheco	North Pacheco Annexation
X	10-04	City of Martinez	Alhambra Valley	AV Annexation project GPA 10-01, 2A 10-01
X	10-03	Schrader	Shell Ave	PUD# 10-01, MS 551-09





**) EXHIBIT "B"  
COMPLIANCE CHECKLIST  
REGIONAL TRANSPORTATION MITIGATION PROGRAM**

**CITY OF MARTINEZ**

**CITY COUNCIL AGENDA  
OCTOBER 21, 1996**

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

**RECOMMENDATION**

**Approve Regional Transportation Mitigation Program as recommended by TRANSPAC.**

**BACKGROUND**

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

**Attachments:**

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

**f:\plann\trnsprtn\transrmp.rpt**

TRANSPORTATION Partnership and Cooperation

RESOLUTION NO. 96-03

A RESOLUTION ADOPTING THE REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

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

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

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

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

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

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

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

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

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

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

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

AYES: Bishop, McManigal, Pierce, Regalia, Woodburn  
NOES: None  
ABSENT: Williamson

*Bill McManigal*  
BILL MCMANIGAL  
CHAIRMAN

ATTEST:  
*Barbara A. Neustadt*  
BARBARA A. NEUSTADT, TRANSPAC MANAGER

### TRANSPAC REGIONAL TRANSPORTATION MITIGATION PROGRAM (RTMP)

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

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

\*\*\*

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

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

CONSENT CALENDAR

1. Motion waiving reading of text of all Resolutions and Ordinances.  
R. PETERSON      \*\*      Motion waiving.
  
2. Motion approving City Council Minutes of September 23, 1996.  
R. PETERSON      \*\*      Minutes approved.      [minutes]
  
3. Motion rejecting claim against the City by Carol Damboise, Claim No. 96-7.  
R. PETERSON      \*      Claim rejected.      [claims]
  
4. Motion approving Regional Transportation Mitigation Program as approved by TRANSPAC.  
R. PEARSON      \*\*      Regional Transportation Mitigation Program approved as submitted.      [6.7.3]
  
5. Motion authorizing Mayor to sign letter supporting Martinez Regional Land Trust Funding Application.  
R. PEARSON      \*\*      Letter of support authorized.      [7.2.9]
  
6. Resolution authorizing Mayor to execute an agreement for consultants service with Black & Veatch for providing services for Planning, Design and Consultation of certain water facilities.  
M. RAINES      \*\*      Reso 136-96 authorizing.      [15.04.01/17.06.08]
  
7. Resolution authorizing the City Manager to negotiate and execute an agreement for consultant services for City-Wide Traffic Signals Synchronization and Pacheco Boulevard Traffic Signals Synchronization Projects.  
R. PEARSON      \*\*      Reso 137-96 authorizing.      [12.16.17]

CITY OF MARTINEZ

CITY COUNCIL AGENDA  
OCTOBER 7, 1996

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

**RECOMMENDATION**

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

**BACKGROUND**

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

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

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

Attachments:

Draft Regional Transportation Mitigation Program (RTMP)

## Goal 3 We Have a Mix of Housing Types and Choices



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

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

### **Policies**

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



- 
- 3.6 **Variety of Housing Choices.** Encourage a mix of housing units throughout the City including:
- a. Lower income seniors, families with children, single parents, young families, victims of domestic violence, and the disabled.
  - b. Housing that is affordable to first time buyers and renters of all income levels.
  - c. A variety of rental and ownership housing opportunities for low and moderate income households.
  - d. Recognition that higher priced residential opportunities must also be provided.
  - e. Smaller size housing units.
  - f. Single level multi-family housing.
- 3.7 **Contra Costa County Housing Authority.** Continue to lend assistance and support to projects developed by the Housing Authority.
- 3.8 **Emergency Shelter and Disaster Preparedness Housing.** Identify emergency housing needs and locations as part of the City's disaster preparedness planning.
- 3.9 **Adaptable/Accessible Units for the Disabled.** The City will ensure that new multi-family housing includes units that are accessible and adaptable for use by disabled persons in conformance with the California Building Code. This will include ways to promote housing design strategies to allow seniors to "age in place."
- 3.10 **Housing for New Employees and their Families.** Given the amount of commercial and retail development expected through build-out of the City, encourage an adequate supply and variety of rental and ownership housing that meets the needs of new employees and their families.
- 3.11 **Transitional and Supportive Housing.** The City of Martinez recognizes the need for and desirability of transitional and supportive housing and will treat transitional and supportive housing as a residential use that will be subject only to the same restrictions that apply to other residential uses of the same type in the same zone.

**3.12 Housing for the Homeless.** The City of Martinez recognizes the need for and desirability of emergency shelter housing for the homeless and will allow emergency shelters as a permitted use within the NC (Neighborhood Commercial), CC (Central Commercial), and R-1.5 (High-density residential) zoning districts, excluding the Downtown Specific Plan area, where the property is located within one-quarter mile of a transit stop, since this could be considered a reasonable distance for a person to walk to/from a transit stop to/from a facility. In addition, the Housing Element recommends the following:



- a. That a use permit be required if a property containing a religious facility wants to open a permanent, year-round shelter.
- b. The City will encourage a dispersion of facilities to avoid an over-concentration of shelters for the homeless in any given area. An over-concentration of such facilities may negatively impact the neighborhood in which they are located and interfere with the “normalization process” for clients residing in such facilities.
- c. Support a “housing first” policy that promotes long-term housing solutions for homeless individuals and families in Contra Costa County.
- d. The City will encourage positive relations between neighborhoods and providers of permanent or temporary emergency shelters. Providers or sponsors of emergency shelters, transitional housing programs and community care facilities shall be encouraged to establish outreach programs within their neighborhoods and, when necessary, work with the City or a designated agency to resolve disputes.
- e. It is recommended that a staff person from the provider agency be designated as a contact person with the community to review questions or comments from the neighborhood. Outreach programs may also designate a member of the local neighborhood to their Board of Directors. Neighbors of emergency shelters shall be

encouraged to provide a neighborly and hospitable environment for such facilities and their residents.

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

### ***Implementing Programs***

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

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

*Timing:* 2013 (with Zoning Ordinance revision — Program 8)

*Funding:* General Fund

*Target:* Consider ordinance adoption when housing market conditions improve.

- 15 **Continue to Implement the Downtown Specific Plan.** Continue to implement the programs, policies and development standards to facilitate and encourage residential development in the downtown area. This would include the implementing actions contained in the Downtown Specific Plan, such as actions to promote walk-ability, development incentives, financing and funding mechanisms, and other policies and actions contained in the Downtown Specific Plan to encourage infill, higher density, and mixed-use development. The Downtown Specific Plan identifies "priority catalyst projects" to help



achieve the goals and policies of the Specific Plan. Specific incentives contained in the Downtown Specific Plan and identified as catalyst projects include:

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

Further, to promote residential development affordable to lower income households in the Downtown Specific Plan, the City will target a variety of support, including expediting and prioritizing review, coordinating applications with the project review committee, consider waivers or reductions of fees, or grant concessions and incentives beyond density bonus law and specifically meet with developers including non-profit to identify and implement target sites and strategies at least twice in the planning period. As part of this effort, the City will apply or support applications for funding at least twice in the planning period, annually monitor the effectiveness of the strategy and add or revise programs as necessary to promote affordability in the Downtown Specific Plan.

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

*Timing:* Ongoing

*Funding:* General Fund

*Target:* Provision of housing in the Downtown.

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

*Responsibility:* Community and Economic Development Department

*Timing:* Ongoing

*Funding:* General Fund

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

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

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

*Timing:* Ongoing; link with Program 5.

*Funding:* General Fund

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

- 18 **Provide Expedited Review, Fee Reductions, and Other Support for Affordable Housing.** Continue to



provide expedited review of affordable housing developments through the coordinating activities of the Project Review Committee, and give priority to such projects in scheduling

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

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

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

*Funding:* General Fund

*Target:* Incentives for affordable housing.

- 19 **Provide Outreach on Homeless Issues.** Meet with representatives of community organizations, including local churches and others interested in providing services to the homeless, to investigate the potential for establishing a shelter network for the homeless as part of the County's broader effort to address homelessness through the Contra Costa County Interagency Council on Homelessness.<sup>3</sup>

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

*Timing:* Ongoing

*Funding:* General Fund

*Target:* Countywide coordination on homeless needs.

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

*Responsibility:* Community and Economic Development Department

*Timing:* Ongoing

*Funding:* General Fund

*Target:* Shared housing provided.

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

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

*Timing:* If an opportunity arises

*Funding:* General Fund

*Target:* Construction of homeless facility (if feasible).

<sup>3</sup> Shelter Inc. operates Mountain View House in Martinez. They have a limited amount of funding for homelessness prevention (including one-time rental assistance). It is basically a one time, one month payment for rent. HPRP stands for Rapid Rehousing money, which is subsidized over a period of months, helping people with back rent. Shelter, Inc. also works with legal aid and the landlord to resolve issues. Other programs include emergency shelter for families and scattered sites with subsidized rent for 12 months, permanent supportive (mental health, AIDS) for 18 households, and 5 units in West County for homeless prevention.

22 **Enact Zoning for Emergency Shelter for the Homeless.** The City will establish zoning to allow emergency shelters for the homeless as a permitted use within the NC (Neighborhood Commercial), CC (Central Commercial), and R-1.5 (High-density residential) zoning districts, excluding the Downtown Specific Plan area, where the property is located within one-quarter mile of a transit stop. Zoning will also be established to allow religious facilities to open a permanent, year-round shelter with a use permit. In addition, the City will establish development standards that encourage and facilitate the use and only subject shelters to the same development and management standards that apply to other allowed uses within the identified zones above. The City will establish written and objective standards, as allowed in State law, for the following:

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

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

*Timing:* 2010

*Funding:* General Fund

*Target:* Zoning Ordinance amendment.

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



*Responsibility:* Community and Economic Development Department; City Attorney; Planning Commission; City Council  
*Timing:* 2010  
*Funding:* General Fund  
*Target:* Zoning Ordinance amendment.

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



*Responsibility:* Community and Economic Development Department; Public Works; City Attorney; Planning Commission; City Council  
*Timing:* 2013 with other Zoning Ordinance updates  
*Funding:* General Fund  
*Target:* Zoning Ordinance amendment or administrative procedures approved.

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



*Responsibility:* Community and Economic Development Department  
*Timing:* Ongoing  
*Funding:* General Fund  
*Target:* 15 new second units by 2014; 5 very low income, 5 low income, and 5 moderate income.

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

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

*Timing:* 2010

*Funding:* General Fund

*Target:* Zoning Ordinance amendment.

- 27 **Modify Requirements for Group Homes for Seven or More Persons.** Amend the Zoning Ordinance to allow group homes for seven or more persons with a Conditional Use Permit in additional residential zones."

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

*Timing:* 2011

*Funding:* General Fund

*Target:* Zoning Ordinance amendment.

## Section V

# Quantified Housing Objectives

## **A** Purpose of Quantified Housing Objectives

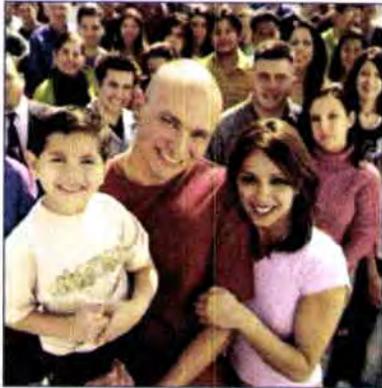


State law requires the Housing Element to include quantified objectives for the maximum number of units that can be constructed, rehabilitated or conserved. Policies and programs establish the strategies to achieve these objectives. The City's quantified objectives are described under each program, as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

City's best effort in implementing each of the programs. Assumptions are based on past program performance and funding availability, construction trends, land availability, and future programs that will enhance program effectiveness and achieve full implementation of the City's objectives. The table on the next page summarizes the City's quantified objectives for housing during the 2007-2014 planning period.

The new construction objectives shown in the table are based on ABAG Projections 2007 through 2014, the City's RHNA for the 2007-2014 planning period, historic trends, and expectations for new second units.

## **B** Quantified Objectives Summary Table



**Martinez Quantified Objectives Summary (2007-2014)**

<b>Income Category</b>	<b>New Construction</b>	<b>Rehabilitation</b>	<b>Conservation and Preservation</b>
Extremely Low Income	131	2	80
Very Low Income	131	8	155
Low Income	166	10	160
Moderate Income	179	0	57
Above Moderate Income	454	0	0
<b>Total</b>	<b>1,060</b>	<b>20</b>	<b>452</b>

## **B** Available Land for Housing

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

### **Methodology**

A thorough sites inventory and analysis has been undertaken by the City to determine whether program actions are needed to "make sites available" with appropriate zoning, development standards, and infrastructure capacity to accommodate the new construction need contained in the City's Regional Housing Needs Allocation (RHNA). Preparing the inventory and accompanying site suitability analysis consists of assessing each site's suitability and appropriate density. To determine whether a site is truly "available for development," the Element must indicate the zoning, the slope and topography, whether the site is sufficiently served by public facilities, such as sewer and water, and whether there are environmental barriers to development.

Appendix A contains parcel listings of all sites with residential development potential during the Housing Element Planning Period (2007-2014). The estimated unit capacity is based on all applicable land-use controls and site improvement requirements, including standards such as maximum lot coverage, height, open space, and parking. For sites identified as being underdeveloped, the projected development considers existing development trends and site redevelopment potential. A significant number of the underdeveloped sites were evaluated, determined to be appropriate, and are encouraged for development in the recently adopted Downtown Specific Plan. Appendix A also contains a parcel-by-parcel listing of small sites (sites less than 1 acre in size).

### **Adequate Sites and Densities**

Land suitable for residential development includes vacant residentially zoned sites; vacant non-residentially zoned sites that allow residential uses; underutilized residentially zoned sites capable of being developed at higher density or with greater intensity; and non-residentially zoned sites that can be redeveloped for, and/or rezoned for residential use. The City conducted an

analysis of vacant and underutilized land based on Citywide County Assessor parcel data and the site analysis prepared for the Downtown Specific Plan.

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

Since Martinez has adequate sites currently zoned at 30 units/acre, no further analysis is required to establish the adequacy of the density standard for lower income sites, and this standard is used in this Housing Element. In addition, there must be adequate sites to address the City's total housing need for the 2007-2014 planning period of 1,060 units. Based on the realistic development capacity of potential housing sites (see Appendix A), the City has sufficient sites currently planned and zoned at adequate densities to meet its total RHNA for the 2007-2014 planning period, and the need for lower income housing. This is shown in the table below.

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

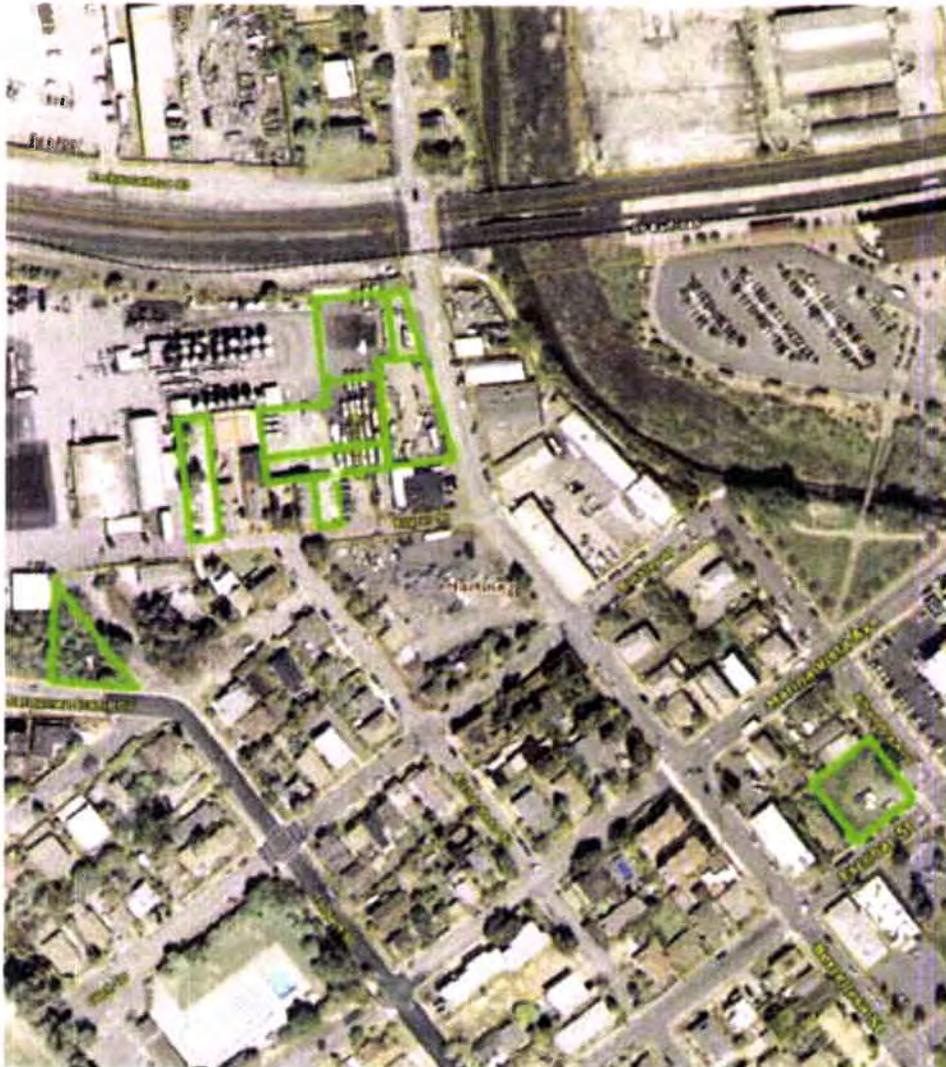
<b>Site Conditions</b>	<b>Sites Greater than 30 Units/Acre</b>	<b>Sites Less than 30 Units/Acre</b>	<b>Total Units</b>
Vacant Residential	60	538	598
Vacant Mixed Use	95	427	522
Underutilized Sites	284	86	370
<b>Total</b>	<b>439</b>	<b>1,051</b>	<b>1,490</b>

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

*Source: City of Martinez, 2009*

The three maps below show in green the vacant residential, vacant mixed use, and underutilized sites in Martinez that are currently planned and zoned to allow residential development at 30 units or more/acre. A site-by-site inventory, along with site-specific conditions and assumptions is available in Appendix A — Available Land Inventory. The “underdeveloped” category contains sites that are currently designated for residential use (or mixed use with a residential component) but are developed at densities significantly lower than the allowable development potential, and where redevelopment within the Housing Element planning period is a real option due to market conditions and/or the condition of existing structures.

**Vacant Residential Sites (Greater than 30 Units/Acre)**



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



**Underutilized Sites (Greater than 30 Units/Acre)**



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

The table below shows the distribution of potential housing units under current zoning compared to the City's RHNA for the 2007-2014 planning period. It should be noted that this table does not identify the number of housing units that will actually be built during this timeframe, nor does it identify the actual number of units that will be built at the various income levels described below. The table is merely intended to demonstrate that using the "default" density standards deemed adequate to meet the "appropriate zoning" test, which in Martinez's case

are sites designated at 30 units per acre or more, the City has a sufficient number of sites currently planned and zoned at these densities.

**Relationship of Residential Development Potential in Martinez to the City's Regional Housing Needs Allocation for 2007-2014 (Sites Currently Zoned for Residential Use)**

<b>Site Conditions</b>	<b>Sites Greater than 30 Units/Acre</b>	<b>Sites from 20 to 29 Units/Acre</b>	<b>Sites Less than 20 Units/Acre</b>	<b>Total Unit Potential</b>
<b>Development Potential</b>				
Vacant Residential	60	0	538	598
Vacant Mixed Use	95	426	1	522
<u>Underutilized Sites</u>	<u>284</u>	<u>70</u>	<u>16</u>	<u>370</u>
<b>Total</b>	<b>439</b>	<b>496</b>	<b>555</b>	<b>1,490</b>
<b>ABAG Need (2007-2014)</b>				
Very Low and Low	427	--	--	427
Moderate	--	179	--	179
<u>Above Moderate</u>	<u>--</u>	<u>--</u>	<u>454</u>	<u>454</u>
<b>Total Need</b>	<b>427</b>	<b>179</b>	<b>454</b>	<b>1,060</b>
<b>Excess Unit Potential Under "Default" Density</b>				
	<b>+12</b>	<b>+317</b>	<b>101</b>	<b>+430</b>

**Basis for Development Potential Assumptions — City Policies and Standards**

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

**BUS SERVICE**

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

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

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

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

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

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

## AMTRAK Service

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

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

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

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

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

### ***Intercity Rail Service***

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

## **Ferry Service**

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

## **Intermodal Transportation Facility**

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

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

## **Contra Costa Regional Commuterway**

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

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

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

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

## Existing Bikeways

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

*Alhambra Avenue:* south of K Street, and continuing on to Pleasant Hill Road

*Center Avenue:* between Muir Road and Hidden Lakes Drive

*Morello Avenue:* between Highway 4 and Paso Nogal

*Arnold Drive:* west of Howe Road to Pacheco Boulevard

*Muir Road:* Kaiser Hospital to Pacheco Boulevard

*Glacier Drive:* in front of the county offices, south of Muir Road

*Chilpancingo Parkway:* west of Morello Avenue to the EBRPD Canal Trail.

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

## Bikeway Plan

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

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

### ***First Priority Projects***

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

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

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

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

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

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

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

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

### **Second Priority Projects**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### ***Connections to Regional System***

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

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

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

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

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

## ***Bikeway Design***

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

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

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

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

## ***Maintenance***

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

## **Implementation**

### ***Bike Lanes***

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

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

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

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

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

- Marina Vista
- Escobar Street

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

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

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

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

### ***Bike Paths***

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

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

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

### **Funding Sources**

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

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

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

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

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

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