



Agenda
Planning Commission Meeting
7:00 P.M. on Tuesday, September 28, 2010
Hoyer Hall, Clayton Community Library, 6125 Clayton Road, Clayton

CALL TO ORDER, ROLL CALL, PLEDGE TO THE FLAG

Administrative

- 1A. Review of agenda items.
- 1B. Commissioner Catalano to report at the City Council meeting on October 5, 2010.

Public Comment

Approval of Minutes

- 2. Approval of minutes from the meeting of August 24, 2010.

Public Hearings

- 3. None.

Old Business

- 4. None.

New Business

- 5. **GPA 02-10, General Plan Amendment, City of Clayton.** A study session to review the need and approach for updating the City's General Plan Growth Management Element. The City's Growth Management Element has been in effect since January 2, 1992 and was updated previously in February 1995.

Proposed Action: Review and provide direction to staff.

Communications

- 6A. Staff.
- 6B. Commission.

Adjournment

- 7. The next meeting of the Planning Commission is scheduled for **Tuesday, October 12, 2010.**

Most Planning Commission decisions are appealable to the City Council within ten (10) calendar days of the decision. Please contact Community Development Department staff for further information immediately following the decision. If the decision is appealed, the City Council will hold a public hearing and make a final decision. If you challenge a final decision of the City in court, you may be limited to raising only those issues you or someone else raised at the public hearing(s), either in oral testimony at the hearing(s) or in written correspondence delivered to the Community Development Department at or prior to the public hearing(s). Further, any court challenge must be made within 90 days of the final decision on the noticed matter. If you have a physical impairment that requires special accommodations to participate, please contact the Community Development Department at least 72 hours in advance of the meeting at 925-673-7340. An affirmative vote of the Planning Commission is required for approval. A tie vote (e.g., 2-2) is considered a denial. Therefore, applicants may wish to request a continuance to a later Commission meeting if only four Planning Commissioners are present. Any writing or documents provided to the majority of the Planning Commission after distribution of the agenda packet regarding any item on this agenda will be made available for public inspection in the Community Development Department located at 6000 Heritage Trail during normal business hours.

Minutes
Clayton Planning Commission Meeting
Tuesday, August 24, 2010

Call to Order

Chair Sandra Johnson called the meeting to order at 7:02 p.m. at Hoyer Hall, 6125 Clayton Road, Clayton.

Present: Chair Sandra Johnson, Commissioner Bob Armstrong, Commissioner Tuija Catalano, Commissioner Ted Meriam
Absent: Vice Chair Dan Richardson
Staff: Community Development Director David Woltering
Assistant Planner Milan Sikela

Administrative

- 1A. Review of agenda items.
- 1B. Commissioner Armstrong to report at the City Council meeting on September 7, 2010.

Public Comment

None.

Approval of Minutes

- 2. Approval of minutes from the meeting of August 10, 2010.

Commissioner Armstrong moved and Commissioner Meriam seconded the motion to approve the minutes from the meeting of August 10, 2010, as amended. The motion passed 3-0 (Abstain – Catalano).

Public Hearings

- 3A. **HOP 14-10, Home Occupation Permit, James and Carol Rackel**, 106 El Portal Place, APN 119-610-034. A home occupation permit to allow cooking classes to be conducted from a single-family residence. The cooking classes will occur twice a month and be approximately two (2) to four (4) hours in length per class. The classes will occur no earlier than 10:00 a.m. or later than 5:00 p.m. on any given Monday through Saturday with a maximum of six (6) students per class. The classes will consist of cooking demonstrations and hands-on instruction.

Chair Johnson recused herself from the meeting because she resides within 500 feet of the project site. By consensus, the Planning Commission elected Commissioner Armstrong as acting Chair.

Acting Chair Armstrong opened the public hearing. Assistant Planner Sikela presented the staff report.

The applicant, Carol Rackel, indicated the following:

- Wanted to open an expanded business in the Town Center, but she and her husband could not find affordable tenant space.
- She and her husband discussed moving into the Flora Square building with the original property owners of that building, but they lost possession of the building and the new property owner was going to charge considerably more for the tenant space.

Commission comments and questions included:

- Commissioner Catalano requested clarification that the applicants had requested only two days a month for the cooking classes. Assistant Planner Milan Sikela responded, yes, the request was for two classes a month.
- What age group are you targeting for your cooking classes? Mrs. Rackel responded that she was targeting children aged 8 through 12, and adults.
- What happened with Flora Square? Mrs. Rackel clarified that the increased costs requested by the new owner for the tenant space made the space beyond their financial means.
- Are there other commercial buildings in the area that you could move into? Mrs. Rackel indicated that they had considered purchasing Johnny's International Deli, but found the asking price was considerably out of their price range.
- Acting Chair Armstrong asked why Sundays were excluded from the days of the week when the home business could occur. Assistant Planner Sikela indicated the Sunday exclusion is specified in the Municipal Code. Mr. Armstrong then asked if the exclusion might have a religious base. The Assistant Planner indicated he was not familiar with the original intent, but pointed out this limitation is consistent with the limitation on construction activities on Sundays in the Municipal Code.
- Commissioner Catalano requested clarification about health and parking concerns related to this home occupation application. Community Development Director Woltering clarified that staff had received some verbal comments primarily internally among staff about how parking for the students would be handled and applicable health department requirements. Those concerns were addressed with conditions of approval – parking is encouraged on the applicant's driveway pad and the sale of food is not permitted per County Health Department requirements.

Commissioner Catalano moved and Commissioner Meriam seconded a motion to approve Home Occupation Permit HOP 14-10, with the findings and conditions of approval recommended by staff. The motion passed 3-0 (Recused – Johnson).

Chair Johnson returned to the meeting.

- 3B. **ZOA 05-09, Municipal Code Amendment, City of Clayton.** A public hearing to consider recommending City Council approval of a Landscape Water Conservation Ordinance to implement the Water Conservation in Landscaping Act of 2006 (Assembly Bill 1881, Laird). *Continued from the meeting of August 10, 2010.*

The continued public hearing was re-opened. Director Woltering presented the staff report, summarizing the changes cited in the report made to the Landscape Water Conservation Ordinance directed by the Planning Commission at its August 10, 2010 meeting. Additionally, he brought to the Commission's attention he modified a provision, based on comments from the Maintenance Department Supervisors, that there be no overhead irrigation in planting areas less than 8'0", "unless demonstrated that water waste will not occur." He clarified that the language added was "unless demonstrated that water waste will not occur".

Commission comments and questions included:

- Commissioner Meriam requested clarification whether water conservation educational resources would be available to the public in the form of hard copies at City Hall as well as by way of links on the City's website. Director Woltering indicated, yes, the educational resources would be available to the public by links on the City's website as well as relevant hard copy information at the kiosk on the third floor of City Hall.
- Commissioner Meriam asked when the information might be available on the City's website. Director Woltering indicated this effort would be part of implementing the Landscape Water Conservation Ordinance which likely would not become effective for approximately 60 days. Consequently, he estimated that the link on the City's website would be available before the end of the year.
- Commissioners directed it should be clarified in the Ordinance that the thresholds are cumulative for a project, not that one could segment a project into smaller areas to avoid the requirements of the Ordinance.
- Under *Water-Efficient Landscape Standards*, Commissioners directed the introductory paragraph to clarify that "the recent acceptable best management practices" would be as determined by the City.
- Commissioners directed that examples should be given under *Provisions for Existing Landscapes* when irrigation systems should be adjusted to avoid water waste, such as in response to changes in weather (e.g., when snow fell in Clayton in December of 2009) or seasonal changes.

Commissioner Armstrong moved and Commissioner Catalano seconded a motion to recommend City Council approval of Municipal Code Amendment ZOA 05-09, as amended to include the changes made by staff and the additional recommendations of the Commission at this meeting. The motion passed 4-0.

Old Business

4. None.

New Business

5. None.

Communications

6A. Staff.

Director Woltering indicated the following:

- The City will be holding Clayton Community Church Environmental Impact Report Scoping Sessions on Thursday, August 26, 2010, for public agency representatives and the general public.
- The T-Mobile Use Permit applications will need to comply the Habitat Conservation Plan mitigation fee requirements. The applicant is presently working with County staff to determine mitigation fee requirements. It is not expected that this application will come forward to the Commission for approximately 60 days.

6B. Commission.

None.

Adjournment

7. The meeting was adjourned at 7:47 p.m. The next regular meeting of the Planning Commission is scheduled on **Tuesday, September 14, 2010.**

Submitted by
David Woltering, AICP
Community Development Director

Approved by
Sandra Johnson
Chair

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PLANNING COMMISSION STAFF REPORT

Meeting Date: September 28, 2010

From: David Woltering, Community Development Director 

Subject: General Plan Growth Management Element Update Study
Session (GPA 02-10)

BACKGROUND

Contra Costa County's Growth Management Program (GMP) was established with the passage of Measure C in 1988. A major impetus for the passage of Measure C was the concern for the degree of congestion on regional transportation routes and the need for interjurisdictional cooperation to address the issues of future congestion. In 2004, Measure J was passed, extending funding for transportation projects and programs 25 years beyond the initial 20-year period provided under Measure C. The GMP under Measure J will continue to be in effect through 2034.

The Measure J Expenditure Plan funds \$2 billion in transportation projects and programs. Capital projects include the construction of major highway and arterial improvements; improvements to the BART system; and enhancements to transit facilities, and pedestrian, bicycle, and trail facilities.

Overall, the Measure J GMP focuses on four key objectives:

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

The Contra Costa Transportation Authority assesses compliance with the objectives of Measure C and Measure J through a checklist that is distributed to participating jurisdictions every two years. One of the requirements of the current checklist is that the participating jurisdictions update their General Plan Growth Management Elements (GME) to reflect the changes/requirements of Measure J. Satisfactory completion of the checklist requirements is a prerequisite for the release of a jurisdiction's share of Local Street Maintenance and Improvement funds. In this current cycle, FYs 2009-10 and 2010-11, the City of Clayton is expected to receive approximately \$215,745 for each of those fiscal years.

DISCUSSION

Staff has attached copies of the documents listed below for review and discussion at the Study Session regarding updating the City's GME:

- Current City of Clayton Growth Management Element;
- Contra Costa Transportation Authority Model Growth Management Element; and
- City of San Ramon Growth Management Element.

Staff will review these documents at the Study Session with the Planning Commission for the purpose of developing an approach and scope of work for updating the City's GME to satisfy Measure J requirements and to assure the related checklist compliance.

RECOMMENDATION

Commissioners are requested to review the attached documents in advance of the Study Session to facilitate discussion toward developing the approach and scope of work for the planned update to the City's GME.

Attachments:

1. City of Clayton Growth Management Element
2. Contra Costa Transportation Authority Model Growth Management Element
3. City of San Ramon Growth Management Element

Section XI

GROWTH MANAGEMENT ELEMENT

INTRODUCTION

TRAFFIC SERVICES

PUBLIC FACILITIES AND SERVICES

[Added by Resolution 27-92, dated 6/2/92]

ATTACHMENT 1

INTRODUCTION

The City of Clayton

Clayton is situated in Central Contra Costa County southeast of the City of Concord. The City is bounded on the west by the City of Concord. Clayton's northern boundary is also defined by the City of Concord and by ridge lines separating Clayton from unincorporated portions of Contra Costa County. To the east, Clayton is separated from unincorporated areas by ridge lines and by the legal line of the City limits itself. Clayton is defined on the south by the boundary of Mt. Diablo State Park (see Figure 1).

As of January 1, 1991, the State Department of Finance estimated that Clayton had a population of 7,925 within 2,532 housing units. The 1990 U.S. Census documents that Clayton was 93% white and 95% of Clayton's population lived in family households. 92% of the City's housing units were owner occupied in 1990. Clayton's housing units had a 1990 median value of over \$300,000.

Major traffic corridors within the Clayton area include Clayton Road which is the main access into the City from the west and Oakhurst Drive and Pine Hollow Road which are also significant access routes to the west. Marsh Creek Road terminates at Clayton Road and is the main access into the City from the east. To the west of the City is Ygnacio Valley Road/Kirker Pass Road corridor which is a main north/south road in the area which runs southwest to Walnut Creek and northeast to Pittsburg.

Purpose and Authority

The purpose of the Growth Management Element to the Clayton General Plan is to establish goals, standards and policies for traffic services and public facilities and services. The public facilities discussed in this Element included police, parks, fire protection, sanitary sewer, water supply and flood control. By adopting and implementing this Element, Clayton intends to establish a comprehensive, long-range program which will match the demands for public facilities generated by new development with development mitigation programs, plans and capital improvements.

The Growth Management Element is adopted pursuant to Section 65303 of the California Government Code. This code section 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 City." The Growth Management Element is also consistent with the requirements of the Contra Costa Transportation Improvement and Growth Management Program (Measure C), approved by the Contra Costa County voters in 1988.

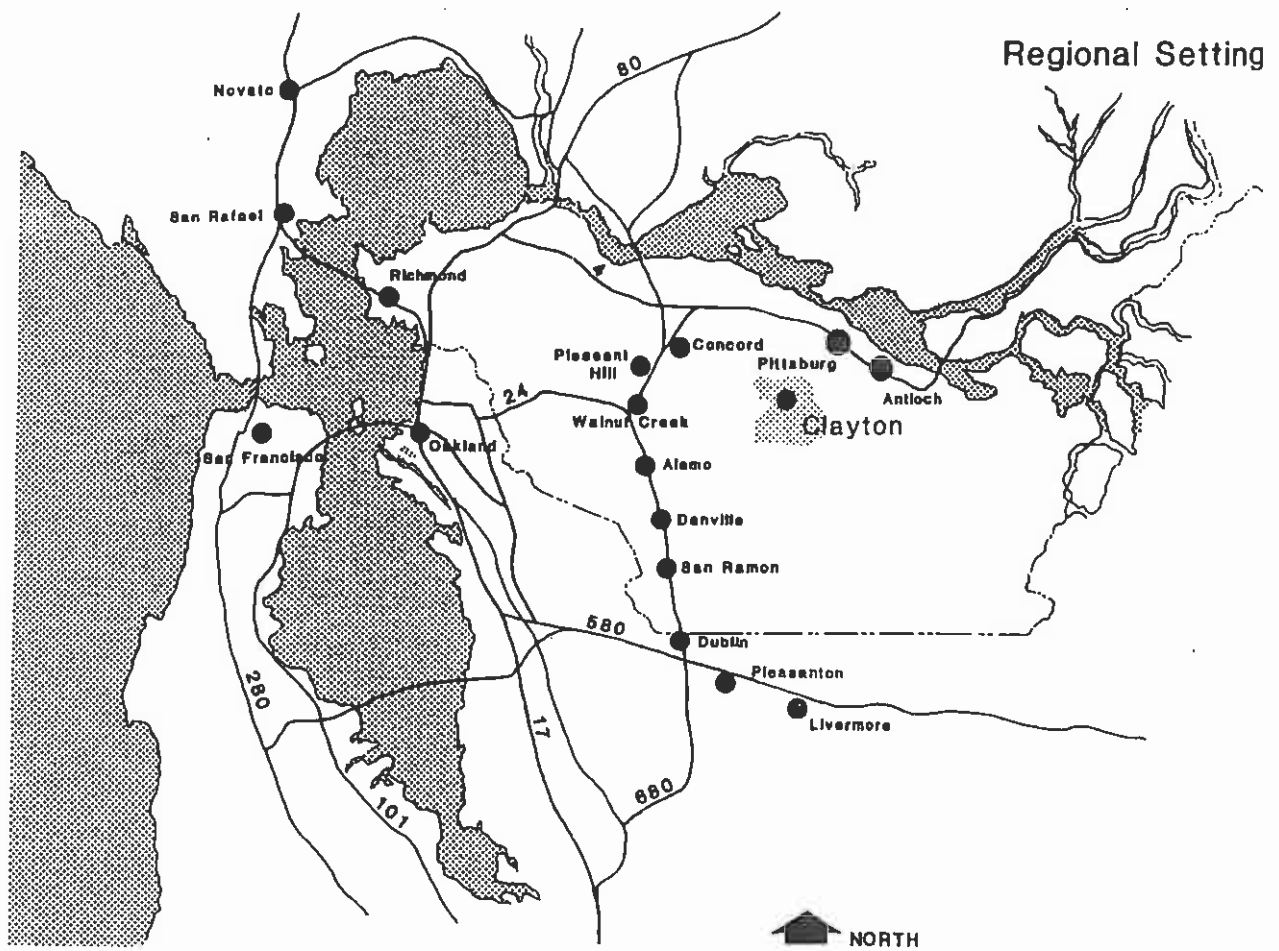


FIGURE 1

Organization

This Growth Management Element is organized into three sections: Introduction, Traffic Services, and Public Facilities and Services. The Introduction section provides a broad overview of the City; the purpose of the Element; the relationship to other Elements of the General Plan; and finally, defines key terms. The Traffic Services section establishes traffic goals and standards, proposes traffic implementation policies and then provides background information and analysis of Clayton's traffic system. The Public Facilities and Services section address the areas of police, parks, fire protection, sanitary sewer, water supply, and flood control. Goals, and standards regarding these areas are presented and implementation policies are proposed. Background information and analysis are also provided for each public facility or service.

Relation to Other Elements of the General Plan

All Element of Clayton's General Plan, including the Growth Management Element, must be internally consistent as well as consistent with each other. In other words, data, goals, policies and maps and diagrams should not conflict with each other, rather they must be compatible and mutually supportive. The Elements of Clayton's General Plan overlap and intertwine. The Growth Management Element's traffic service section relates to the Circulation Element. For example, the Circulation Element's goal includes the statement to "assure adequate traffic capacity on major thoroughfares...", this statement is addressed in the Growth Management Element's LOS standards and development mitigation implementation policies. Also, Objective 8 of the Circulation Element calls for cooperation with Concord and the County. This objective is implemented, in part, by the Growth Management Element's implementation policy regarding multi-jurisdictional transportation planning.

The Growth Management Element's public facilities and services section relates to the Community Facilities Element. The Community Facilities Element has several policies which address sanitary sewer, water supply, flood control, fire protection, and parks. These topics are directly addressed in the public facilities and services section of the Growth Management Element. There are also inter-relationships between other Elements and the Growth Management Element. The Housing Element has an implementation measure (1C) which raises the issue of development review for infrastructure. This issue is also addressed in the implementation policies of the public facilities and services section of the Growth Management Element. The community Design Element contains a policy (4b) seeking to minimize traffic congestion at intersections; the Open Space and Conservation Element includes an objective (2) and policies relating to parks; the Safety Element has objectives and policies concerning flood hazards and fire protection (8-11); all these topics are also addressed in the Growth Management Element. Finally, the Land Use Element guides the physical representation of the standards and policies of the Growth Management Element.

Definitions:

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

Findings of Special Circumstances. Findings made by the Contra Costa Transportation Authority, following a request by a City, that override the requirement to amend the General Plan, Zoning Ordinance, Capital Improvement Plan or other relevant plan or policy, when a basic route (non-regional route) does not meet its adopted standard.

LOS. Level of Service, a standard comparing traffic volume to capacity at intersections (v/c), in terms of percent. LOS runs from A to F, with A having the lowest volume to capacity (no congestion, free flowing conditions).

Regional Route Action Plan. Plans for Regional Routes which are developed by local jurisdictions in cooperation as a Regional Transportation Planning Committee. Plans include:

1. Overall policy goals established by the Transportation Authority.
2. Traffic service objectives.
3. Actions to be implemented by participating jurisdictions.

Route of Regional Significance (also Regional Routes). 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.

TRAFFIC SERVICES

(revised February 21, 1995)

Most of the residents of Clayton rely on the automobile for transportation. Clayton's system of streets is the major component of the City's transportation system. This system reflects a large investment in and commitment to the automobile. The use of the automobile for single occupant trips must, however, be reduced. Clayton's residents need to increase the use of public transit, car/van pools, bicycling, walking, etc.

Goals

1. Promote the development of a street system that minimizes adverse impacts on the environment and surrounding land uses.
2. Design a street system that while accommodating urban development is consistent with orderly growth.
3. Promote more efficient, less environmentally harmful modes of transportation (transit, car/van pools, bicycling, walking, etc.) and consider non-capacity increasing solutions to decrease dependence on the automobile (transit information, flex-schedules, preferential treatment for high occupancy vehicles, etc.)

Performance Standards

1. **Routes of Regional Significance:** The City of Clayton, in cooperation with the TRANSPAC Regional Transportation Planning Committee, has designated Routes of Regional Significance for the Central Contra Costa County area. These designated Routes are shown on Figure 2. A Route of Regional Significance does not exist within Clayton's city limits. However, immediately to the west of the City, the Ygnacio Valley Road/Kirker Pass Road corridor is a designated Route of Regional Significance.

2. **Reporting Intersection Traffic Level of Service (LOS) Standards:** There are eight signalized intersections within Clayton. Four of these intersections are key in determining whether or not the City's basic route system is operating efficiently and meeting Level of Service standards. These four reporting intersections along with their related Level of Service standards are as follows:

<u>Intersection</u>	<u>Adjacent Land Use</u>	<u>Poorest Acceptable LOS</u>
Clayton Rd/Washington Blvd.	Urban	LOS high D
Clayton Rd/Mitchell Canyon Rd.	Suburban	LOS low D
Marsh Creek Rd./Regency Drive	Suburban	LOS low D
Oakhurst Dr./Eagle Peak Ave. (south)	Suburban	LOS low D

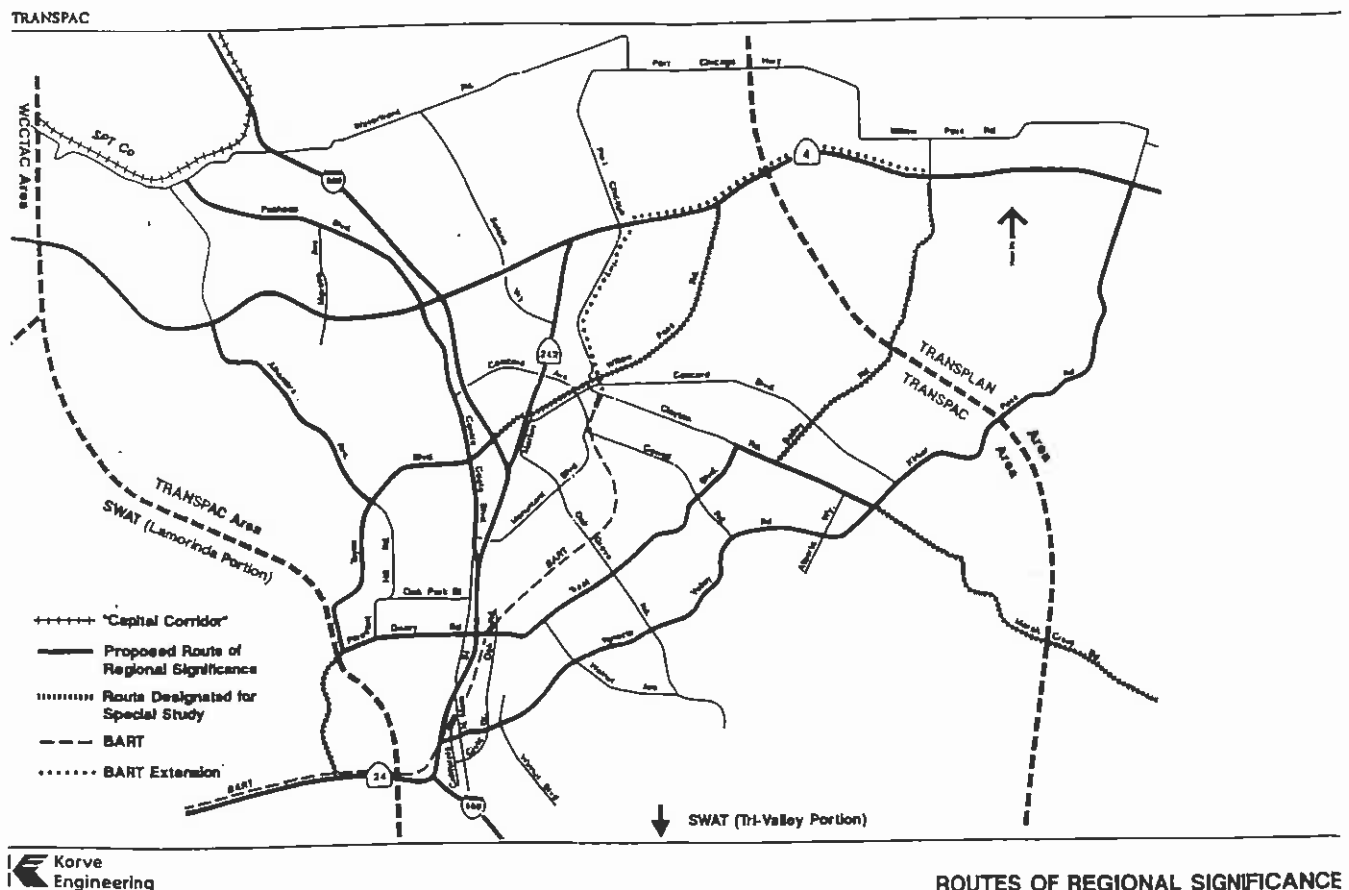


FIGURE 2
IMPLEMENTATION POLICIES

Development Mitigation:

1. The City will continue to implement its adopted development fees to require developers to pay the costs necessary to mitigate the impacts of their development on the local street system.

2. The City will periodically review the existing adopted development fees to determine if the fees accurately reflect the needed traffic mitigation associated with development.
3. As part of the development review process for projects estimated to generate over 100 peak-hour vehicle trips, Clayton will require the developer/applicant to provide the City with a traffic impact study consistent with the Technical Guidelines published by the Contra Costa Transportation Authority.
4. Development projects expected to generate over 100 peak-hour vehicle trips in the peak direction will not be approved by the City unless finding of consistency can be made with the Reporting Intersection Traffic Level of Service Standards.
5. The City will not use Local Street Improvement and Maintenance funds allocated to Clayton pursuant to the Measure Clayton by the Contra Costa Transportation Authority to replace developer funding for transportation projects determined to be required for growth to comply with standards. Exceptions to this policy can be made for development projects which would meet the affordable housing goals of the Housing Element to the General Plan.

(Revised 2/21/95)

Achieving LOS Standards:

6. In the event that any of Clayton's four reporting intersections identified above fail to meet its LOS standard, Clayton will consider amendments to the General Plan, Zoning Ordinance, Capital Improvement Program and/or other relevant plans and policies in order to attain the standard.
7. Capital projects necessary to maintain and improve traffic operations to comply with LOS standards will be included in Clayton's 5-year Capital Improvement Program.

Multi-jurisdictional Transportation Planning:

8. Clayton has and will continue to participate in multi-jurisdictional transportation planning by participating in the activities of the TRANSPAC Regional Transportation Planning Committee including the development of a Regional Route Action Plan and cooperating in planning for intersections subject to Findings of Special Circumstances.
9. Clayton will participate in the Contra Costa Transportation Authority's conflict resolution process, as needed, to resolve transportation related disputes.
10. Clayton will report its progress regarding the Growth Management Program to the Contra Costa Transportation Authority by submitting a compliance checklist and maintaining other necessary information.

Transportation Systems Management:

11. As part of its program to attain traffic service standards, Clayton will adopt and implement a Transportation Systems Management Ordinance.

Environmentally Sensitive Transportation Routes:

12. Marsh Creek Road shall not be widened beyond the existing 2 lanes east of Pine Lane due to the significant environmental resources present. Marsh Creek Road may be improved by measures including but not limited to: repaving, improved shoulders, turn lanes, and acceleration/deceleration lanes.

Background Information and Analysis

The background information and analysis of Clayton's street system is contained in a special study that is incorporated into this Element by reference. This study is entitled "Measure Clayton Growth Management Element Traffic Study" prepared by Goodrich Traffic Group, May 27, 1991.

(Revised 2/21/95)

PUBLIC FACILITIES AND SERVICES

City growth and development is dependent upon a complicated network of public facilities and services. Each type of service has a unique set of constraints and must adapt to growth differently. The City of Clayton provides police and park services and with the advice of the Contra Costa Flood Control and Water Conservation District, flood control and drainage services. Fire protection, sanitary sewer, and water supply are not provided by the City, but by special purpose districts. These special purpose districts are: the Contra Costa County Fire Protection District for fire protection services; the Central Contra Costa Sanitation District and City of Concord for the treatment and transport, respectively, of sewage; and the Contra Costa Water District for water supply services. The Contra Costa County Flood Control and Water Conservation District does provide recommendations to the City but such advice is only upon the request of the City.

Goals

1. Provide police protection to the public through effective law enforcement and the incorporation of crime prevention features into new development.
2. Develop and maintain a system of active open spaces and trails along creek channels and within developed parks as well as the maintenance of passive open spaces along hillsides as a means of preserving the rural character of the City.
3. Incorporate fire safety precautions in existing developed areas and in planning for new development.

4. Provide for an efficient sanitary sewer collection system and for an efficient water distribution system to serve existing development (allowing for the eventual connection of non-sewer areas) and in the planning for new development.
5. Protect the community from the risk of flood damage.

Performance Standards

1. Police: Capital facilities should be provided at a level sufficient to maintain a 5 minute response time for 90% of all emergency calls for police assistance.
2. Parks: Standards for active open spaces within Clayton are as follows:

Developed Parks (athletic fields, picnic areas, tot lots, etc.)	3 Acres per 1,000
Maintained Open Spaces (greenbelt and trails, etc.)	7 Acres per 1,000
Total Active Open Spaces	10 Acres per 1,000
3. Fire Protection: Ideally, all development should be within 1.5 miles or a 3 minute response time from a fire station. All development (including residential) more than 1.5 miles or 3 minutes from a fire station shall provide built-in fire protection system (e.g., fire sprinklers). All development adjacent to open space areas shall provide Class "A" fire retardant roof coverings.
4. Sanitary Sewer: All development shall comply with the standards of the Central Contra Costa Sanitary District and the City of Concord for sanitary sewer treatment and collection, respectively. Septic systems shall be allowed in transitional areas on large lots subject to the approval of Contra Costa County Health Services Department.
5. Water: All development shall comply with the standards of the Contra Costa Water District.
6. Flood Control: All development shall provide protection from the 100-year flood event as determined by the Federal Emergency Management Agency and as amended by more current information and studies. This protection shall also include the downstream effects of development on adjacent jurisdictions.

IMPLEMENTATION POLICIES

Development Mitigation

1. The City will continue to implement its adopted development fees to require developers to pay the costs necessary to mitigate the impacts of development on public facilities and services.

2. The City will review the existing adopted development fees and adopt additional development fees, if necessary, to insure that new growth is paying its fair share of the costs associated with the provision of facilities for police, parks, fire protection, sanitary sewer, water and flood control.
3. All new development shall contribute to or participate in the improvement of the police, parks, fire protection, sanitary sewer, water and flood control systems in proportion to the demand generated by the project occupants and users.

Achieving Performance Standards:

4. Clayton will approve development projects only after making findings that: (1) after participation in the adopted development mitigation programs, performance standards will be maintained; or (2) project-specific mitigation measures will be required of the project to insure maintenance of standards.
5. Capital projects necessary to maintain and improve public facilities and services to comply with the performance standards will be included in Clayton's 5-year Capital Improvement Program.
6. Clayton will monitor and periodically review the adopted performance standards to determine if they accurately reflect the desires of the City.

BACKGROUND INFORMATION AND ANALYSIS

Police

The City's Police Department has an authorized force of ten sworn officers, including a chief, two sergeants, a corporal, a detective, and patrol officers. The Department also has one civilian employee and two police service aides. The Department has six patrol cars. Response times from the headquarters on Oak Street range from 3 to 6 minutes for all types of calls.

Recent City growth has impacted the Police Department. The Department would like to add personnel to meet standard ratios of officers per person of City population. Capital facilities of the Department have also been impacted. The Department needs replacement vehicles and other capital equipment. If the city is able to add additional officers, capital facilities will also need to be expanded to equip a larger force.

Parks and Open Space

Clayton is rich in park and open space resources. The City is located at the base of the north slope of Mt. Diablo. Mt. Diablo State Park, which forms much of the southern City boundary includes approximately 18,000 acres. To the northwest of the City is the Black Diamond Mines Regional Preserve operated by the East Bay Regional Park District (EBRPD). This Preserve encompasses about 3,500 acres of rugged hill land generally covered with grasses. Within the City limits, approximately 530 acres of the hillside area

of the Oakhurst Country Club are preserved as passive open space. This open space area is protected by a conservation easement which has been accepted by the EBRPD. Finally, the 160 acre Oakhurst Golf Course itself is an open space resource whether or not one plays golf.

The City owns and is developing several active park and open space areas. The City maintains roughly 70 acres of active open space within a system of greenbelts and trails. Major trails within the City include the Mitchell Creek Trail, the Mt. Diablo Creek Trail, and the Donner Creek Trail. Although not owned or operated by the City, residents have access to the park-like open space facility with a swimming pool under the ownership and administration of the Dana Hills Homeowners Association. The City currently has one existing park and is in the process of developing another park. The existing park is the approximately 3 acre neighborhood park at the end of Lydia Lane. The developing park is the 20 acre Ballfields/Community Park Complex. This complex will provide for three combination baseball/soccer fields and a fourth soccer field. The complex also will have sports related facilities (parking, restrooms, concessions) and active play areas (picnic areas, play structures, tot lots). It is also the intention of the City to develop additional neighborhood serving park facilities along greenbelt and trail areas.

Fire Protection

The Contra Costa County Fire Protection District serves the City of Clayton. This service is provided from Fire Station 11 which is located at the intersection of Clayton Road and Mitchell Canyon Road near the center of the community. This is a three person engine company providing services which include fire prevention, fire fighting, emergency medical aid, as well as public information related to these topics. The Fire District will be eventually relocating Station 11 to a site within the Clayton Town Center. As a condition of approval for the Oakhurst Country Club development, a site for a new fire station will be dedicated to the Fire District. The timing of this dedication and the construction schedule of the station itself are not yet determined. Existing fire development impact fees will help fund this new station. The Fire District requires all development to conform with the National Fire Code which includes: provisions for access road width, slope and strength; fire suppression system design; water supply; and structural design and materials. Current standards require that all new development more than 1.5 miles or more than a 3 minute response time from a fire station shall provide built-in fire protection systems such as fire sprinklers.

In addition to urban fire control issues, wildfire is a concern in the Clayton areas where non-native plant materials, steep slopes, high winds and other conditions make fire fighting challenging and increases the risks of fast-spreading fire. The California Department of Forestry and Fire Prevention has jurisdiction throughout the State. Their primary responsibility is to prevent and fight wildland fires. The Sunshine Forest station, with two engines, is located approximately 6 miles east of the City on Marsh Creek Road. It is staffed year-round, with primary emphasis during the burn period from March to October. State Responsibility Areas currently cover approximately 200,000 acres in eastern Contra Costa County, including Mt. Diablo State Park. Fire prevention measures

include requiring full compliance with Public Resources Code sections 4290 and 4291, which specify firebreaks, chimney screens, debris clearing and controlled burns. (Controlled burns are becoming less common due to their regional air quality impacts). The Forestry Department has the full backing of the resources of the State, including ground and aerial equipment and personnel in cases where local fire fighting capabilities are inadequate. The Forestry Department is funded through the State, and local impact fees are not collected.

The Mt. Diablo State Park General Plan calls for fire breaks around the perimeter of the Park and within the Park to form 'compartments' for fire containment. Typical fire breaks are 20 to 30 foot wide strips along the edge of a developed area, such as mowed, disked or plowed land. Single-loaded streets, which are residential streets with houses on only one side, can also serve as fire breaks. Fuel modification is another measure used to control possible wildfires by minimizing the amount of fast burning plant materials. The State Park does not consider grazing an adequate means of fuel modification, due to the irregular areas covered and intervals of herd movement, the types of vegetation encouraged as feed, impacts on soils and habitat, and nuisance associated with proximity to developed areas. However, the East Bay Regional Park District has implemented effective fire control programs using grazing on lands under its jurisdiction. In regard to landscaping, native grasses and shrubs are generally more effective for wildfire safety than are exotic annuals, due to natives relatively low production of biomass which serves as fuel for fires.

Sanitary Sewer

Treatment: Public sanitary sewer treatment for the City of Clayton is provided by the Central Contra Costa Sanitary District (CCCSD). Sewage is conveyed through gravity sewer lines and pumping stations to the District's treatment plant located at the intersection of Highway 4 and I-680. Treated effluent is discharged directly into Carquinez Strait.

The CCCSD treatment plant is currently treating approximately 36 million gallons of sewage per day (mgd), with a total capacity of 45 mgd. Wet weather flows are higher and are somewhat diluted due to the infiltration of rainwater into the system. Based on the rate of growth and the corresponding increase in sewage flow within the service area during recent years, District officials expect that excess capacity will be sufficient until 1995 or 1996. Continued development will ultimately require the provision of additional treatment capacity.

Major capital improvements are funded by the District's connection fees levied on new development. CCCSD officials expect that the current fee structure will provide adequate revenue to finance future treatment plant expansion. As a result, it does not appear that sewage treatment capacity is likely to constrain development within the City.

Collection: Although the collection lines are actually owned by the City of Clayton, the City of Concord Public Works Department operates and maintains Clayton's public

sanitary sewer collection system. Concord transports Clayton's sewage downstream through its system of trunk sewers and pumping stations to the CCCSD treatment plant.

CCCSD charges the City of Concord a per gallon fee for sewage treatment and for new service connections. Concord passes these costs along to all of its sewer customers, including those in Clayton, along with additional charges for the operation and maintenance of the collection system. The connection fee for a single home is currently \$2,250.

Existing sewer lines in Clayton are shown in Figure 3. The main trunk line of Clayton's existing sewer collection system runs east along Mt. Diablo Creek from its beginning at the Concord city line. Local collector lines branch off this main into the many neighborhoods on both sides of Mt. Diablo Creek. After the trunk line passes through downtown Clayton, it turns south off Marsh Creek Road just before El Molino Drive, and follows Donner Creek upstream for approximately ½ mile. It then leaves the creek and runs due east along rear lot lines between Bloching Circle and Weatherly Drive to El Molino Drive. From El Molino Drive, the collector follows local roads on a circuitous route that crosses Mount Diablo Creek and finally heads east along El Portal Drive to the end of the Regency Meadows subdivision, at the eastern edge of the City.

The El Molino/El Portal segment of the Clayton trunk sewer is currently the upstream end of the City's sewage collection system. All sewage now flows downhill through these lines to the City of Concord. Future extensions into the upper end of Clayton Valley would connect either directly into the main on El Portal Drive, or into a branch of this main on Diablo Parkway, which is currently stubbed across Marsh Creek Road. The first segment of the El Portal extension will be installed to service the Oakwood subdivision and other new homes proposed for construction at the eastern end of the City. Oakwood's private collection system will intersect the City's main after crossing Mt. Diablo Creek.

The Concord Public Works Department recently completed a capacity study of Clayton's main collection system. Although the study has not yet been finalized for release, a preliminary draft indicates there are several segments of main collector line in Clayton that are currently operating over design capacity during periods of peak sewage flow. Important points from the report are summarized below:

- ▶ A segment identified in the report as operating over capacity that would affect the City is a downstream reach of the El Molino Drive main, where it parallels Donner Creek. There are, however, several other segments along this portion of the collector that have little remaining excess capacity to support continued development. Exactly how much capacity remains within each segment of the El Molino Drive collector system cannot be determined until the final draft of the report is released.

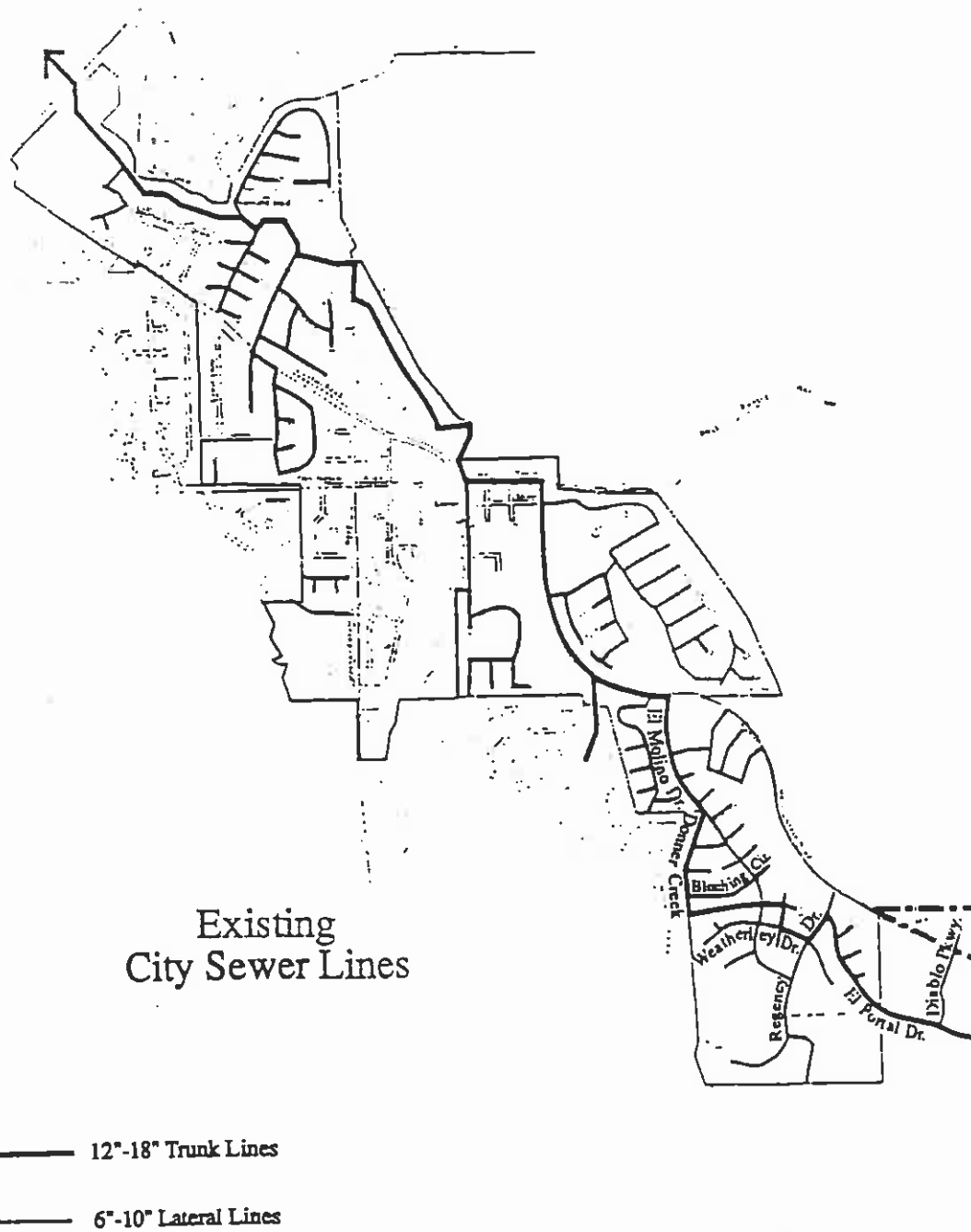


FIGURE 3

- ▶ The report found that the main Mt. Diablo Creek trunk line that connects the City into Concord's collection system will have less than 10% of its design capacity remaining once the Oakhurst project is completed. A substantial increase in current levels of sewage production within Clayton would likely require the construction of a parallel, relief trunk sewer main.
- ▶ The report assumes that all of the City's currently unsewered lots will be connected into the collection system, so their sewage production was included in the capacity calculations. Clayton hopes to eventually eliminate all septic tanks and leach fields within the older parts of town. At the present time, though, Concord allocates sewer connections on a first come, first served basis. No collection capacity is being reserved for existing, developed, unsewered lots. It is not expected that this situation will cause a capacity shortfall on the El Molino/El Portal portion of the main, because there are few unsewered lots in the recently developed area it serves. The situation could, however, affect the allocation of remaining capacity in the main, because there are few unsewered lots in the recently developed area it serves. The situation could, however, affect the allocation of remaining capacity in the main Mt. Diablo Creek trunk line, which carries all of the City's sewage flow. If this does result in a problem, the City of Concord must mitigate it according to our sewer service agreement.
- ▶ The report did not look at all parts of the existing collection system, but only the main collector lines. The line along El Portal Drive serving the Oakwood subdivision was not considered a main in the study, so it was not included. However, a sewer study performed in 1987 for the Regency Meadows subdivision indicates that there may also be capacity limitations within the upstream portions of the El Molino Drive system along El Portal Drive. This line is currently operating below capacity, but there is limited excess capacity to support extensive development to the east of the City.

Water

Supply and Treatment

Public water supply, treatment, storage, and distribution in the City are provided by the Contra Costa Water District (CCWD). CCWD obtains its water from Rock Slough, near Oakley, in the Delta, under the terms of a contract with the federal government. This contract grants the District its 195,000 acre foot (af) annual allotment of water. In 1990, CCWD used approximately 130,000 af.

In response to the current drought, CCWD's water allotment for 1991 was cut by 50%, to 97,500 af, which is equal to 75% of 1990's total consumption. The District made the necessary reductions through a combination of conservation and rationing. Single-family homes were limited to 270 gallons per day, and water use by apartments, businesses, schools, and industries were cut from 10% to 25% below 1990 levels. Commercial

landscape irrigation was hardest hit, with reductions of 75%. At this time, the District has no plans to restrict new connections through a building moratorium to limit new demand for water supplies.

The drought not only affects the quantity of CCWD's water supply, but also its quality. Because Rock Slough is located relatively far downstream within the Delta, it is susceptible to salt water intrusion from San Francisco Bay when freshwater river flows decline during the dry season. This has caused significant taste and odor problems in CCWD's water supply in the past, although it has not been health threatening. It is expected that these problems will recur this year.

CCWD is addressing its water quality problems through development of the Los Vaqueros reservoir on Kellogg Creek, in the eastern foothills of Mount Diablo. High quality winter flows from the Delta will be stored in the reservoir for release during the summer. Water from the reservoir will be mixed with water withdrawn directly from Rock Slough to produce a 'blend' that is substantially higher quality than summer Delta water.

The District is currently acquiring land and finalizing the construction plans for the reservoir.

Water distributed by CCWD in the Clayton area is treated at the District's Bollman plant on Highway 4. The plant's maximum capacity is now 65 million gallons per day (mgd), which is sufficient for current levels of demand within its service area. CCWD officials report that the Bollman treatment plant, in its present configuration, can be expanded to a maximum capacity of 95 mgd.

Future treatment plant expansions and system-wide facility improvements are partially funded through the District's connection fee. The fee is based on the size of the new connection's water meter. A 5/8 inch meter for a typical single-family home currently costs \$5,000. Local Fire District regulations require that all homes in eastern Clayton have a 1 inch meter, to supply a mandatory fire sprinkler system, but CCWD charges the 5/8 inch rate for a 1 inch meter under these circumstances.

Storage and Distribution

Water is pumped from the Bollman Treatment Plant to Clayton through an existing network of distribution mains owned by CCWD. The transmission mains supply a series of reservoirs and tanks that provide day to day water storage and maintain operating pressure within local distribution networks.

The local networks are divided into pressure zones whose boundaries are determined by ground elevation. Areas of roughly equal elevation are served by a self-contained network of distribution pipelines that is supplied by one or more reservoirs. The reservoirs for each pressure zone are set approximately 100 feet above the zone's highest service

elevation, which creates a suitable range of operating pressures within the distribution system.

The vertical width of pressure zones generally does not exceed 160 feet. Greater differences in elevation would require that the line pressure be reduced before delivery at the lower end of the zone, which means that some of the energy used to pump water up into zone storage would be continually wasted. In areas of relatively flat terrain, pressure zones cover wide areas, with large distribution networks and extensive storage facilities. In steeper terrain, pressure zones become narrow bands that follow the contours of the hillsides, only widening out in valley bottoms and small canyons.

As a general rule, storage facilities located in hilly sections of CCWD's service area are sized to provide water only for the topographically defined immediate area. The District discourages the interconnection of equal pressure zones across intervening zones of lower pressure. As a result, new storage tanks are often designed with just the capacity needed for a specific project, leaving little excess to support additional development of neighboring parcels.

Provision of Additional Water Capacity

If development occurs east of the City, it is likely to require additional water supply and distribution facilities, including reservoirs, pumping stations and distribution lines. The District designs all water system expansions, prepares the construction plans, supplies the materials, and supervises construction, at the developer's expense. Installation is generally the responsibility of a developer. Upon completion, the new pipelines and appurtenances become CCWD property.

Reservoirs

The volume of storage reservoir capacity needed within each pressure zone is determined by fire flow requirements, as dictated by the Contra Costa County Fire Protection District, the maximum day water demand within the immediate service area, and an emergency storage allocation. These components are described below:

- ▶ Fire District (CCCFPD) design criteria call for a 1,000 gpm flow from any one fire hydrant for a duration of 2 hours. This equals 120,000 gallons of storage. Because the eastern area of the City is located more than 5 minutes from the Mitchell Canyon Road fire station, all homes are required to have sprinkler systems supplied by a 1 inch water meter. This added level of protection allows the Fire District to reduce its minimum fire flow requirement from the usual 2,000 gpm to 1,000 gpm.
- ▶ CCWD estimates that maximum day water use equals 2 times the average day demand of 700 gallons per single-family home. Seven hundred gpd is used by the District for design purposes, even though it is far higher than the 270 gpd drought

allocation. Reservoir storage must be provided for 25% of the maximum day demand:

$$3 \times 700 \text{ gpd} \times 25\% = 350 \text{ gallons per home.}$$

- ▶ Emergency storage capacity must provide water in the event of a main break or other system failure. This capacity is equal to 1.5 times the average day demand of 700 gallons per single-family home, or 1,050 gallons per home.

- ▶ Total storage requirement for either a new or expanded reservoir is calculated from the three numbers above:

$$\text{Storage} = [(120,000 \text{ gal. Fire storage}) + (350 + 1,050) \text{ gal.} \times \text{number of homes served}]$$

Or

$$\text{Storage} = 120,000 \text{ gal.} + [(1,400 \text{ gal/home}) \times (\text{number of homes})]$$

CCWD uses \$1.50 per gallon to estimate the total cost of small reservoir construction, which must be fully funded by developers. For larger reservoirs, the unit cost per gallon is somewhat lower.

Pumping Stations

A pumping station must be installed to supply each new pressure zone. Existing stations can often be used to fill multiple reservoirs, at more than one location, but only if the zone's topography supports a widespread distribution system. CCWD estimates the total cost of a new pumping station with 350 gpm pumps to be approximately \$350,000.

Distribution Lines

Distribution system upgrades and expansions must be constructed within each pressure zone to provide the capacity needed to deliver water to newly constructed homes and businesses. Both on-site (within a proposed development) and off-site improvements must be funded and installed by the developer. In many cases, excess flow capacity must be designed into off-site water mains to allow for future development of neighboring areas within the same pressure zone. The District will only reimburse a developer who installs these facilities for the additional cost of the pipe materials (i.e., for the difference between an 8 inch and 12 inch diameter pipe).

Distribution mains must be sized to carry fire flow plus peak hour demand flow for the services expected to be on each line. For between 50 and 100 homes, CCWD estimates peak hour demand as 3 times the maximum day, or 6 times average day:

$$6 \times 700 \text{ gpd} = 4,200 \text{ gal./day/home}$$

$$4,200 \text{ gpd/home} = 2.92 \text{ gal/minute/home}$$

$$\text{Total flow requirement} = 1,000 \text{ gpm} + (2.92 \times \# \text{ of homes})$$

The District permits a maximum fire flow velocity in delivery mains of 12 feet per second (fps). This limit is used to size each main, based on the total flow as calculated above.

Wherever possible, CCWD encourages developers to install looped water systems, so water can always reach each fire hydrant from two directions. This provides back-up capability in the event of a main failure, and it also splits the required 1,000 gpm fire flow capacity between two sections of pipe on either side of the hydrant. This lowers the maximum design flow that must be carried within each line.

The District estimates that the design and construction of new water mains costs between \$60 and \$80 per lineal foot, depending on the size. These figures include all pipe, valves, and fittings, complete and in place. Fire hydrants costs approximately \$3,000 each.

Hydropneumatic Pressure Systems

In areas only marginally higher than adjacent developed pressure zones, CCWD sometimes approves the installation of small, hydropneumatic pressure systems including a pumping station, two service pumps, one fire pump, and a pneumatic storage tank to supply a maximum of 100 homes or equivalent 5/8 inch services. These systems draw water from the storage tank in the next lower zone and increase its pressure for delivery at a higher elevation. However, the maximum fixture elevation that can be served by such a system can be no higher than 10 feet below the operating level of the lower zone's storage tank.

Alternative Water Supplies

Private wells currently supply many of the homes east of Clayton with drinking water. County Environmental Health Department officials report that this area is generally not a good location for wells. Clayey soils have caused a number of reported well failures in the past. These conditions make it unlikely that extensive development can be supported by local groundwater resources.

Flood Control

Mt. Diablo Creek has not had a history of severe flooding, even though some flooding has occurred in the Clayton area and in the floodplain between Clayton Road and Kirker Pass Road. Localized flooding has also been reported along the creek. The major floods of record occurred in 1938, 1952, 1955, and 1963. The 1955 and 1963 floods were estimated to be 25-year events. More severe flooding could be expected from a 100-year storm.

Flood hazard analysis is typically conducted by the Federal Emergency Management Agency (FEMA). A 1979 FEMA study covers the City of Clayton and a portion of the area to the east. It indicates areas of potential flooding from a 100-year storm that are 100 to 200 feet wide in the City, as well as upstream in portions of the eastern area between Pine Lane to Russellmann Road. Flood zones for the 100-year storm are more extensive downstream of Kirker Pass Road and in the City of Concord. FEMA flood

zones in the area are shown in Figure 4.

However, the results of the FEMA study are considered unreliable by the Contra Costa County Flood Control District and the City of Clayton. The FEMA study for Mt. Diablo Creek was based on an adjustment of the Pinole Creek gaging record. Pinole Creek originates on Pinole Ridge and flows through western Contra Costa County and the City of Pinole to San Pablo Bay. It is located approximately 16 miles from the City. The flood control District's investigation of the Pinole Creek gage record and its won subsequent study indicate that the 100-year flow used in the FEMA study may be too low. The FEMA-estimated peak flow from the 100-year storm for Mt. Diablo Creek at Kirker Pass Road is 4,060 cubic feet per second (cfs), while the Flood control District estimate is 6,600 cfs, approximately 64% greater. The extent of the mapped 100-year floodplain would be larger if the 100-year flow estimated by the Flood Control District were used to plot the floodplain boundaries. FEMA has scheduled a restudy of flood hazards in Contra Costa County for 1993.

In 1983, the flood Control District conducted an engineering study of Mt. Diablo Creek and its watershed to identify potential flooding problems. The Flood Control District determined the capacity of Mt. Diablo Creek to be 1,500 to 2,000 cfs, with capacity in some areas as low as 500 cfs, inadequate to convey the 100-year flood. As part of the 1983 study, the Flood Control District also developed a series of design alternatives to improve flood protection by increasing channel capacity in Mt. Diablo Creek. This plan was presented to the cities of Clayton and Concord, but the plan was not implemented due to Clayton and Concord's lack of response indicating a willingness to participate in this project.

If a regional flood control plan is developed in the future, it will have to reflect changes in the creek and watershed since the original study, and changes in regulatory requirements for stream channel alteration. For example, the Safeway store in the Clayton Station shopping center has been built at the site of a proposed detention basin, and mitigation for loss of riparian habitat due to stream channelization may be difficult to achieve. Further, Clayton must establish a formal commitment to participate for a regional flood control plan to be developed.



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-

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

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

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

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

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

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

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

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

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

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

MODEL GROWTH MANAGEMENT ELEMENT

1 INTRODUCTION

1.1 Purpose

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

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

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

1.2 Background ²

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

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

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.

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

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

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

EXAMPLE OF ELEMENT TEXT ¹**COMMENTARY**

Growth Management Program approve by the voters in 1988.

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

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

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

1.3 Intent

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

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

1.4 Authority

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

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

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

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

1.5 Relation to Other General Plan Elements

[Refer to other elements.]

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

1.6 Organization of Element

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

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

2 GOALS AND POLICIES

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

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

2.1 Introduction

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

2.2 Goals (Examples based on Measure J)

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

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

2.3 Policies

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

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

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

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

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

EXAMPLE OF ELEMENT TEXT ¹	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.	<i>This provision may be addressed elsewhere and cross-referenced here.</i>
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 <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresh-	

EXAMPLE OF ELEMENT TEXT ¹	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).	<i>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.</i>
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	<i>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.</i>
2.3.4.2 Policies. The ULL includes the following policy provisions: <i>[List applicable policies here]</i>	
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.	<i>A CIP may cover more than a five-year time period if the local government chooses.</i>

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

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

3. IMPLEMENTATION PROGRAMS

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

3.1 Development Mitigation Program.

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

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

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

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

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

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

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

proportion to the development's impacts.

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.

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

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

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

3.2 Address Housing Options.

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

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

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

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

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

EXAMPLE OF ELEMENT TEXT ¹	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.	<i>The jurisdiction could list specific procedures used to support the accommodation of transit, bicycles, and pedestrians.</i>
<i>[List specific procedures]</i>	
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-	<i>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.</i>

EXAMPLE OF ELEMENT TEXT ¹**COMMENTARY**

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

3.3.3 Other Planning and Implementation Programs.

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

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

3.4 Urban Limit Line (ULL).

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

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

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

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

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

3.5 Five-Year Capital Improvement Program.

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

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

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

3.6 Transportation Systems Management.

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

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

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

EXAMPLE OF ELEMENT TEXT ¹

COMMENTARY

GLOSSARY

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

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

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

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
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

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
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.	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

- 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.

New Measure J GMP

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

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-

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
tunities on a city, subregional and countywide basis.	ing objectives established in the jurisdiction's Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how a jurisdiction's General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives. In addition, each jurisdiction shall consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided, and shall incorporate policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments.
Develop A Five Year Capital Improvement Program to meet and/or maintain Traffic Service and Performance Standards (defined in Sections 2 and 3). Each jurisdiction shall determine the capital projects needed to meet and/or maintain both its adopted Traffic Service and Performance Standards. Capital financial programming will be based on development to be constructed during (at a minimum) the following five year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.	Develop a Five-Year Capital Improvement Program Each jurisdiction shall prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals and policies of the jurisdiction's General Plan for at least the following five-year period. The Capital Improvement Program shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements. The jurisdiction shall forward the transportation component of its capital improvement program to the Authority for incorporation into the Authority's database of transportation projects.
Adopt a Transportation Systems Management (TSM) Ordinance or alternative mitigation	Adopt a Transportation Systems Management (TSM) Ordinance or Resolution

<i>Existing Measure C GMP</i>	<i>New Measure J GMP</i>
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.	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

Existing Measure C GMP

New Measure J GMP

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

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

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

RESOLUTION NO. 2009-035

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SAN RAMON
APPROVING CONSOLIDATED GENERAL PLAN AMENDMENT #1
CONSISTING OF "A" (GPA 08-400-002) AND "B" (GPA 08-400-003)
RESULTING IN GENERAL PLAN MAP AND TEXT REVISIONS**

WHEREAS, the General Plan can be amended up to four times a year pursuant to Government Code Section 65300, et. Seq.; and

WHEREAS, a General Plan Amendment may include more than one change to multiple elements of the General Plan and is considered a single action and therefore, a single consolidated General Plan Amendment for compliance with the Government Code Section 65300, et. Seq.; and

WHEREAS, this consolidated General Plan Amendment includes three specific components to modify the Growth Management, Land Use, Traffic and Circulation, and Parks and Recreation Elements of the General Plan and the General Plan Land Use Map; and

WHEREAS, this particular consolidated General Plan Amendment constitutes the first General Plan Amendment processed by the City of San Ramon for the 2009 calendar year; and

WHEREAS, Government Code Sections 65353 and 65355 requires the Planning Commission and City Council to hold at least one public hearing on amendments to the General Plan; and

WHEREAS, Measure G, approved in 1999, requires that subsequent amendments to the General Plan may only be adopted by a 4/5 vote of the City Council after recommendation in favor of such amendment is made by a 4/5 vote of the Planning Commission, and after three public hearings before both the Planning Commission and City Council; and

WHEREAS, aforementioned Measure G, is consistent with Government Code Sections 65353 and 65353, and

Regarding the Growth Management, Land Use, Traffic and Circulation, and Parks and Recreation Elements Update "A" (GPA 08-400-002):

WHEREAS, in November 2004, the voters of Contra Costa approved Measure J authorizing a 25-year continuation of the local half-cent sales tax starting on April 1, 2009 through March 31, 2034 to implement Contra Costa's Transportation Sales Tax Expenditure Plan; and

ATTACHMENT 3

WHEREAS, the Contra Costa's Transportation Sales Tax Expenditure Plan requires each jurisdiction to adopt a Growth Management Element within their General Plan in order to receive its share of Local Transportation Maintenance and Improvement funds and Contra Costa Transportation for Livable Communities funds which are derived from the Measure J sales tax revenue; and

WHEREAS, in April 2008, the City of San Ramon initiated a General Plan Amendment to modify the Growth Management Element of the General Plan in compliance with Measure J, along with associated changes to the Traffic and Circulation Element and Parks and Recreation Element of the General Plan 2020; and

WHEREAS, on August 19, 2008, The Courtyard LLC, property owners of The Courtyard Center applied for a General Plan Amendment to modify General Plan Implementing Policy number 4.6-I-21 to allow properties with a 'Mixed Use' land use designation to exceed the 25 percent non-retail ground floor limitation; and

WHEREAS, the applicants submitted the application materials requested and the project applications were deemed complete on September 26, 2008; and

WHEREAS, on October 31, 2008 the City consulted with the California Native American Tribes pursuant to Government Code section 65352.3 based on the contact list maintained by the Native American Heritage Commission; and

WHEREAS, the General Plan Amendment proposal does not include any physical alterations to the project site; and

WHEREAS, the amendments to the General Plan are covered under the Initial Study of Environmental Significance/Negative Declaration (IS 08-250-007) prepared for the amendments, pursuant to Section 15070 of the California Environmental Quality Act of 1970, as amended; and

WHEREAS, the Initial Study/Negative Declaration was circulated for a 30-day public review period in accordance with Section 15073 of the California Environmental Quality Act of 1970, as amended which commenced on November 3, 2008 and ended on December 2, 2008; and

WHEREAS, no environmental impacts in addition to those discussed in the IS/ND were identified during the public hearing testimony on October 21, 2008, November 18, 2008, December 2, 2008, February 10, 2009 and February 24, 2009; and

WHEREAS, the Initial Study/ Negative Declaration (IS 08-250-007) adequately and thoroughly assesses the environmental impacts associated with the Project and there is no substantial evidence in the record that the proposed project will result in significant impacts to the environment; and

WHEREAS, on October 21, 2008, November 18, 2008, and December 2, 2008, the Planning Commission held duly noticed public hearings on the General Plan Amendment which collectively satisfied the three public hearings requirement of Measure G, where the staff report, other pertinent documents, and public testimony were heard; and

WHEREAS, on December 2, 2008, the Planning Commission after independent consideration and independently exercising its judgment in evaluating all of the aforesaid material and testimony, adopted Planning Commission Resolution No. 16-08, recommending the City Council certify the Initial Study/Negative Declaration (IS 08-250-007) and approve General Plan Amendment "A" GPA 08-400-002; and

WHEREAS, on October 21, 2008, February 10, 2009, and February 24, 2009, the City Council held duly noticed public hearings on the General Plan Amendment which collectively satisfied the three public hearings requirement of Measure G, where the staff report, other pertinent documents, and public testimony were heard; and

WHEREAS, on February 24, 2009, the City Council after independent consideration and independently exercising its judgment in evaluating all of the aforesaid material and testimony, adopted the Initial Study/Negative Declaration (IS 08-250-007) by separate City Council Resolution prior to taking action on the proposed amendments to the General Plan; and

Regarding the Modification of the Land Use Designation at 2300 Camino Ramon "B" (GPA 08-400-003):

WHEREAS, the subject property located at 2300 Camino Ramon currently has a General Plan land use designation of Manufacturing and Warehouse (MW); and

WHEREAS, the project site is fully developed with an approximately 67,000 square foot commercial office building with associated parking and landscaping; and

WHEREAS, the existing building would have been originally entitled under the Controlled Manufacturing (CM) zoning classification that permitted office uses by right and has accommodated office uses since its construction in 1990; and

WHEREAS, on August 29, 2008, an application was filed by ZKS Real Estate Partners, LLC to change the General Plan land use designation from Manufacturing and Warehouse to Office; and

WHEREAS, the proposed General Plan Amendment from Manufacturing and Warehouse to a general office will eliminate the legal non-conforming aspect associated with the continued use of the existing office building; and

WHEREAS, the applicant has submitted the application material and studies requested and the project applications were deemed complete on October 29, 2008; and

WHEREAS, on December 19, 2008 the City consulted with the California Native American Tribes pursuant to Government Code section 65352.3 based on the contact list maintained by the Native American Heritage Commission; and

WHEREAS, the General Plan Amendment proposal does not include any physical alteration to the project site; and

WHEREAS, the amendment to the General Plan 2020 is covered under the Initial Study of Environmental Significance/Negative Declaration (IS 08-250-006) prepared for the amendments, pursuant to Section 15070 of the California Environmental Quality Act of 1970, as amended; and

WHEREAS, the Negative Declaration was circulated for a 20-day public review period in accordance with Section 15073 of the California Environmental Quality Act of 1970, as amended which commenced on December 23, 2008 and ended on January 19, 2009; and

WHEREAS, no environmental impacts in addition to those discussed in the IS/ND were identified during the public hearing testimony on December 16, 2008, January 6, 2009, January 20, 2009, February 10, 2009 and February 24, 2009; and

WHEREAS, the Initial Study/Negative Declaration (IS 08-250-006) adequately and thoroughly assesses the environmental impacts associated with the Project and there is no substantial evidence in the record that the proposed project will result in significant impacts to the environment; and

WHEREAS, on December 16, 2008, January 6, 2009, and January 20, 2009, the Planning Commission held duly noticed public hearings on the General Plan Amendment which collectively satisfied the three public hearings requirement of Measure G, and where the staff report, other pertinent documents, and public testimony were heard; and

WHEREAS, on January 20, 2009, the Planning Commission after independent consideration and independently exercising its judgment in evaluating all of the aforesaid material and testimony, adopted Planning Commission Resolution No. 01-09, recommending the City Council certify the Initial Study of Environmental Significance/Negative Declaration (IS 08-250-006) and approve General Plan Amendment "B" GPA 08-400-003; and

WHEREAS, on December 16, 2008, February 10, 2009, and February 24, 2009, the City Council held duly noticed public hearings on the General Plan Amendment which collectively satisfied the three public hearings requirement of Measure G, where the staff report, other pertinent documents, and public testimony were heard; and

WHEREAS, on February 24, 2009, the City Council after independent consideration and independently exercising its judgment in evaluating all of the aforesaid material and testimony, adopted the Initial Study/Negative Declaration (IS 08-250-006) by

separate City Council Resolution prior to taking action on the proposed amendments to the General Plan.

NOW, THEREFORE BE IT RESOLVED that the City Council approves the consolidated General Plan Amendment #1 consisting of "A" and "B" (GPA 08-400-002 and GPA 08-400-003), comprising text, tables, and revised General Plan Map pursuant to the following findings:

1. That in compliance with the Government Code Section 65300, General Plan Amendment "A" (GPA 08-400-002) and General Plan Amendment "B" (GPA 08-400-003) have been consolidated into a single General Plan Amendment for the City Council's consideration; and

Regarding General Plan Amendment "A" (GPA 08-400-002):

2. The recitals above are true and correct and are incorporated herein by reference; and
3. That the General Plan Amendment is internally consistent with the objectives, policies, general land uses, and programs specified in the approved 2020 General Plan in that changes were made to the Traffic and Circulation and Parks and Recreation Elements to ensure internal consistency with the Growth Management Element; and
4. That the General Plan Amendment would not be detrimental to the public health, safety, or welfare of the persons residing or working in the City of San Ramon, because the amendment achieves the City's goal of managing and mitigating the impacts of growth, and continues to allow the City to regulate the ground floor uses of a Mixed Use property; and
5. That the General Plan Amendment will not be materially detrimental or injurious to property or improvements in the City of San Ramon because the amendment maintains and enhances the growth management goals of the City and provides Mixed Use properties with flexibility to exceed 25% non-retail uses on the ground on a case by case basis; and

Regarding General Plan Amendment "B" (GPA 08-400-003):

6. The recitals above are true and correct and are incorporated herein by reference; and
7. That the General Plan Amendment to Office is internally consistent with the objectives, policies, general land uses, and programs specified in the approved General Plan 2020 in that changes represent a clarification and recognition of existing office uses that currently occur on the site; and

8. That the General Plan Amendment will not be detrimental to the health, safety and general welfare of persons residing or working in the proximity of the subject site; and
9. That the General Plan Amendment will not be injurious or detrimental to property or improvements on or adjacent to the subject site.

NOW, THEREFORE BE IT FURTHER RESOLVED that if any provision of this resolution or the application thereof to any person or circumstances is held invalid by a court of competent jurisdiction, such invalidity shall not affect other provisions or applications of the resolution which can be given effect without the invalid provisions or applications of the resolution. To this end, the provisions of this resolution are severable. The City Council hereby declares that it would have adopted this resolution irrespective of the invalidity of any particular portion thereof.

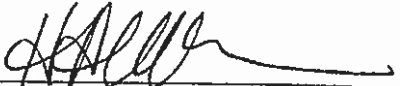
PASSED, APPROVED AND ADOPTED on this 10th day of March, 2009 by the following vote:

AYES: *Councilmembers Hudson, Livingstone, Perkins, Rowley and Mayor Wilson*

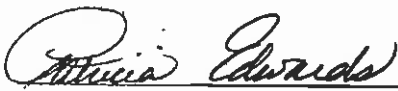
NOES:

ABSTAIN:

ABSENT:

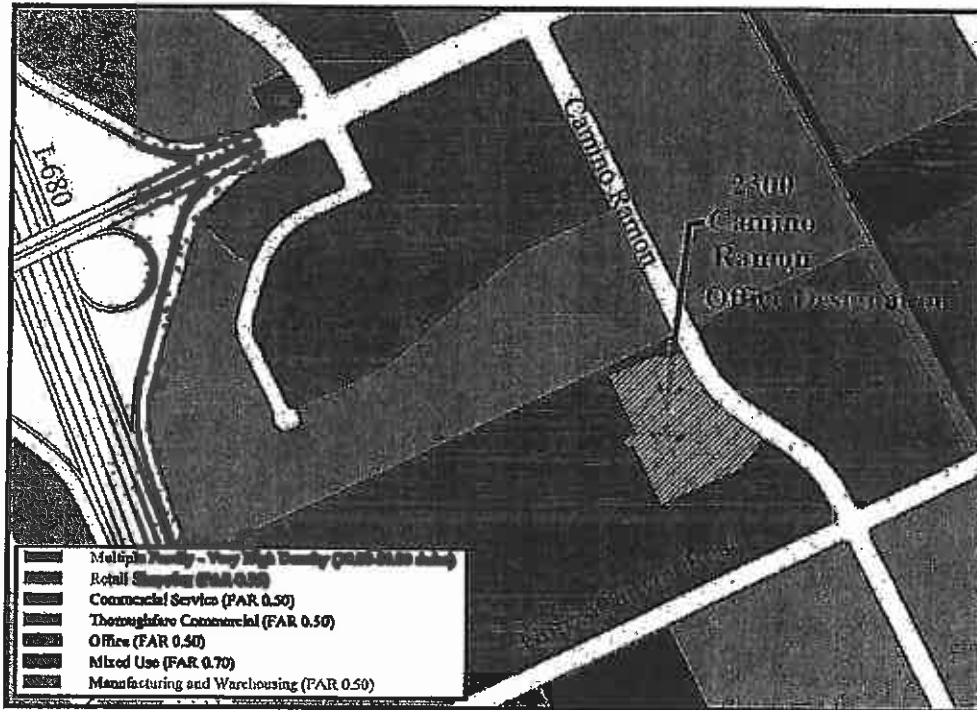

H. Abram Wilson, Mayor

ATTEST:

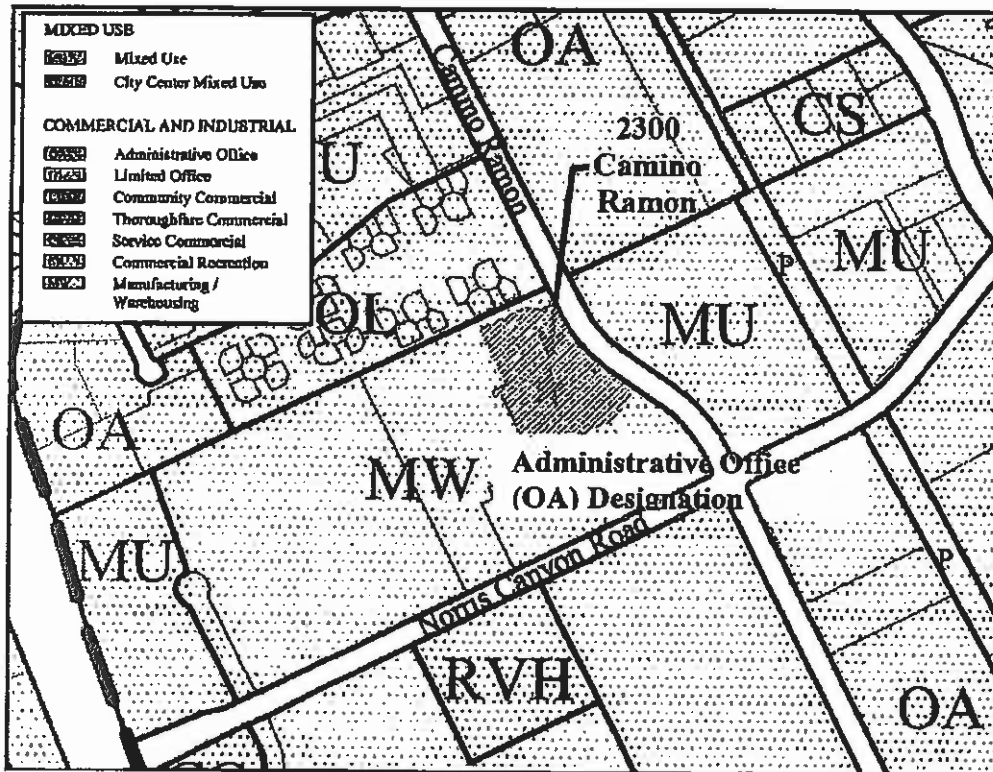

Patricia Edwards, City Clerk

- Exhibit 1: General Plan Land Use Map
Exhibit 2: General Plan Text Amendments to Growth Management, Land Use, Traffic and Circulation, and Parks and Recreation Elements

General Plan Land Use



Zoning



III. Resource Management. This Part provides the framework for open space and environmental conservation and outlines ways to minimize the impact of safety hazards and noise. It also includes an Open Space Action Plan, as mandated by Measure G.

IV. Housing. This Part includes the complete Housing Element.

POLICY STRUCTURE

Each element of the General Plan includes brief background information to establish the context for policies in the Element. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. Readers interested in a comprehensive understanding of issues related to a particular topic should refer to the *Existing Conditions and Future Prospects* working paper. This background information is followed by two sets of policies:

- *Guiding Policies* are the City's statements of its goals and philosophy.
- *Implementing Policies* represent commitments to specific actions. They may refer to existing programs or call for establishment of new ones.

Together, the guiding and implementing policies articulate a vision for San Ramon that the General Plan seeks to achieve. They also provide protection for the City's resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. Commentary provides background information or is intended to guide Plan implementation. The use of "should" or "would" indicates that

a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referred.

PLAN ORGANIZATION

The General Plan includes the seven elements required by State law (Land Use, Housing, Circulation, Open Space, Conservation, Safety, and Noise) and four other elements that address local concerns and regional requirements (Growth Management, Economic Development, Public Facilities, and Parks). Table 1.4-1 outlines how the required elements correspond with those comprising the General Plan.

Table 1.4-1: Correspondence Between Required General Plan Elements and Chapters in the San Ramon General Plan

<i>Required Element</i>	<i>Where Included in the General Plan</i>
Growth Management ¹	Chapter 3: Growth Management
Land Use	Chapter 4: Land Use
Circulation	Chapter 5: Circulation
Open Space	Chapter 8: Open Space and Conservation
Conservation	Chapter 8: Open Space and Conservation
Safety	Chapter 9: Safety
Noise	Chapter 10: Noise
Housing	Chapter 11: Housing

¹Required by Contra Costa County Measure J.

3 Growth Management

San Ramon will face several planning challenges over the next 20 years, most of which center on the fact that the smart growth mandate of Measure G, including urban growth boundaries and open space preservation, must confront the reality of forecasts for strong population and employment growth in the City to 2020.

The purpose of this Growth Management Element (GME) is to establish the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development within San Ramon. This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).

Growth management has always been a concern in San Ramon with the City's first General Plan in 1986 discussing the need to plan new development in accord with the availability of public facilities and infrastructure. This early growth strategy has evolved into a comprehensive, long-range plan that includes performance standards as well as capital improvement, development mitigation, and financing programs. In response to Measure G, approved by voters in 1999, it includes an Urban Growth Boundary (UGB), urban mixed use centers, and an open space action plan.

San Ramon's growth management policies and initiatives are also consistent with the requirements of Contra Costa's Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa voters in 2004, and as amended by

the Contra Costa Transportation Authority (CCTA). Measure J requires Contra Costa cities to:

- Adopt and implement a transportation demand management (TDM) ordinance.
- Adopt a five-year capital improvement program that lists projects, their costs and funding mechanisms.
- Ensure that new development "pays its own way" through the adoption and implementation of mitigation fees.
- Address housing options at the local, regional and county level.
- Participate in an ongoing cooperative, multi-jurisdictional planning process.
- Adopt an Urban Limit Line, referred to herein as an Urban Growth Boundary (UGB).
- Adopt a Growth Management Element

Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approved by voters in 1988 and is set to expire in March 2009. Beginning on April 1, 2009, Measure J GMP requirements take effect.

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 CCTA.

While Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes, San Ramon has chosen to continue these standards in this Element. In fact, San Ramon's GME not only incorporates Measure J requirements, but augments many of these standards with more stringent controls based on the desire of the City and its residents to preserve and enhance the quality of life in San Ramon.

3.1 GROWTH STRATEGY

In San Ramon, a growth strategy means that City officials and staff work with residents and the development community to accommodate economic and population growth without diminishing the quality of public services, facilities, and lifestyle that are enjoyed by those who live here. San Ramon must plan to provide services for development considered desirable and beneficial to the City. Growth management policies and performance standards will be used as tools to manage all development within San Ramon and protect and enhance open space and environmental resources.

By establishing a UGB, growth will be limited to areas of infill and land that is contiguous to developed areas within the City (refer to the Land Use Element for further information). Development projects must comply with all City goals, policies, and adopted performance standards. Development review procedures are used to document that each of the City's performance standards will be met and detail how required public facility improvements will be financed. No new development will occur unless these requirements are met.

The City shall seek to obtain the County's cooperation regarding mutual approval of a development project adjacent to the City's boundaries by either annexing land to the City prior to development, or by executing a Memorandum of Understanding (MOU) with the County to ensure that City standards will apply to the development project (refer to Implementing Policy 4.6-1-5). Development within unincorporated areas must be pre-zoned and have an executed property tax transfer agreement in place before annexation occurs.

GUIDING POLICY

3.1-G-1 Manage the City's growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options, and the preservation of high quality community facilities and services.

IMPLEMENTING POLICIES

3.1-I-1 Allow urban development only if traffic from that development can be accommodated within acceptable traffic levels of service.

No new development will be approved unless it can be shown that required levels of service can be maintained on local streets and regional transportation facilities.

3.1-I-2 Work with Contra Costa County and appropriate agencies to preserve, protect and enhance open space and ridgelines within the City's Planning Area, and to establish a continuous greenbelt along the western and eastern edges of San Ramon.

The hillsides to the east and west of the City provide a strong open space framework and visual amenity. Preserving the integrity of these ridges will allow development to occur in flatter areas where public services are available.

3.1-I-3 Provide a variety of diverse housing options to accommodate the local employment base, including public service employees.

3.1-I-4 Allocate the number of new housing units according to the City's ability to provide public services and housing needs through the use of adopted performance standards. Refer to Table 3.2-1.

3.1-I-5 Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.

3.1-I-6 Join with and encourage other jurisdictions to participate in regional transportation planning programs.

3.1-I-7 Allow urban development only within the City's Urban Growth Boundary (see Implementing Policies 4.6-I-1 through 4.6-I-5) and only in accord with a plan for full urban services (police, fire, parks, water, sanitation, streets and storm drainage) to which all providers are committed.

While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking

full services outside the UGB are unsuited for urban development, regardless of land use designation.

3.1-I-8 Continue to work with Contra Costa County and the developers of the Dougherty Valley Specific Plan area to ensure that the project meets all applicable growth management performance standards, as outlined in the Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report (the Settlement Agreement).

3.2 PERFORMANCE STANDARDS

San Ramon has adopted public facility performance objectives and standards for the following services:

- Community Centers
- Fire Protection Services
- Flood Control
- Libraries
- Parks
- Police
- Sanitation
- Schools
- Water

These standards represent the City's commitment to provide community facilities and define services to its residents.

COMMUNITY CENTERS

Facility Analysis

Community Centers include public facilities that serve the social, recreational, and indoor athletic needs of the

community. The City currently has three multi-purpose community centers: the San Ramon Community Center at Central Park (24,000 sq. ft.), the San Ramon Senior Center Park and Gardens facility on Alcosta Boulevard (15,000 sq. ft.), and the Dougherty Station Community Center (24,000 sq. ft. with a future 10,000 sq. ft. "annex" adjacent to the Dougherty Station Community Center on Bollinger Canyon Road). In partnership with the San Ramon Valley Unified School District (SRVUSD), the City also provides community gymnasiums at Pine Valley and Iron Horse Middle Schools (38,640 sq. ft.); community aquatic centers at California and Dougherty Valley High Schools (San Ramon Olympic Pool and the Dougherty Valley Aquatic Center, combine for 5,000 sq. ft. of community use space); and the Dougherty Valley Performing Arts Center (joint-use with the Dougherty Valley High School) with a 600 seat theater and 3,500 sq. ft. rehearsal room totaling 20,000 sq. ft.

Performance Objective

Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, indoor athletic programs, and social activities to meet the needs of San Ramon's citizens.

Performance Standard

At General Plan buildout, provide a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

FIRE PROTECTION SERVICES

Facility Analysis

The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection and suppression services to the City. Within their service area, the District currently staffs 14 engine companies from 10 fire stations. Five stations are located within the San Ramon Planning Area. Figure 3-1 illustrates the location of these stations.

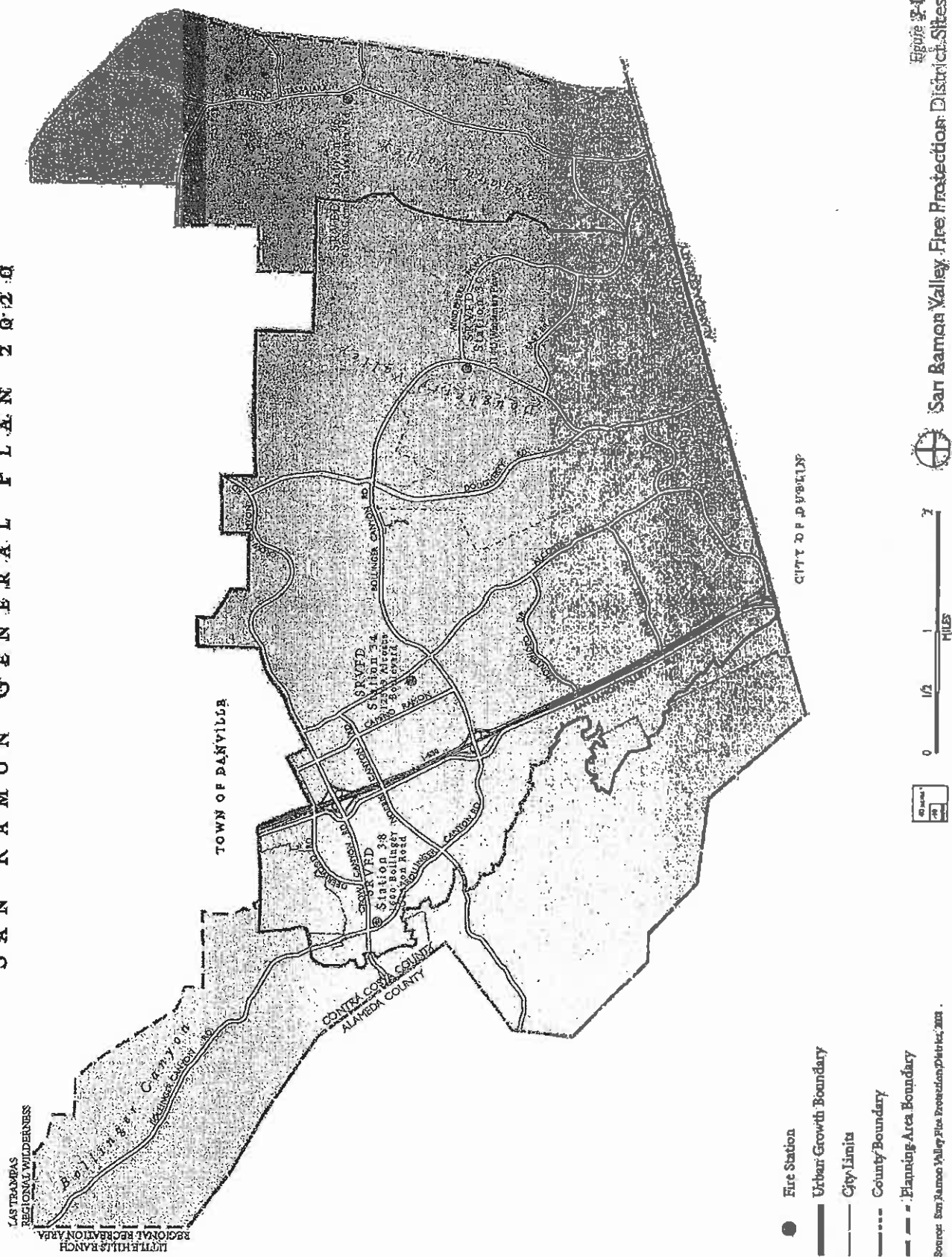
Performance Objective

Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements, to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.

Performance Standard

Prior to project approval, require written verification from the District that a 5-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.

SAN RAMON GENERAL PLAN 2020



Source: San Ramon Valley Fire Protection District, 2003

Figure 2-1
San Ramon Valley Fire Protection District Sites

FLOOD CONTROL

Facility Analysis

Figure 9-2 in the Safety Element highlights areas in the Planning Area subject to the flood control performance standard. These areas generally correspond to creek locations in the Planning Area. The City of San Ramon has primary responsibility for maintaining the flood controls within the City limits. In the unincorporated portions of the Planning Area, flood control efforts involve both the Contra Costa County Department of Public Works and the County Flood Control and Water Conservation District. Refer to the Safety Element for further information.

Performance Objective

Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.

Performance Standard

Prior to project approval, applicants shall obtain written verification from the San Ramon Engineering Services Department stating that the new development will provide adequate storm drain facilities to accommodate 25-year storm events, or other at the discretion of the City Engineer. Runoff from the development shall not increase the 100-year peak flow in the City's flood control channels and shall be substantially equal to pre-development conditions.

LIBRARIES

Facility Analysis

The two San Ramon branch libraries—the San Ramon Library and the Dougherty Station Library, are City-owned facilities operated by the Contra Costa County Library System, and contain approximately 134,000 volumes. The San Ramon Library is 18,000 sq. ft. and the Dougherty Station Library is 11,500 sq. ft. in size. The libraries provide many services, including recreational and informational reading materials for all ages, an adult literacy program, and outreach services to schools, senior centers and community groups. There are plans for a new branch library which will be built in the San Ramon City Center. Additionally, the Dougherty Station Library is a joint-use library with Diablo Valley College—San Ramon Campus, which has committed to expanding the existing Dougherty Station Library by 30,000 sq. ft., (for a total of 41,500 sq. ft.) when student enrollment allows the Community College District to meet State funding requirements. As a joint-use library, all of the square footage would be available to both the college and the community at large. Conceptually, the existing 11,500 sq. ft. of the Dougherty Station Library would be converted to all children and teen services, with the 30,000 sq. ft. expansion devoted to college student and adult services. With the growth of the college, the library expansion is expected to take place by 2015.

Performance Objective

Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for

children and adults are available in order to support their varied pursuits and needs.

Performance Standard

At General Plan buildout, provide minimum ratios of 0.5 square feet of library space per capita and 3 volumes per capita.

PARKS

Facility Analysis

San Ramon's parks and recreation facilities include 3 community centers, 4 community parks, 12 special use parks and facilities, 2 aquatic centers, 2 community gymnasiums, 27 neighborhood parks, 3 pocket parks, 17 school parks, and 1 performing arts center. All together, the City has over 457 acres of parks.

A complete description of the City's park system is contained in the Parks and Recreation Element of the General Plan (see Table 6.4-1). The Parks and Community Services Department estimates a current ratio of 5.6 acres of parkland per 1,000 residents.

Performance Objective

Provide active and passive parks and recreation facilities within a reasonable walking distance of all residents of San Ramon.

Performance Standard

At General Plan buildout, provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.

POLICE

Facility Analysis

With a total of 56 officers, the San Ramon Police Department maintains an approximate service ratio of 0.9 officers per 1,000 residents. Dispatch services are provided through a contract with the Contra Costa County Sheriff's Office. The current average response time for emergency calls is 3.7 minutes and 16.5 minutes for all other calls. Police responses are prioritized based on the nature of the calls. The classification "emergency calls" are categorized as those requiring an immediate emergency response. Examples would be life threatening situations such as a major injury traffic accident, crime involving major injury, assisting San Ramon Valley Fire Protection District on a major injury call, and felony crimes in progress. The classification "all other calls" would be any other call for service and the response is dictated based on the nature of the actual call.

Performance Objective

Maintain comprehensive police services and timely emergency response in all parts of San Ramon.

Performance Standard

Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response

time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.

SANITATION FACILITIES

Facility Analysis

The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 illustrates the service areas for these districts.

Performance Objective

Ensure that adequate and permanent sewer facilities can serve existing and future residents.

Performance Standard

Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.

SCHOOLS

Facility Analysis

The City of San Ramon is served by the San Ramon Valley Unified School District (SRVUSD). This multi-jurisdictional District currently operates eleven elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately 13,200 students attend schools in San Ramon.

Performance Objective

Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.

Performance Standard

Require new development to provide necessary land, funding, and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.

WATER

Facility Analysis

East Bay Municipal Utility District (EBMUD) is the primary drinking water service provider within existing San Ramon City limits. Dougherty Valley (except Gale Ranch 1) will be serviced by the Dublin San Ramon Services District (DSRSD). Figure 3-2 illustrates the service areas for these providers. Both providers review all local plans that affect their respective service areas to ensure that adopted performance standards are maintained.

To supplement the demand of potable water, state law allows EBMUD to require the use of recycled water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant life, fish or wildlife (EBMUD Policy 8.01). The City of San Ramon has a dual plumbing ordinance (Municipal Code Division C4 Land Development) which requires new development areas that will be served with recycled water to dual plumb in advance.

The uncertainty of EBMUD's future water supply, and the fact that EBMUD opposes any annexations that would extend its existing ultimate service boundary, suggests that both water needs and service will remain crucial factors in the City's growth.

Performance Objective

Ensure an adequate water capacity system to serve existing and future residents at economical rates.

Performance Standard

Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

Table 3.2-1: Performance Standards Matrix

Facility Analysis	Performance Standards Matrix			
	Police	Parks	Fire Protection Services	Sanitation
Facility Analysis	The San Ramon Police Department maintains an approximate service ratio of 0.9 officers per 1,000 residents. Dispatch services are provided through a contract with the County Sheriff's Department.	Existing: 71 park and recreation facilities and parks, which include 3 community centers, 4 community parks, 12 specialized recreation areas and facilities, 2 aquatic centers, 2 community gymnasiums, 30 neighborhood and pocket parks, 17 school parks, and 1 performing arts center. Future Planned: Over 620 acres total. Complete facility description in the Parks and Recreation Element.	The San Ramon Valley Fire Protection District serves the City. Figure 3-1 shows the location of fire stations in the City and their service areas.	The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 shows the service areas of these two districts.
				The City is currently serviced by the East Bay Municipal Utility District. The Dublin San Ramon Services District will serve Dougherty Valley (excluding the Bridges project). These districts will review all local plans that affect its service area. Figure 3-2 shows the district service areas.
Objective	Maintain comprehensive police services and timely emergency response in all parts of San Ramon.	Provide active and passive parks and recreation facilities within reasonable walking distance of all residents.	Maintain competent and efficient fire and emergency medical services with first responder medical and ambulance elements to minimize the risks to lives and property due to fire hazards and emergency medical conditions in all parts of San Ramon.	Ensure that adequate and permanent sewer facilities can serve existing and future residents.
Standard	Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.	At General Plan buildout, provide a ratio of 6.5 acres public park per 1,000 residents, with a goal to have park and recreation facilities within 1/2 mile of all residences.	Prior to project approval, require written verification from the District that a 5-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.	Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

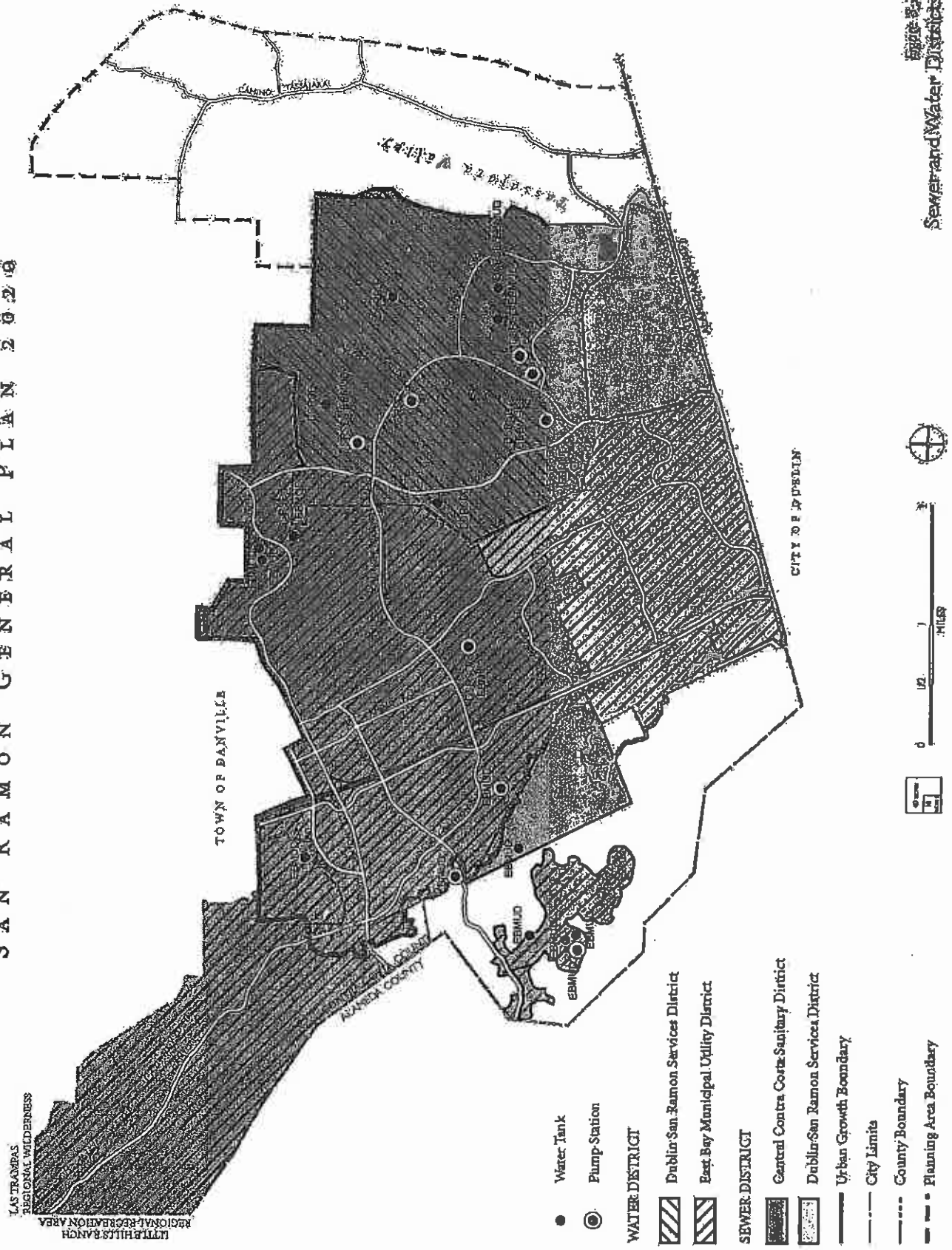
Table 3.2-1: Performance Standards Matrix - Continued

Facility Analysis	Flood Control			Schools	Libraries	Community Centers
	Areas in the City required to comply with the flood control performance standards which are highlighted in Figure 9-2 in the Safety Element					
	Service is provided by San Ramon Valley Unified School District, a multi-jurisdictional district currently operating 11 elementary schools, 4 middle schools, 2 high schools, and VENTURE, an independent study school (grades K-12) in San Ramon. Refer to Figure 7-2 for the location of these sites.				The City has two libraries—the San Ramon Library and the Dougherty Station Library, which combined, contain over 134,000 volumes. Another branch library is planned as part of the San Ramon City Center project in addition to a future 30,000 sq. ft. expansion at the Dougherty Station Library. . The libraries provide many services, including, reading materials for all ages, an adult literacy program, and outreach services to schools, senior centers, and community groups.	The City has three multi-purpose community centers: the San Ramon Community Center at Central Park, the San Ramon Senior Center and Gardens facility on Alcosta Boulevard, and the Dougherty Station Community Center. Additionally, the City provides two Olympic size aquatic centers, a performing arts center, and two community gymnasiums all meeting the social, recreational, and indoor athletic needs of the community.
Objective	Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.			Ensure that new schools will be in locations accessible to school age children and provide sufficient facilities for education as well as extra-curricular activities.	Maintain library services that provide informational and recreational reading and research materials in a variety of formats for all ages, and ensure that services and materials for children and adults are available in order to support their varied pursuits and needs.	Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, and social activities to meet the needs of San Ramon's citizens.

Table 3.2-1: Performance Standards Matrix - Continued

Standard	Flood Control	Schools	Libraries	Community Centers
	Prior to project approval, applicants shall obtain written verification from the San Ramon Engineering Services Department stating that the new development will provide adequate storm drain facilities to accommodate 25-year storm events, or other at the discretion of the City Engineer. Runoff from the development shall not increase the 100-year peak flow in the City's flood control channels and shall be substantially equal to pre-development conditions.	Require new development to provide necessary land, funding and/or capital facilities, as determined by the San Ramon Valley Unified School District.	At General Plan buildout, provide a ratio of 0.5 sq. ft. of library space per capita, and a ratio of 3 volumes per capita.	Maintain a minimum ratio of 1.2 square feet of community center space per capita residents.

SAN RAMON GENERAL PLAN 2020



POLICIES AND ACTIONS

To ensure that new development complies with the above performance standards, San Ramon has initiated several actions and programs, which are described in the following policies.

GUIDING POLICY

- 3.2-G-1 Ensure the attainment of public facility and service standards through the City's development review process, Capital Improvement Program (CIP), and a variety of funding mechanisms to maintain existing facilities and help fund expansion.

IMPLEMENTING POLICIES

- 3.2-I-1 Adopt "Findings of Consistency" that ensure new projects will comply with the City's performance standards through its development review process.

New projects will be approved only after findings are made that: (a) the Fire Protection Services, Flood Control, Police, Sanitation, Schools, and Waters performance standards will be maintained following project occupancy; (b) project-specific mitigation measures will ensure that the City's performance standards will be maintained; (c) planned capital projects will ensure that the City's performance standards will be maintained; and/or (d) the Community Centers, Libraries, and Parks performance standards can be met by General Plan buildout.

- 3.2-I-2 Utilize the Capital Improvement Program to track and monitor the construction and implementation of the City's infrastructure improvements and ensure funding sources.

The City's CIP is a five-year calendar of public improvements, prepared annually, that sets forth each capital project, identifies the beginning and ending dates, and states the amount of annual expenditure as well as the method of financing. New development will not be approved unless projects identified in the CIP are provided concurrent with, or will be available upon, completion of development.

- 3.2-I-3 Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development.

San Ramon implements the concept that new development pays its own way using two mechanisms. First, approval of a proposed project is in part based upon the developer's ability to fund the improvements that will directly mitigate the impact of the new development. Second, future homeowners may be charged on-going assessment fees to pay the costs of maintaining common open areas and facilities associated with the new development.

- 3.2-I-4 Levy local, sub-regional, and regional mitigation fees for public facilities and infrastructure

improvements in proportion to a new development's impact.

In addition to direct project costs, the City of San Ramon requires developers to pay citywide, sub-regional, and regional fees for a variety of services and infrastructure, based upon the concept that future residents will directly benefit from the improvements. The fees paid are used to provide parks, libraries, roadway improvements, creek studies and drainage mitigation, noise attenuation, child care, and street landscaping.

3.2-I-5 Use other funding mechanisms to augment developer and/or mitigation fees, when appropriate.

In certain situations, it may benefit the City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to, reimbursement agreements, credit for City fees, redevelopment tax increment financing, debt financing, and assessment districts. None of these mechanisms precludes the developer's responsibility to pay the cost or mitigate the impact of their proposed development.

3.2-I-6 Measure J transportation improvement funds may be used for any eligible transportation purpose, however, Measure J funds cannot replace private developer funding for transportation projects that are needed to mitigate the impacts their development creates.

Eligible uses are specified by the Contra Costa Transportation Authority and include most transportation projects, programs, and planning purposes.

3.3 TRAFFIC STANDARDS

Traffic conditions on local streets and regional transportation facilities are a major factor of the quality of life for San Ramon residents. The City has actively promoted the maintenance of desirable levels of traffic service through its General Plan and other policies and programs.

Traffic levels of service (LOS), expressed as letter grades A-F, measure volume-to-capacity ratios to estimate the delay experienced by drivers at intersections. Variation in levels of service indicates variation in a number of factors that affect driving conditions, including speed, travel time, and freedom to maneuver. Levels of service can be used as an indicator of the success of congestion relief measures. These measures may include land use changes, traffic engineering projects or demand management strategies.

San Ramon has established traffic circulation standards, expressed as acceptable levels-of-service for the City's street system. The LOS standards apply to all Routes of Regional Significance as well as Non-Regional Routes, which are defined as all local roads not designated as Routes of Regional Significance (See Figure 3-3 and refer to Section 3.5 below). These standards form the basis for the City's circulation and land use policies.

Table 3.3-1 below outlines where the traffic standards are applied in San Ramon, based upon the City's General Plan

improvements. Identify and implement circulation improvements on the basis of detailed traffic studies.

Such improvements may include intersection approach lane expansion, related channelization improvements and traffic signal installations.

3.3-I-5

Support regional and local neighborhood transit options to reduce the use of the automobile and maintain acceptable traffic levels of service.

Transit options include expansion of existing Central Contra Costa Transit Authority (CCCTA) bus lines and local neighborhood-level bus service with small multi-passenger vehicles for both school and non-school use. These alternatives, in conjunction with TDM measures, will assist in

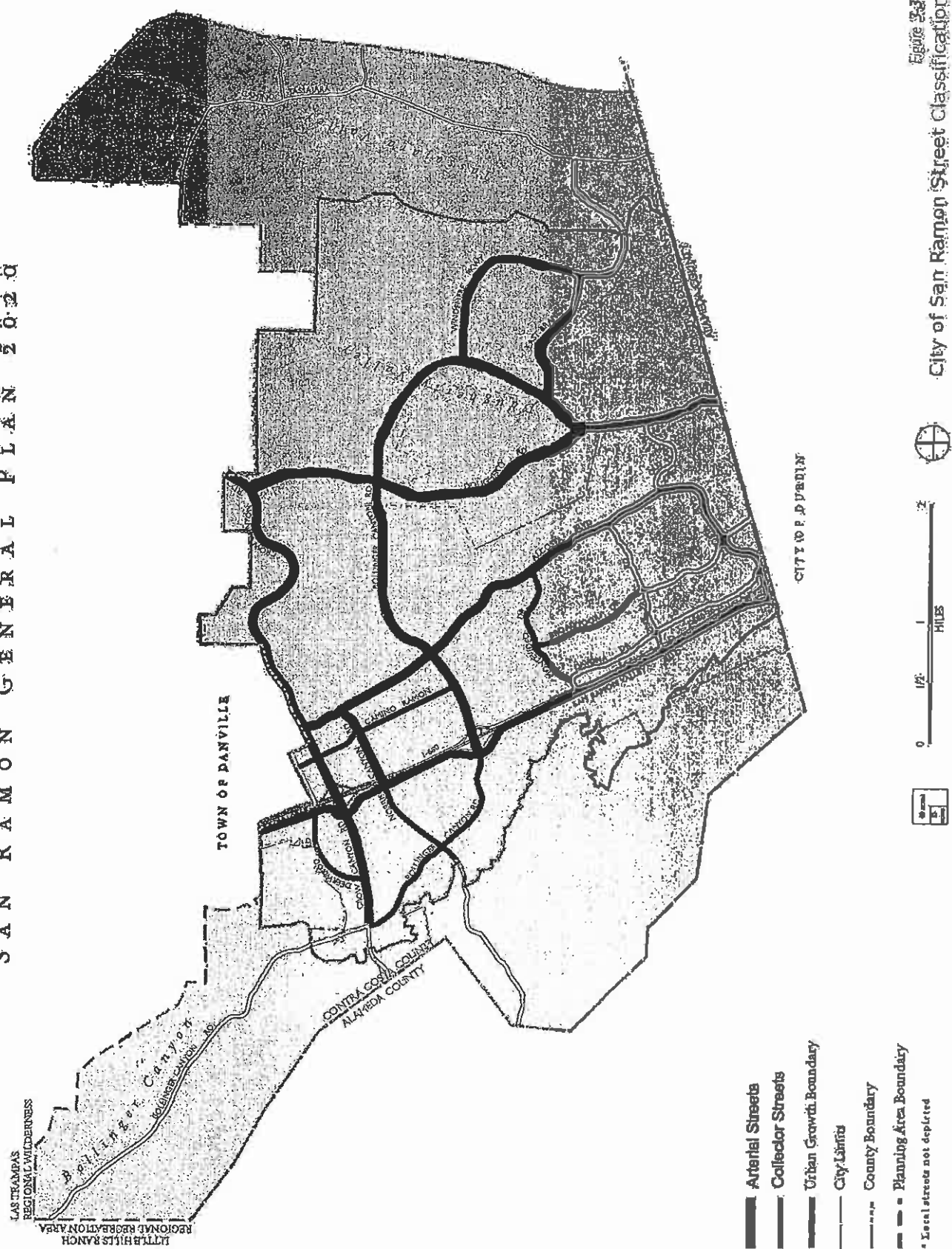
maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley Region.

3.3-I-6

Develop and implement, Findings of Special Circumstances for any intersection on Non-Regional Routes that does not meet the City's traffic and circulation standards.

San Ramon shall adopt Findings of Special Circumstances for any Non-Regional Route intersection that exceeds the City's level of service standards. There is currently no intersection that exceeds the adopted standards. If this situation changes, such Findings will permit San Ramon to establish alternative standards and programs to reduce congestion.

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3.4 TRANSPORTATION DEMAND MANAGEMENT

Transportation Demand Management (TDM) refers to measures designed to reduce auto traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling and vanpooling, walking, bicycling and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

The City recognizes the need to reduce the use of single-occupant vehicles to achieve levels of service and regional air quality improvements. To meet these objectives, San Ramon will maintain its TDM Program to reflect regional air quality and congestion management standards.

GUIDING POLICY

- 3.4-G-1 Utilize Transportation Demand Management (TDM) to reduce total vehicle trips on San Ramon streets, and to contribute to regional air quality improvement and effective growth management.

IMPLEMENTING POLICIES

- 3.4-I-1 Continue to implement the City's TDM Program to reduce trip generation.

The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City's TDM Program

encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) goals and incorporates a regular monitoring program (annual employer surveys/driveway counts) to assess their progress.

- 3.4-I-2 Work with other jurisdictions and agencies to coordinate the City's TDM Program with regional TDM activities.

Regional coordination plays an important role in TDM. San Ramon combines its resources with other jurisdictions and agencies, such as the Southwest Area Transportation Committee and the Tri-Valley Transportation Council, to promote TDM goals and objectives by providing publications at locally-sponsored events, such as marketing handbooks and training classes. In addition, annual statewide events such as California Rideshare Week require coordinated promotional efforts by local jurisdictions to ensure their success.

- 3.4-I-3 Cooperate with service providers and other jurisdictions to promote local and regional public transit service.

San Ramon is currently served by one public transit provider: CCCTA. An express route is operated between Bishop Ranch and BART for Bishop Ranch employees and other commuters to the City. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute

trips within San Ramon and to and from neighboring cities in the Tri-Valley. The City could also work with large employers in San Ramon to promote transit service.

3.4-I-4 Support local feeder transit service to and from current and future regional transit lines.

3.4-I-5 Preserve options for future transit use when designing improvements for roadways.

When recommending or requiring new major roadways or modifications to existing major roadways, the City will ensure that transit options are considered, and accommodated where appropriate, to allow for optimal transit route planning.

3.4-I-6 Locate future transit uses, such as light rail or BART, in the I-680 right-of-way.

San Ramon, Danville and Contra Costa County have adopted a memorandum of understanding which designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley for the purpose of serving major employment centers. The CCTA 2020 Countywide Transportation Plan proposes HOV and auxiliary lanes for this corridor in San Ramon.

3.4-I-7 Improve and expand the bicycle routing system in San Ramon.

Currently, almost a quarter of the residents who work in San Ramon live within five miles of their

offices. A comprehensive bicycle lane system would allow them the option of using bicycles rather than cars to commute to work.

3.5 REGIONAL COOPERATION

Issues regarding traffic circulation and congestion within a City are both local and regional concerns. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. If workable solutions are to be formulated and implemented, a more regional view must prevail. It is the City of San Ramon's goal to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Advisory Committee.

Measure J requires the preparation of Action Plans, the purpose of which is the development of measures and programs to mitigate regional traffic impacts. These plans are intended to focus on Routes of Regional Significance, characterized as facilities that:

- are state highways, freeways or freeway interchanges,
- carry a significant amount of traffic originating or destined out of San Ramon (e.g., Crow Canyon Road),
- pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard),
- connect to Alameda County jurisdictions (e.g., Village Parkway), and/or

- serve a major regional employment or activity center.

Figure 3-4 illustrates the Routes of Regional Significance in the San Ramon Planning Area. San Ramon will actively cooperate with other local jurisdictions, the regional transportation committees, and the CCTA to develop and implement programs that effectively reduce congestion on the regional transportation network.

GUIDING POLICY

- 3.5-G-1 Participate in cooperative and multi-jurisdictional transportation planning for the maintenance of regional mobility and air quality standards as required by the Measure J Growth Management Program and the Contra Costa Congestion Management Plan (CMP).

IMPLEMENTING POLICIES

- 3.5-I-1 Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT) and the Contra Costa Transportation Authority (CCTA).

- 3.5-I-2 Continue to implement the Tri-Valley Transportation Plan through participation in the Tri-Valley Transportation Council (TVTC).

- 3.5-I-3 Participate in programs to mitigate regional traffic congestion, including regional traffic impact fees on new development.

- 3.5-I-4 Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.

- 3.5-I-5 Continue to address the impacts of land use decisions on regional and local transportation facilities by applying the Contra Costa Transportation Authority (CCTA) travel demand model during project analysis. Additionally, help maintain CCTA's travel demand modeling system by providing information on proposed improvements to the transportation system and future developments and long-range plans within San Ramon.

- 3.5-I-6 Participate in the Contra Costa Transportation Authority conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other Growth Management Program.

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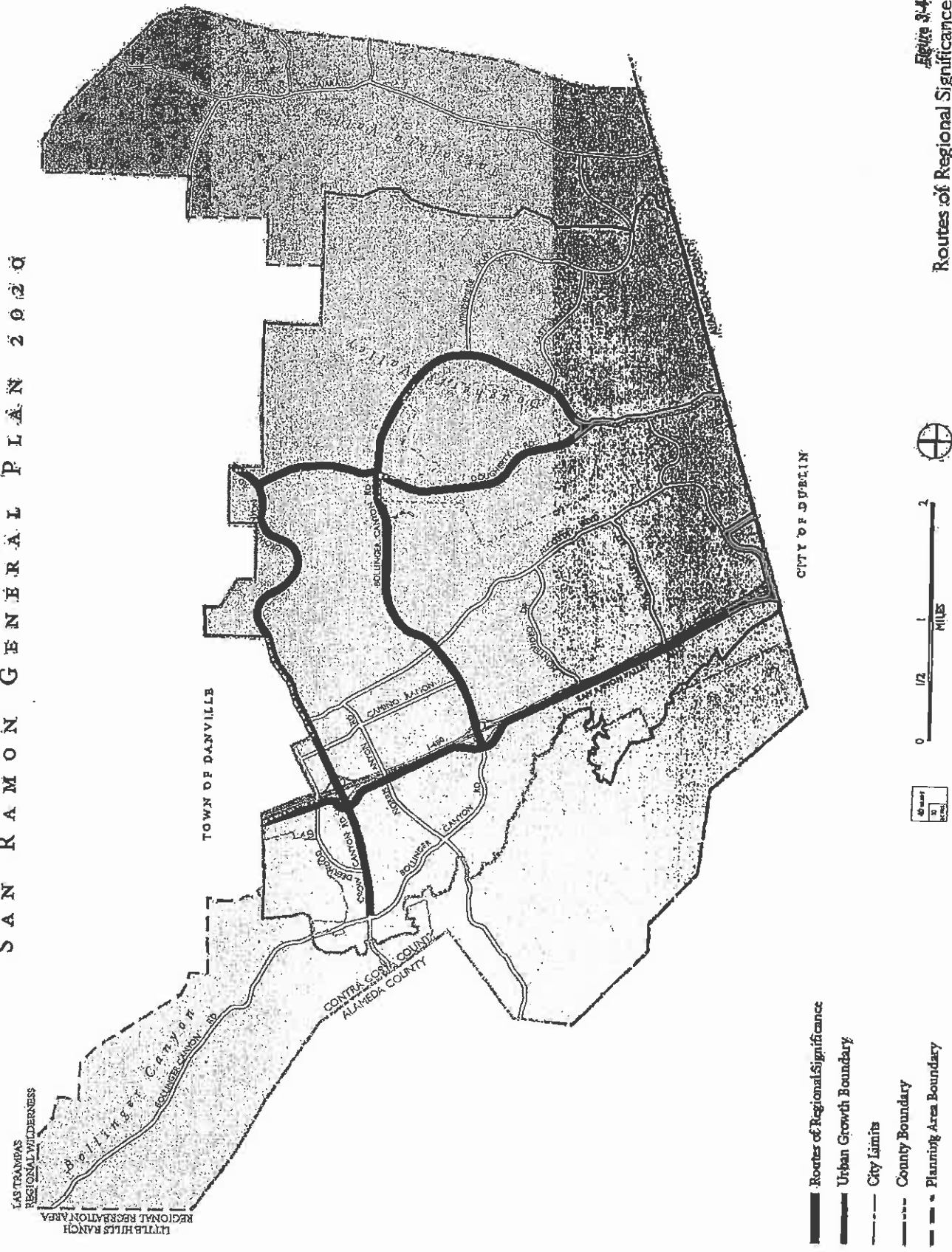


Figure 3.4
Routes of Regional Significance

3.6 JOB AND HOUSING OPPORTUNITIES

Balancing job and housing opportunities is an important issue at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. There are more people commuting from other cities to jobs in San Ramon than there are local residents traveling to local businesses (see Land Use Element Section 4.5 for further discussion). This indicates a need to improve the balance of jobs and housing within the City of San Ramon. By buildout of this General Plan to the year 2020, it is estimated that the City will achieve a jobs/housing ratio of 1.16.

When the City incorporated in July of 1983, much of its area had already been developed or pre-zoned for office and residential uses. With little remaining vacant and underutilized properties in San Ramon, the challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer equilibrium. A broad range of housing issues is discussed further in the Housing Element.

GUIDING POLICY

- 3.6-G-1 Promote the opportunity to both work and live in San Ramon through implementation of the Housing Element.

IMPLEMENTING POLICIES

- 3.6-I-1 Develop and implement housing programs that emphasize the availability of housing for people who work in local jobs.

One of the primary objectives of the City's Housing Element is to increase opportunities for households at all income levels to live near where they work, particularly public sector employees. This will not only help reduce regional traffic congestion, but also help retain a healthy economic base for the City.

- 3.6-I-2 Evaluate the impact of proposed General Plan Amendments on the availability of job and housing opportunities.

Despite the City's limited availability of developable acreage, land use changes offer the chance to re-examine areas that have the potential for housing and economic development as well as to achieve a reduction in commute trips and average commute length.

- 3.6-I-3 Prepare a biennial report on the implementation of actions outlined in the Housing Element, for submittal to Contra Costa Transportation Authority as part of the biennial Growth Management Program Compliance Checklist. The report will demonstrate reasonable progress by illustrating how San Ramon 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.

3.6-I-4 This required report will be incorporated into the City's General Plan Annual Report which is submitted annually to the State Department of Housing and Community Development to demonstrate Housing Element compliance.

3.6-I-5 As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development.

Mixed Use Development

4.6-I-21 Promote the revitalization and infill development in existing retail shopping centers, which are identified as mixed use centers on the General Plan Diagram, to provide opportunities for housing and other compatible non-retail uses.

4.6-I-22 Establish design standards for mixed use development that will result in a high quality pedestrian-scaled environment, with one-to-four story buildings, side or rear parking areas, streetfront windows and entries, and public and private open space.

4.6-I-23 Establish an incentive program that will provide for density and FAR bonuses for mixed use development that includes amenities for public benefit, such as workforce housing, pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, public art and water features, and open space preservation. Allow credit for payment of in-lieu fees for Measure G open space preservation.

Inclusionary housing requirements (Policy 11.7-I-2 in the Housing Element) still would apply.

Office and Manufacturing Development

4.6-I-24 Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with FAR limitations, and amend the

Zoning Ordinance so that they do not inhibit appropriate infill development.

4.6-I-25 Permit a diverse mix of complementary uses within Bishop Ranch to better meet the daily needs of workers and to reduce the need to travel by automobile. Approval of a use permit would be required upon finding that such uses are compatible with the primary use and do not adversely affect the traffic-carrying capacity of adjacent streets.

The Zoning Ordinance should be amended to permit complementary uses, such as day care centers, food courts, dry cleaners, ATMs, etc., on the ground floor of existing and new buildings in Bishop Ranch. Such uses would be secondary to the primary use.

4.6-I-26 Permit offices as a secondary use within manufacturing and warehousing areas of Bishop Ranch with approval of a use permit, upon finding that such a use is compatible with the primary use and will not adversely affect the traffic-carrying capacity of adjacent streets.

4.6-I-27 Allow commercial recreation uses within warehouse space, provided it does not conflict with adjacent uses and it complements surrounding developments.

5

Traffic and Circulation

The Traffic and Circulation Element (TCE) is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of San Ramon's circulation system. The TCE is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies.

State Law recognizes that circulation and land use are closely related and requires that policies in the TCE and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate traffic generated by planned future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and protect the environment.

San Ramon's Transportation Demand Management (TDM) Program incorporates four strategies. First, transportation programs are based on circulation system planning and land use planning. Second, the City's traffic circulation planning efforts are integrated with those of adjoining cities and counties in a cooperative, regional planning effort. Third, state of the art traffic engineering is used to bring planned improvements to reality. Fourth, demand management strategies are employed to reduce dependence on single-

occupant vehicles for commute travel. Only through the development and implementation of all these strategies can the City's commitment to a balanced, efficient circulation system be achieved.

5.1 CIRCULATION AND LAND USE

The circulation network provides the linkage between different land uses and facilitates access to home, shopping, jobs and recreation. With an efficient transportation system, people in San Ramon can enjoy the advantages of living in a small community and at the same time have access to neighboring metropolitan areas. Figure 5-1 shows the circulation network.

While this network is planned to provide sufficient capacity to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but for all available travel demand management methods to manage traffic flow in the City. New roadway construction and street widening projects are expensive. Such projects can also be damaging to the environment and tend to promote single-occupant auto travel. Alternatives to major roadway widenings are discussed throughout this Element and include TDM, more efficient operation of existing roads, and improvements to the bus, bicycle and pedestrian circulation systems. More importantly, this Element, as well as the Land Use and Growth Management Elements, contain policies that allow development to occur only if it meets the City's infrastructure requirements and traffic level-of-service (LOS) standards as shown in Table 5.1-1.

Traffic LOS is an objective measure of operating conditions on streets and at intersections. The term "Level-of-Service"

refers to the traffic conditions which confront drivers when they are using the roadway system. The calculation of levels-of-service results in numerical ratios which help to describe the degree of traffic congestion, as well as the amount of roadway capacity.

volumes to roadway and intersection capacities. The ratio of traffic volume to traffic capacity (“volume/capacity” ratios) can be used to describe the quality of traffic flow on a roadway or through an intersection. Traffic operations are classified by Levels-of-Service (LOS) A through F.

Table 5.1: Level-of-Service Standards

Level of Service (LOS)	Volume/Capacity Ratios (V/C)	Description
A	< 0.60	Traffic is typically free flowing; very little delay.
B	0.61-0.70	Only slight delays; the majority of vehicles do not stop.
C	0.71-0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	0.81-0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	0.91-1.0	Delays can exceed one or more signal cycles.
F	> 1.0	Excessive delays; back ups from other locations restrict or prevent movement.

As part of the development review process, developers are required to prepare traffic studies. If traffic from a proposed project results in unacceptable impacts to the City’s circulation system, the developer is required to include mitigation measures which will maintain acceptable levels of service.

San Ramon has adopted policies to ensure that acceptable LOS service is maintained on City streets as development progresses. Peak-period traffic (or commute hour traffic) on arterial routes are evaluated by comparing projected traffic

GUIDING POLICY

5.1-G-1 Maintain acceptable levels of service and ensure that future development and the circulation system are in balance.

IMPLEMENTING POLICIES

5.1-I-1 Strive to maintain traffic LOS C or better as the standard at all intersections, with LOS D during a total of no more than three peak periods of the day (a.m., p.m., and noon peaks).

The Growth Management Element further discusses the specific conditions under which LOS D will be accepted.

5.1-I-2 Require traffic impact studies for all proposed new developments which are projected to generate 50 or more peak hour vehicle trips.

5.1-I-3 Identify and implement circulation improvements on the basis of traffic studies.

5.1-I-4 Implement uniform design standards for City arterials, collectors, and local streets.

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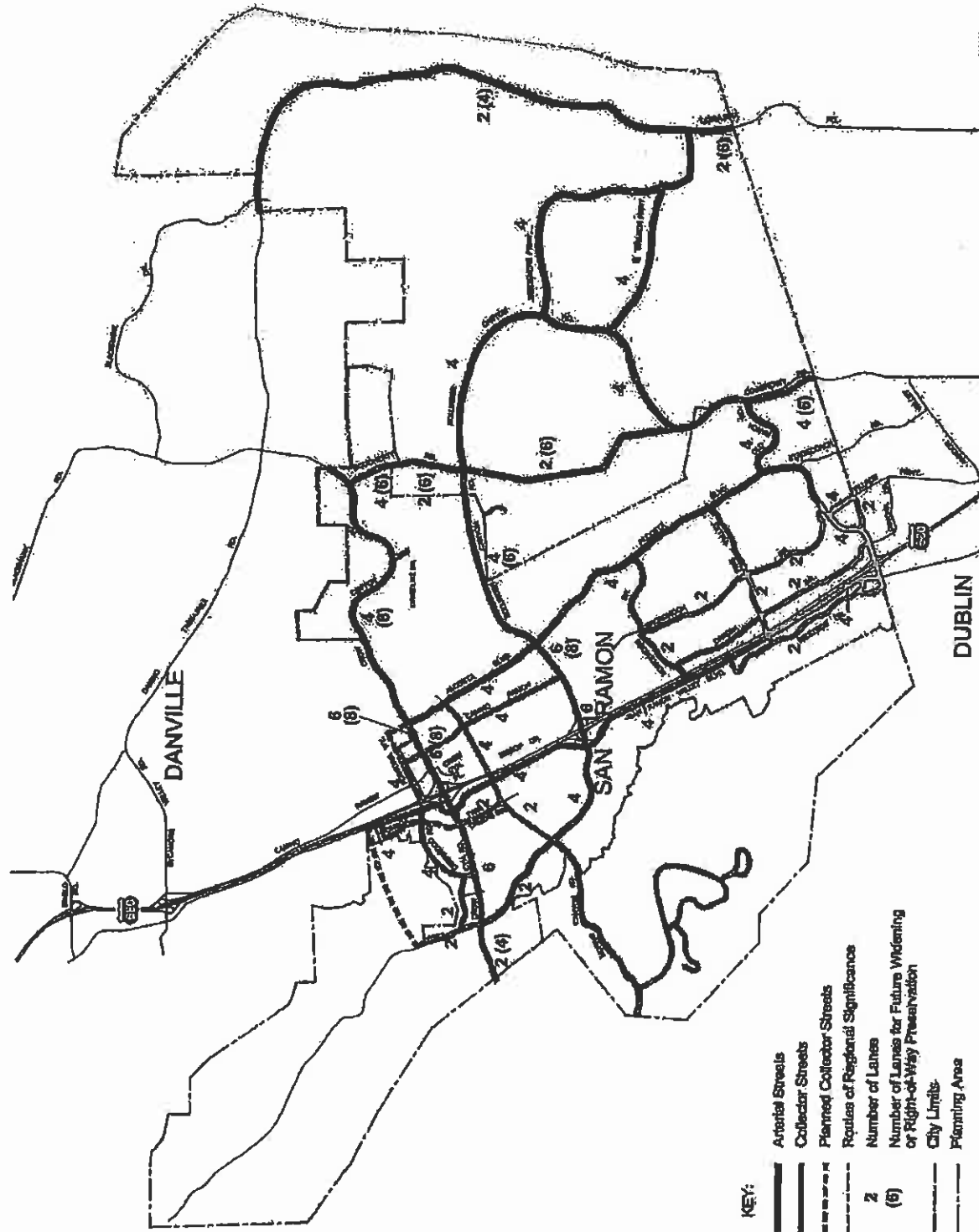


Figure S-1
Circulation Network

5.1-I-5 Monitor key intersection levels of service on an annual basis and document the results.

5.1-I-6 Implement the following transportation programs: the Commute Alternative Program, the Traffic Engineering and Traffic Safety Program, the Residential Traffic Calming Program, and the Safe Routes to School Program.

The potential effects of traffic calming measures on emergency response are an important consideration in the development of any traffic calming program. Traffic calming should not significantly hinder emergency response or adversely affect the ability of emergency service providers to achieve their respective performance standards.

5.1-I-7 Implement a *School Traffic Calming Program* to address access and safety issues on streets adjacent to schools in San Ramon.

5.2 REGIONAL TRANSPORTATION PLANNING

Regional transportation planning coordination is a major focus of the City's transportation management philosophy. In 2004, Contra Costa County voters approved Measure J, the 25-year extension of the previous Measure C Contra Costa County Transportation Improvement and Growth Management Initiative. Measure J establishes countywide goals, policies, and implementation programs that are intended to manage and mitigate the impacts of future growth and development within Contra Costa County. One such program requires cooperative multi-jurisdictional

transportation planning. San Ramon has actively participated in the development of subregional multi-jurisdictional planning efforts including the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC). Many of the policies in Section 5.2 are also referenced in the Growth Management Element, which discusses Measure J requirements in detail.

GUIDING POLICY

5.2-G-1 Actively participate in local and regional transportation planning.

IMPLEMENTING POLICIES

5.2-I-1 Develop and implement action plans for routes of regional significance, in cooperation with the Southwest Area Transportation Committee (SWAT) and the Contra Costa Transportation Authority (CCTA). The City shall remain active in their participation with a local committee should SWAT disband as a result of the sunset of Measure J.

5.2-I-2 Develop and implement the Tri-Valley Transportation Plan through participation in the Tri-Valley Transportation Council (TVTC).

5.2-I-3 Participate in programs to mitigate regional traffic congestion.

5.2-I-4 Support goals and policies of the Contra Costa Congestion Management Plan (CMP).

5.2-I-5 Emphasize regional transportation demand management and trip reduction strategies as

alternatives to improvements to existing facilities and the construction of new facilities.

5.2-I-6 Identify the impacts of land use decisions on regional as well as local transportation facilities.

5.2-I-7 Support regional air quality objectives through effective management of the City's transportation system.

5.3 ARTERIAL ROADWAYS

The City's circulation system is based on a functional classification of arterial, collector, and local streets. The system of classifying roadways is intended to provide adequate through-travel capacity on major routes while limiting through-traffic in residential neighborhoods. The function of arterial roadways is to accommodate high traffic volumes and intra-city circulation. Drivers use these streets to travel to activity centers, freeways, and other arterials. These streets also serve adjacent residential land uses via arterial and collector connections.

GUIDING POLICY

5.3-G-1 Design arterial roadways to carry high-volume, higher-speed traffic, thereby minimizing through-traffic in residential areas of the City.

IMPLEMENTING POLICIES

5.3-I-1 Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand.

5.3-I-2 Implement the City's five-year Capital Improvement Program.

5.3-I-3 Construct the capacity improvements necessary to serve traffic growth generated by development under the General Plan.

- **Crow Canyon Road:** Widen to eight lanes from I-680 to Alcosta Boulevard. Widen to six lanes from Alcosta Boulevard to Danville Town limits. Preserve right-of-way for widening to four lanes from Bollinger Canyon Road to Alameda County line.
- **Dougherty Road:** Support construction to six lanes from Crow Canyon Road to Alameda County line.
- **Bollinger Canyon Road:** Widen to eight lanes from I-680 to Alcosta Boulevard. Construct to six lanes from Alcosta Boulevard to Dougherty Road (North). Construct to four lanes from Dougherty Road (North) to Dougherty Road (South).
- **Windemere Parkway:** Construct to four lanes from Bollinger Canyon Road to Camino Tassajara.
- **East Branch Parkway:** Construct to four lanes from Bollinger Canyon Road to Windemere Parkway.
- **San Ramon Valley Boulevard:** Complete construction to four lanes from Montevideo Drive to Alcosta Boulevard.

- **Camino Tassajara:** Support widening to four lanes from Danville Town limits to Windemere Parkway. Support widening to six lanes from Windemere Parkway to Alameda County line.
- **Alcosta Boulevard Extension:** Extend Alcosta Boulevard north from Crow Canyon Road to Fostoria Parkway as a four-lane street. Widen and construct Fostoria Parkway as a four-lane roadway from Camino Ramon east to Alcosta Boulevard extension. (These streets are partially within the Danville Town limits, and these projects would require the support and participation of the Town of Danville.)

5.3-I-4 Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, prohibiting residential access, and requiring sufficient off-street parking to meet the needs of each project.

5.3-I-5 Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.

5.3-I-6 Make optimal use of federal, state, and other funding sources to complete circulation system improvements.

5.3-I-7 Minimize congestion on arterials by fully implementing the policies in the Transportation Demand Management and Transit section of the Circulation Element.

5.3-I-8 Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.

5.4 COLLECTOR AND LOCAL ROADWAYS

Collector roadways are used to travel within and between neighborhoods. These roadways collect traffic from local streets and route it to arterials. Local roadways are used to travel within neighborhoods and are designed to discourage through-traffic in residential areas. The City sets traffic volume goals to limit traffic volumes to acceptable levels on these roadways, as they often have the capacity to carry far more traffic than is tolerable to people living along them.

GUIDING POLICY

5.4-G-1 Design and reconfigure collector and local roadways to improve circulation and to connect residential and commercial areas of the City.

IMPLEMENTING POLICIES

5.4-I-1 Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.

5.4-I-2 Implement traffic-control measures and design features that support attainment of the City's goal of

less than 3,000 vehicles per day on collector roadways.

The City's goal is to limit traffic volumes on collector roadways to less than 3,000 vehicles per day. Due to the dual function that collectors serve, both property access and mobility, the goal may not be achievable in some cases. The City seeks to balance the needs for preservation of residential character and for adequate mobility, for each collector roadway.

5.4-I-3

Implement traffic-control measures, residential traffic calming, and design features that support attainment of the City's goal of less than 500 vehicles per day on local roadways.

The City's goal is to limit traffic volumes on local roadways to less than 500 vehicles per day. Because many local streets connect to several other streets serving a variety of uses, the goal may not be achievable in some cases. The City seeks to minimize the impact of higher volumes on local streets, and minimize inappropriate travel on these streets, through implementation of the Residential Traffic Calming program and appropriate roadway design features in new development areas.

5.4-I-4

Construct improvements to collector roadways as follows:

- **Deerwood Road:** Widen to four lanes from San Ramon Valley Boulevard to Crow Canyon Road.

- **Camino Ramon:** Widen to four lanes from Crow Canyon Road to Fostoria Parkway.
- **Shoreline Drive:** Designate as a collector street and construct as a four-lane roadway from Crow Canyon Road to Lilac Ridge Road.
- **Twin Creeks Drive:** Extend and construct as a four-lane street from Crow Canyon Road to Old Crow Canyon Road.
- **Westside Drive:** Complete as a two-lane collector street.

5.4-I-5 Mitigate appropriately traffic that impacts collector streets as a result of new residential development.

5.4-I-6 Implement controlled or permit-only parking restrictions in residential areas adjacent to California High School. This policy is prohibited in its application to additional residential areas or areas adjacent to public parks within the City of San Ramon.

5.5 TRANSPORTATION DEMAND MANAGEMENT AND TRANSIT

The term "Transportation Demand Management" (TDM) refers to measures designed to reduce automobile traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable levels of service in the Tri-Valley and elsewhere in the Bay Area.

San Ramon recognizes the need to reduce the use of single-occupant vehicles to achieve improved levels of service and regional air quality. Since 1989, the City's data has shown that it maintains the lowest drive alone rate of all Contra Costa County jurisdictions and has a high number of vanpools with a San Ramon destination. The City's TDM Program provides a unique opportunity for the public and private sectors to work together toward the common goal of reducing traffic congestion.

TRANSIT

Bus service in San Ramon is currently provided by the Central Contra Costa Transit Authority (CCCTA). The City has an intermodal transit facility located within the Bishop Ranch Business Park, which provides bus service for commuters within San Ramon, as well as connecting service to and from adjoining cities in the Tri-Valley.

While the City has worked closely with CCCTA to fill the need for public transit, regional as well as local transit appears necessary to maintain acceptable levels of service. Projections indicate the potential for serious traffic congestion in the I-680 corridor in the future. These projections are based on anticipated growth in the communities along the I-680 corridor, and in neighboring regions such as Silicon Valley. Regional public transit serving the I-680 corridor will be necessary to preclude further widening of the freeway.

GUIDING POLICY

- 5.5-G-1 Utilize Transportation Demand Management (TDM) as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon

streets and to contribute to regional air quality improvements.

IMPLEMENTING POLICIES

- 5.5-I-1 Cooperate with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon.
- 5.5-I-2 Encourage and assist major employers and commercial complexes to reduce the number of single-occupant vehicles by participating in the City's Transportation Demand Management programs.
- 5.5-I-3 Support local bus service to and from regional transit lines. Bus service or other public transportation service should be included under the Initial Level of Development as part of the Dougherty Valley area. The City shall work to improve the transit service to and from San Ramon.
- 5.5-I-4 Preserve options for future transit use when designing improvements for roadways.
- 5.5-I-5 Support future transit uses in the I-680 right-of-way.
- 5.5-I-6 Work with other jurisdictions and agencies to coordinate the City's TDM programs with regional plans that are aimed at reducing traffic congestion and improving air quality.
- 5.5-I-7 Encourage new development to include a mix of uses that will allow people to walk between destinations.

5.5-I-8 Support alternative public transportation programs and obtain funding for new TDM projects.

5.5-I-9 Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.

5.5-I-10 Work with regional transit providers to situate transit stops and hubs at locations that are convenient for transit users, and promote increased transit ridership through the provision of shelters, benches, and other amenities.

5.5-I-11 Coordinate with Caltrans and transit providers to identify and implement park and ride sites with convenient access to public transit.

5.5-I-12 Work with the San Ramon Valley Unified School District, Parent-Teacher Associations, and transit providers to address and implement a public school transportation system.

5.5-I-13 Consider the construction of public parking facilities in the downtown or City Center areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth.

5.6 BICYCLE AND PEDESTRIAN ROUTES

Bicycling and walking are key elements of San Ramon's circulation system. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood

accessibility and help to reduce reliance on the private automobile.

Figure 5-2 identifies the location of the City's existing and planned bicycle routes, and Table 5.6-1 categorizes these routes by "class". Bicycle routes are grouped into three different categories, all of which have standards for width, signs, and pavement marking. A "Class I" bikeway, also referred to as a bike path, is a right-of-way that is completely separated from any street. A "Class II" bikeway, or bike lane, is a one-way, striped, and signed lane on a street. A "Class III" bike route shares the road with pedestrians and motor vehicle traffic and is marked only by signs. With the exception of the Iron Horse Trail, Class I bike paths from Bent Creek to Old Ranch Park, and a "Cross-Valley" trail in the PG&E right-of-way, all bikeways in San Ramon are Class II or III, located on City rights-of-way. It is the City's goal to provide and maintain a safe and comprehensive bicycle and pedestrian system that connects all parts of the City.

GUIDING POLICY

5.6-G-1 Encourage bicycling and walking as alternatives to the automobile.

IMPLEMENTING POLICIES

5.6-I-1 Establish a network of on- and off-roadway bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon. The design of bike routes shall consider the safety of cyclists.

- 5.6-I-2 Develop bicycle routes that provide access to schools and parks.
- 5.6-I-3 Emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation.
- The Iron Horse Trail is an ideal corridor for a bicycle path because it is flat and continuous through the entire San Ramon Valley, and it links residential areas with Bishop Ranch Business Park. With a proposed path and landscaping for walkers, joggers, equestrians, and bicyclists, this Southern Pacific Railroad right-of-way is one of San Ramon's primary public assets. The East Bay Regional Park District proposes a Class I bike route along the entire rail corridor from the Alameda/Santa Clara County line north to Martinez. Any proposal for uses other than non-motorized forms of travel will require mitigation and public participation.*
- 5.6-I-4 Require bicycle parking, storage and other support facilities as part of any new office and retail developments and public facilities.
- Studies have indicated the importance of providing well-located, secure bike storage facilities at employment sites, shopping and recreational areas, and schools in order to facilitate bike use. The City shall seek assistance from major employers to provide similar facilities for their employees.*
- 5.6-I-5 Develop a series of continuous walkways within Bishop Ranch Business Park, commercial districts, and residential neighborhoods so they connect to one another.
- Sidewalks should be creatively designed to invite safe and pleasant use by pedestrians and should be free of obstacles such as signs. Sidewalks should be protected or separated from traffic.*
- 5.6-I-6 Continue to carry out requirements to make public rights-of-way accessible to physically disabled persons.
- 5.6-I-7 Adopt a Bicycle Master Plan that considers sources of statewide funding for bicycle programming.
- 5.6-I-8 Encourage alternate fuel sources, such as charging stations, as part of new large development projects to reduce the use of traditional fossil fuel burning vehicles.
- 5.6-I-9 Study the feasibility of bicycle/pedestrian overcrossings on the Iron Horse Trail at Bollinger Canyon Road and Crow Canyon Road.
- 5.6-I-10 Ensure that roadway improvement projects do not decrease mobility or accessibility for bicyclists or pedestrians.

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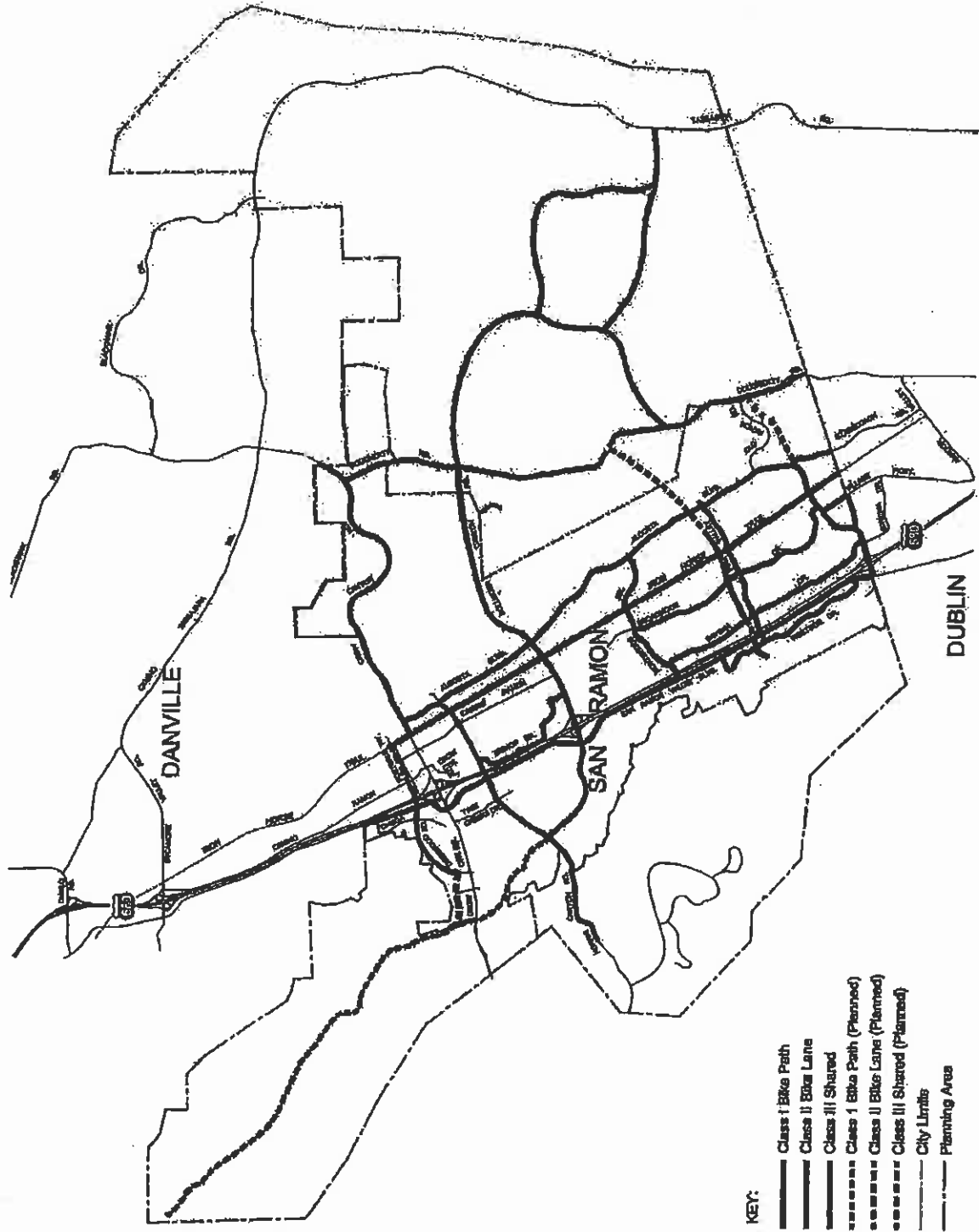


Figure 5-2
Bicycle Network (Existing/Planned)

Table 5.6-1: Bicycle Routes by Classification

	Existing	Proposed
Alcosta Boulevard (between Crow Canyon Road and Veracruz Drive)	Class II	
Alcosta Boulevard (between Veracruz Drive and San Ramon Valley Boulevard)	Class III	
Bishop Drive (between Norris Canyon Road and Sunset Drive)	Class II	
Bollinger Canyon Road (between Norris Canyon Road and Crow Canyon Road)	Class III	
Bollinger Canyon Road (between San Ramon Valley Boulevard and Norris Canyon Road)	Class II	
Bollinger Canyon Road (between Crow Canyon Road and Deerwood Drive)	Class II	
Bollinger Canyon Road (north of Deerwood Drive)		Class II
Bollinger Canyon Road (between Alcosta Boulevard and San Ramon Valley Boulevard)	Class III	
Bollinger Canyon Road (between Canyon Lakes Drive and Eastbranch Parkway)	Class II	
Broadmoor Drive (between Montevideo Drive and Alcosta Boulevard)	Class III	
Cross Valley Trail (between Tareyton Avenue and Alcosta Boulevard)		Class I
Crow Canyon Road (east of Alcosta Boulevard)	Class II	
Davona Drive	Class III	
Deerwood Road (between San Ramon Valley Boulevard and Deerwood Drive)	Class II	
Deerwood Drive		Class III
Dougherty Road		Class II
Eastbranch Parkway		Class II
Fostoria Parkway (San Ramon Valley Boulevard to Crow Canyon Place)		Class II
Fostoria Parkway (Crow Canyon Place to Iron Horse Trail)		Class II
Kimball Avenue		Class III
Montevideo Drive		Class III
Norris Canyon Road (east of San Ramon Valley Boulevard)		Class III
Norris Canyon Road (between San Ramon Valley Boulevard and Bollinger Canyon Road)		Class II
Norris Canyon Road (between Bollinger Canyon Road and western City limits)		Class II
Pine Valley Road		Class III
Pine Valley Road (between San Ramon Valley Boulevard and Westside Drive)		Class II
San Ramon Valley Boulevard		Class II
Stagecoach Road		Class II
Sunset Drive		Class III
Village Parkway		Class II

Table 5.6-1: Bicycle Routes by Classification - Continued

	<i>Existing</i>	<i>Proposed</i>
Westside Drive	Class II	
Windemere Parkway	Class II	

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6

Parks and Recreation

San Ramon is committed to creating and maintaining a park system that meets citizens' recreational needs and contributes to the City's positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of a community. Parks and community facilities in San Ramon have improved and are striving to achieve the ideal envisioned by the City and its citizens.

6.1 PARKS AND COMMUNITY SERVICES MASTER PLAN

The primary guiding tool is the Parks and Community Services Master Plan developed by the Parks and Community Services Commission. It is a blueprint that guides park and community service development until 2017 and, in conjunction with the General Plan, acts as a guidance tool to City Council, the Planning Commission, the Parks and Community Service Commission, and the public. The Master Plan outlines guiding and implementing policies for parks, facility and program development, and operations, and aims to address the needs of residents as the community grows and changes.

The City's current standard for functional public parkland is 6.5 acres per 1,000 residents at General Plan buildout, comprised of 4.5 acres of neighborhood parks (those serving residents living within a half mile radius) and two acres of community parks (those serving residents within a three-mile

radius). This standard is achievable under the 2020 General Plan if the City is successful in securing the proposed public parkland.

Since incorporation, the City has successfully pursued an ambitious program of park development. Neighborhood parks at school sites, expansions of San Ramon Central Park, parks established in new subdivisions, and preservation of significant creek corridors have been included in this program. Providing for parks and recreation services in San Ramon and its Sphere of Influence falls within the jurisdiction of the City, as well as several local, regional, and state agencies, private businesses, local homeowners' associations, and numerous special interest organizations.

6.2 CLASSIFICATION AND STANDARDS

The City provides its residents with several types of parks and facilities. Parks are defined as land owned or leased by the City and used for public recreational purposes. Parks in San Ramon are classified below.

- **Neighborhood Park:** A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. The City's standard for neighborhood parks is 4.5 acres per 1,000 residents.
- **School Park:** A neighborhood park developed, improved, and maintained on school grounds by the City. School parks are utilized jointly by students and by residents from the surrounding neighborhoods. Since school parks are only available for use by the general public during non-

school hours, only half of the total acreage is applied to the neighborhood park standard.

- **Community Park:** A larger park or facility developed to meet the park and recreational needs of those living or working within a three-mile radius. Community parks vary from 10 to 60 acres. The standard for this type of park is 2.0 acres per 1,000 residents of the City.
- **Regional Park:** A park having a wide range of improvements not usually found in neighborhood and community parks and designed to meet the recreational needs of the entire regional population. A regional park must be over 200 acres in size, including both land and water bodies and should be within 30 minute driving time from the residents it serves. Recreational facilities, confined to a Recreation Staging Area, must not occupy more than 30 percent of the park's area, leaving 70 percent of the park's area to remain in its natural state. Recreational facilities might include a golf course, a zoo, a nature area, and/or hiking or equestrian trails. Some of these facilities may be under lease to community groups.
- **Specialized Recreation Area:** A recreation area or facility devoted to a very specific activity or use. A linear park, more commonly referred to as a trail, is one example, as are swimming pools and tennis courts.

The above listed parks generally require primarily flat land (functional acreage) that can be developed into sports fields, tennis courts, picnic areas and children's play areas. Any sloped terrain proposed for parkland must be deemed suitable for additional recreational amenities that adequately serve the community.

6.3 DOUGHERTY VALLEY

Standards for future park development in the Dougherty Valley have been outlined in the Dougherty Valley Specific Plan and the Memorandum of Understanding between Contra Costa County, the City of San Ramon, Shapell Industries of Northern California, and Windemere Ranch Partners Relating to the Development of the Dougherty Valley ("Settlement Agreement").

Table 6.3-1: Proposed Parks and Open Space in Dougherty Valley

<i>Park Type/Facility</i>	<i>Acres</i>
Parks	
Community Parks (1)	40
Neighborhood Parks (8)	24-80
Neighborhood Parks at School Sites (7)	65
Pocket Parks (12)/Tot Lots (variable)	12-36
Creek Corridors	235
Staging Area/Service Center (2)	6
Total Parkland	382-462
Open Space	
Unimproved Open Space	2,244
Improved Open Space	311
Total Open Space	2,555
Total Parkland and Open Space	2,937-3,017
Other Parks and Recreation Facilities	
Community Center (1)	<1
Library (1)	<1
Senior Center (1)	<1

Source: Dougherty Valley Specific Plan, 2006.

The Settlement Agreement provides that the developers shall "exceed the (County) General Plan's growth management goals for neighborhood parks and overall, provide parks at a rate of 6.5 acres of developed parkland per 1,000 population and that they will have a balance of active and passive uses within those parklands."

As shown in Table 6.3-1, the Dougherty Valley development as approved by Contra Costa County will include 12 pocket parks of one to three acres each, eight neighborhood parks of three to ten acres each, eight school parks totaling 65 acres, and one community park of approximately 40 acres, for a total of up to 221 acres of developed parkland. A community center, library, and senior center will also be provided.

6.4 PUBLIC/PRIVATE RECREATION AREAS AND FACILITIES

The East Bay Regional Park District (EBRPD) is the primary provider of regional park space and activities in Contra Costa and Alameda Counties. EBRPD is responsible for recreational development and maintenance of regional parks, preserves, and trails. In San Ramon, the Iron Horse Trail, Bishop Ranch Open Space, Little Hills Ranch Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness are all EBRPD parklands. The EBRPD is committed to coordinating jointly managed regional trails with local communities such as San Ramon.

Other trails proposed in the Planning Area will exist along the western edge, along Dougherty Road, in Tassajara Valley, within the Eastside Specific Plan, the Northwest Specific Plan, and Bollinger Canyon subarea. Both the City and EBRPD are committed to providing trails, parks, and open

space in San Ramon. The trail system is portrayed in the General Plan Diagram in the Land Use Element.

Table 6.4-1 provides an inventory of the public recreational areas within the City. There are three categories: developed parks and related facilities, parks currently under construction, and City-owned undeveloped parkland. Figure 6-1 illustrates existing parkland in San Ramon.

Table 6.4-1: Existing Parks and Undeveloped Parkland

Park Type	Acres
Community Parks	
Existing (3)	78.8
Under Construction (1)	30.0
Community Parks Subtotal	108.8
Neighborhood Parks	
Existing (22)	97.0
Under Construction (8)	24.0
Neighborhood Parks Subtotal	121.0
Specialized Recreation Areas	
Existing (7)	60.8
Under Construction (3)	23.4
Specialized Recreation Areas Subtotal	102.7
School Parks	
Existing (16)	93.7
Under Construction (1)	15
School Parks Subtotal	108.7

Table 6.4-1: Existing Parks and Undeveloped Parkland - Continued

Park Type	Acres
Total Existing	330.3
Total Under Construction	92.4
Total Existing and Under Construction	422.7

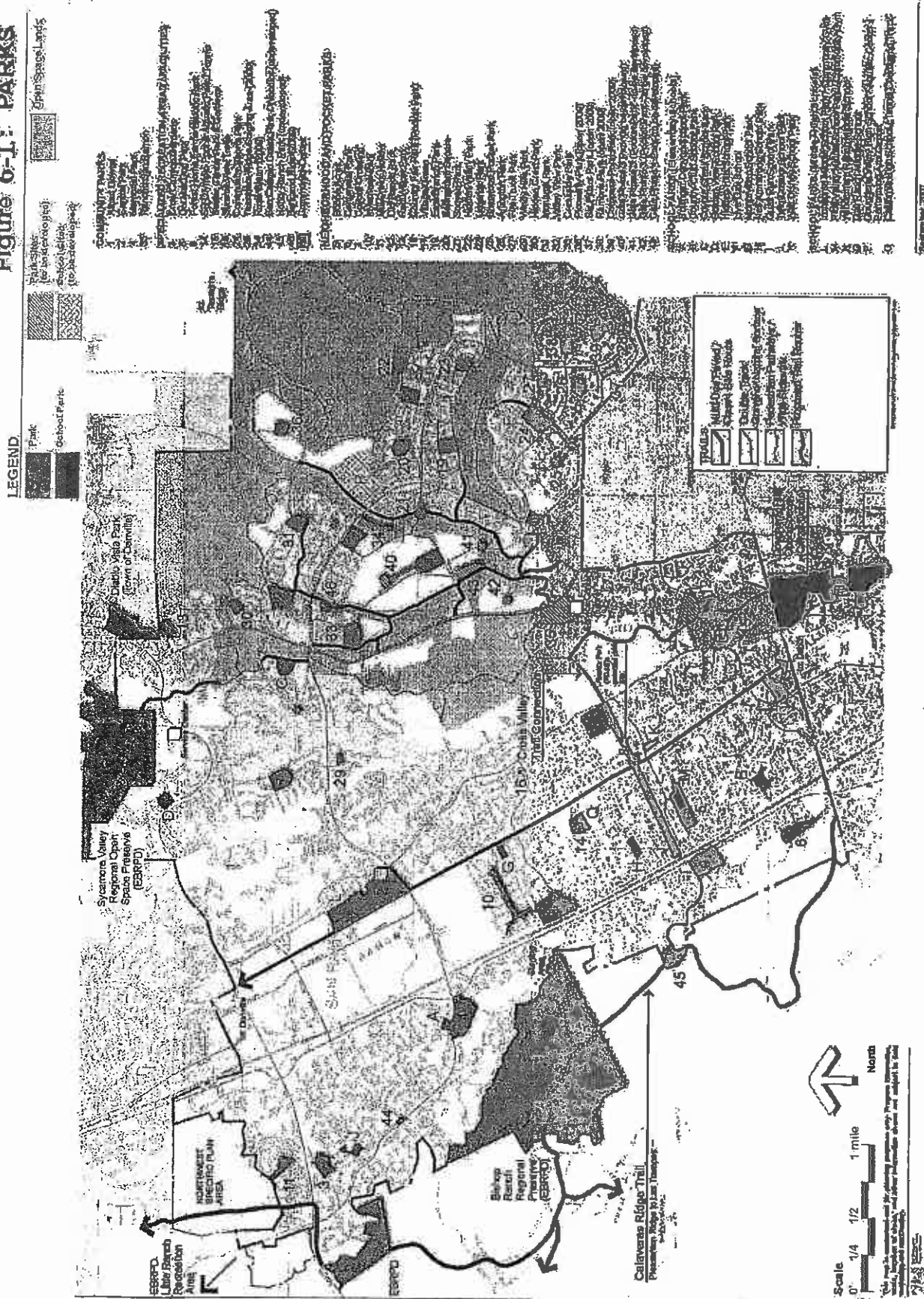
¹Includes pocket parks.

Source: City of San Ramon Parks and Community Services Department and Parks Master Plan, 2008

San Ramon has 422.7 acres of existing parkland and parkland under construction. An additional 74.5 acres of parkland is undeveloped. This includes Athey Lot (3 acres), Henry Ranch Park (14 acres), PG&E Corridor (40 acres), Faria Preserve (13 acres), and San Catanio Creek Park (4.5 acres). The City's Parks and Community Services Department estimates the current ratio of park acreage per 1,000 residents to be 5.6.

SAN RAMON GEOL. CRAL PLAN 2020

Figure 6-1: PARKS



6.5 20-YEAR NEEDS AND PLANNED PARKS

With the additional parkland in Dougherty Valley, a specialized recreation area in Big Canyon on the Westside and the planned park in the Northwest Specific Plan area, the total of existing and planned parkland will be about 620 acres, as shown in Table 6.5-1.

Table 6.5-1: San Ramon Parks - Proposed and Need to 2020

	Acres
Existing and Undeveloped Parks	497.2
Proposed Parks	
Other (e.g. Big Canyon)	123.5
Total Existing and Proposed Parks	620.7
Park Need (based on 6.5 acres/1,000 residents)	620.0
Ratio Achieved at Buildout (acres/1,000 residents)	6.5
Additional Acreage Provided by the General Plan	0.7

Source: City of San Ramon Parks and Community Services Department, 2008.

A planned buildout population of 96,020 will result in a future need of about 620 acres at 6.5 acres of parkland per 1,000 residents. The General Plan proposes 0.7 acres more than this need. The future ratio will be 6.5 acres per 1,000 residents, an increase from the current ratio of 5.6 acres per 1,000 residents.

GUIDING POLICY

6.5-G-1 Create and maintain a high-quality public park system for San Ramon.

IMPLEMENTING POLICIES

6.5-I-1 Establish and maintain a standard of 6.5 acres of public parks per 1,000 residents at General Plan buildout, and public facilities to be within one-half mile of all homes with only usable acreage considered in meeting this standard.

It is the City's intent to meet this criterion with functional acreage only by 2020, the buildout period of this General Plan. Private recreation facilities (such as golf courses and homeowners' association amenities including mini parks, tot-lots, and picnic areas) shall not be substituted for required parkland.

6.5-I-2 Provide varied community park and recreational opportunities accessible to all City residents.

It is the City's goal to ensure that parks in San Ramon are easily accessible to its citizens, including the physically disabled, and to provide recreational equipment that people of all ages and abilities can use.

6.5-I-3 Establish a minimum size for neighborhood parks of two acres or more.

Smaller parcels cannot accommodate recreational facilities that make neighborhood parks work.

- 6.5-I-4 Provide passive and active elements within the City's parks to meet the needs of citizens of all ages and interests.
While it is important to provide recreation facilities for athletics and team sports, it is equally important to develop natural settings for the enjoyment of passive activities, such as picnicking or walking.
- 6.5-I-5 Require residential developers to make contributions to the City's park system.
The City's Parkland Dedication Ordinance shall be applied to all residential development and shall be used to determine a developer's dedication of functional park acreage. In-lieu fees are required when suitable land is not available or desired for dedication. Such fees are intended to give the City flexibility to purchase parkland elsewhere in the City or to improve existing parks.
- 6.5-I-6 Encourage contributions to the City's park system by non-residential developers.
In addition to improving park facilities for its residents, it is the City's goal to provide active and passive parks for use by employees of San Ramon businesses. The park needs of this group can be partially met by encouraging contributions of parkland or funds from non-residential developers.
- 6.5-I-7 Complete all parkland dedication requirements for each development prior to occupancy.
- 6.5-I-8 Encourage the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new developments.
Trails or undevelopable portions of active parks shall not be included when calculating the City's park acreage standard.
- 6.5-I-9 Cooperate with the San Ramon Valley Unified School District to promote joint development and use of school sites located within the City and its Sphere of Influence.
Joint development and use of school sites is especially important in developed areas where park standards have not yet been achieved. This approach will help meet community needs for neighborhood parks during periods of parkland acquisition and development.
- 6.5-I-10 Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide leisure time activities.
- 6.5-I-11 Identify, acquire, and preserve sites of historic interest.
- 6.5-I-12 Cooperate with the East Bay Regional Park District to further preserve open space, ridgelines, and corridors of scenic beauty in and around San Ramon.
Within San Ramon's sphere of influence, the East Bay Regional Park District manages and maintains

the Bishop Ranch Open Space, the Little Hills Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness. San Ramon continues to work with the Park District to identify, preserve and develop additional areas for parks and open space of regional significance.

6.5-I-13 Designate Big Canyon within the Westside subarea as a nature preserve and seek to add it to the City's park system as a specialized recreation area with limited access.

6.5-I-14 Adopt and implement a 10-year Parks and Community Services Master Plan to be reviewed biennially and updated quadrennially.

The Parks and Community Services Commission implements the Master Plan, updates it biennially, and ensures that the development of parks and community facilities proceed as planned.

6.5-I-15 Adopt a service level "A" of maintenance in all our parks and recreational facilities. The maintenance and upkeep of parks and recreational facilities is necessary for the economic health of the community as stated in San Ramon's Parks and Recreation Master Plan.

6 Parks and Recreation

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