4. GROWTH MANAGEMENT ELEMENT

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4. GROWTH MANAGEMENT ELEMENT

4.1 INTRODUCTION

The purpose of this Element is to establish policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water, and flood control to ensure generally that public facilities consistent with adopted standards are provided. By including this Element in the adoption of the General Plan, the County intends to establish a long range program which will match the demand for public facilities to serve new development with plans, capital improvement programs and development impact mitigation programs. The intent is to ensure that growth takes place in a manner that will ensure protection of the health, safety and welfare of both existing and future residents of Contra Costa County.

Responsible management of growth in the county is key to preserving the quality of life for current and future county residents.

This Growth Management Element is the culmination of a process which was created by the Mayors’ Conference and the County Board of Supervisors. The Contra Costa Transportation Partnership Commission was established as a Transportation Authority under State law (PUC Section 180000) to provide a forum for transportation issues in the county and to propose ways to manage traffic congestion. By approving Measure C-1988, the voters established the Transportation Authority, added one-half cent to the county sales tax for the next 20 years to be used for transportation funding, and gave the Transportation Authority the charge to implement a Growth Management Program. That program requires the County and each city to develop a Growth Management Element as part of its General Plan in order to be eligible to receive local street maintenance and improvement funds generated by Measure C-1988.

This Growth Management Element complies with the model element developed by the Transportation Authority and includes the sections required by Measure C-1988 to be part of this Growth Management Element. These sections (1) adopt traffic levels of service standards (LOS) keyed to types of land use, and (2) adopt performance standards maintained through capital projects for fire, police, parks, sanitary facilities, water and flood control. The Transportation Authority recognizes that facilities standards, as are discussed in this element, establish performance standards to be applied in the County’s development review process.

In addition to adopting this Growth Management Element as part of the General Plan under Measure C-1988, the voters of the county, in Measure C-1990, reaffirmed that growth management should be an integral part of this General Plan.

This element is also adopted pursuant to the authority granted to local jurisdictions by California Government Code Section 65303, which states:

"The General Plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relates to the physical development of the county or city."
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4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

As indicated in the Land Use Element (Chapter 3), the Growth Management Element works closely in conjunction with the Land Use Element to ensure that development proceeds in a manner which will not negatively affect facility and traffic service standards for existing land uses. In this regard, it should be noted that developments which cannot satisfy the assurances required by these standards should not be approved. By utilizing this Growth Management Element to responsibly manage new development proposals, the County will ensure that new development projects will bear their appropriate share of the adverse burdens and impacts they impose on public facilities and services. As a result, the Growth Management Element must be carefully considered together with Land Use and other elements of this General Plan when assessing General Plan consistency. The timing of the potential physical development contemplated in the Land Use Element will in part be determined by the ability of developers to satisfy the policies and standards described in this Growth Management Element. The Urban Limit Line (ULL) and the 65/35 Land Preservation Standard also work together with the Growth Management Element to ensure that growth occurs in a responsible manner and strikes appropriate balances between many competing values and interests.

In addition, this Growth Management Element contains implementing programs which encourage new development to promote the goals and objectives of the Conservation Element, Public Facilities/Services Element, and Housing Element. Moreover, by establishing an inter-jurisdictional land supply and development monitoring program, the Growth Management Element coordinates implementation of the County General Plan with those of the county’s 19 cities.

To carry out the goals and objectives of the Land Use and Transportation and Circulation Elements of the General Plan, new development must demonstrate that the level of service standards of the Growth Management Element will be met. Only in this way will the negative effects of such growth be avoided. While it is anticipated that new growth will be able to mitigate its potential impacts through development fees and other exactions, it is possible that the timing of project approvals may be affected by the inability of individual developments to carry its appropriate cost of full service increments needed to allow further growth in a given area of the county. Thus, the improvements needed to implement the Transportation and Circulation and Public Facilities/Services Elements of the Plan will in part be directly tied to, and dependent upon, the implementation of the Growth Management Element. Similarly, implementation of the Land Use Element will only proceed when it can be demonstrated that the growth management standards can be met by new development.

Policies relating to this "Pay as you Grow" philosophy underpinning the Growth Management Element can be found in the Transportation and Circulation Element, Overall Transportation/Circulation Goals 5-E and 5-F, and in the Overall Transportation/Circulation Policies 5-1 through 5-4. Related Land Use Element Goals 3-F and 3-H and Land Use Policies 3-5 through 3-10 are also part of the policy framework which underlies the Growth Management Element, and are
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integ rall y related to it. In a similar fashion, each of the required growth
management performance standards included in this Element is also included in
the Public Facilities/Services Element under the applicable goals and policies listed
for sewers, water, police, fire, parks and flood control.

4.3 TRAFFIC SERVICE STANDARDS AND FACILITIES STANDARDS

The basic unit of measurement of performance of an intersection or roadway
segment is called a Level of Service (LOS). LOS is a measure of the ratio of the
volume to capacity of a roadway or intersection and is expressed as a letter A
through F. In general LOS A describes free flowing conditions, and F describes very
congested conditions, with long delays. Routes of Regional Significance are those
roadways which carry significant volumes of through traffic, which neither begins
nor ends within the affected jurisdiction. They generally include Interstate
Freeways and State Highways, as well as local roads which, due to their location
between job and housing centers, carry significant volumes of intra-county trips.
All other roadways are referred to in the Growth Management Element as Basic
Routes. Basic routes, and their signalized intersections, are those to which LOS
standards are applied in determining whether proposed projects may be approved.
The methodology used in determining if projects exceed allowable LOS standards
is the method established by the Contra Costa Transportation Authority in its
Technical Procedures.

At present, most Basic Routes in the unincorporated area operate at or better than
the LOS Standards specified in the Growth Management Element. Many Routes of
Regional Significance are below these standards, however, reflecting the fact that
the trips are not dependent upon land uses in unincorporated Contra Costa
County, but are cumulative with traffic generated by land uses located outside of
the unincorporated areas. Public Protection Facility standards contained in this plan
are based upon the 1990 facilities to unincorporated population ratio. In the area
of parks, for example, the current unincorporated population to park acreage
yields a ratio of less than 1 acre per 1,000 persons. While certain developed areas
of the county experience flooding in the event of the 100-year flood, the County
Ordinance Code collect-and-convey requirements are applied to all new
developments. Water and sewer services are generally adequate for existing
development.

For the purposes of establishing a Public Protection Facility standard, several factors
must be considered. Firstly, the unincorporated community of Kensington has
established a Community Services District which provides the full range of police
services in the area, and the Sheriff does not service this area. Secondly, the
California Highway Patrol is responsible for enforcement of the Vehicle Code on
highways and County roads throughout the unincorporated area. Thirdly, certain
economies of scale enable the Sheriff to provide patrol and investigation services in
physical facilities substantially smaller than a comparable series of cities would
require, due to centralized administrative services, crime lab facilities, and other
similar functions which numerous cities would duplicate in each location. According
to the Sheriff’s Office, very little time is spent by deputies in the stations; nearly all
is spent in the vehicles on patrol; no clericals are housed in the stations. In addition,
the Sheriff also provides coroner services, incarceration and criminalistics services. For these reasons, direct comparisons between County facilities standards and standards that may be adopted by cities in the county are not advised, since such comparisons would be highly misleading.

The computation of a Sheriff facility standard in this General Plan includes only patrol and investigation services, adjusted for a marginal increase in centralized administrative services. As of January, 1991, the County provides approximately 155 square feet of floor area per thousand population in six locations throughout the county. In 1997, it became evident that the Sheriff’s Office needed to include support facilities necessary to conduct patrol and investigation, which are now included in the calculation of new square footage.

It should be noted that implementation of the goals of this Plan's various elements depends not only upon the County's administration of the Growth Management Program described below, but upon the interplay of several levels of government. Federal and State funding for improvements to Basic Routes will be required to attain and maintain traffic levels of service at designated levels. Finally, the County, the 19 cities, the Contra Costa Transportation Authority, the Bay Area Rapid Transit District, and the California Department of Transportation will all have to work cooperatively in order to mitigate the negative impacts of growth upon the regional transportation system to achieve the levels of population, housing and jobs anticipated by this Plan.

4.4 GOALS, POLICIES, AND IMPLEMENTATION MEASURES

GOALS

4-A. To provide for the levels of growth and development depicted in the Land Use Element, while preserving and extending the quality of life through the provision of public facilities and ensuring traffic levels of services necessary to protect the public health, safety, and welfare.

4-B. To establish a cooperative inter-jurisdictional growth monitoring and decision making process in which each jurisdiction can share in the beneficial aspects of new growth, and avoid its potential negative effects.

POLICIES

4-1. To establish a cooperative inter-jurisdictional growth monitoring and decision making process in which each jurisdiction can share in the beneficial aspects of new growth, and avoid its potential negative effects.

4-2. If it cannot be demonstrated prior to project approval that levels of service will be met per Policy 4-1, development will be temporarily deferred until the standards can be met or assured. Projects which do not, or will not, meet the standards shall be scheduled for hearing before the appropriate hearing body with a staff recommendation for denial, on the grounds that the project is inconsistent with the goals, policies, and objectives of the Growth Management Element of the County General Plan.
4-3. Table 4-1 shows the performance standards which shall apply to development projects. In the event that a signalized intersection on a Basic Route exceeds the applicable level of service standard, the County may approve projects if the County can establish appropriate mitigation measures, or determine that the intersection or portion of roadway is subject to a finding of special circumstances, or is a Route of Regional Significance, consistent with those findings and/or action plans adopted by the Contra Costa Transportation Authority pursuant to Measure C-1988. Mitigation measures specified in the action plans shall be applied to all projects which would create significant impacts on such regional routes, as defined by the Authority in consultation with local agencies and as permitted by law. For the purpose of reporting to the Contra Costa Transportation Authority in compliance with the Growth Management Program, a list of intersections that will be reported on Basic Routes will be prepared and maintained by the Conservation and Development Department.

4-4. The County shall institute an ongoing growth management program process, as generally depicted in Figure 4-1.

4-5. For the purpose of applying the Traffic Level of Service standards consistent with Measure C-1988 only, unincorporated areas subject to the growth management standards of this Element shall be characterized as Central Business District, Urban, Suburban, Semi-rural and Rural as depicted in Figure 4-2.

4-6. Conformity with the growth management standards will be analyzed for all development projects such as, subdivision maps, or land use permits. A general plan amendment is a long range planning tool and is not to be considered a development project or a project approval under the growth management program.

### TABLE 4-1

**GROWTH MANAGEMENT PERFORMANCE STANDARDS**

<table>
<thead>
<tr>
<th>Traffic Levels of Service Keyed to Land Use Type</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Rural Areas:</td>
<td>Peak Hour Level of Service of Low C (Volume/Capacity Ratio = .70-.74)</td>
</tr>
<tr>
<td>Semi-Rural Areas:</td>
<td>Peak Hour Level of Service of High C (Volume/Capacity Ratio = .75-.79)</td>
</tr>
<tr>
<td>Suburban Areas:</td>
<td>Peak Hour Level of Service of Low D (Volume/Capacity Ratio = .80-.84)</td>
</tr>
<tr>
<td>Urban Areas:</td>
<td>Peak Hour Level of Service of High D (Volume/Capacity Ratio = .85-.89)</td>
</tr>
<tr>
<td>Central Business Districts (CBD):</td>
<td>Peak Hour Level of Service of Low E (Volume/Capacity Ratio = .90-.94)</td>
</tr>
</tbody>
</table>

Note: These terms are used solely with reference to the Growth Management Element performance standards.
Traffic

LOS Standards will be considered to be met if:

- Measurement of actual conditions at the intersection indicates that operations are equivalent to or better than those specified in the standard; or
- The County has included projects in its adopted capital improvements program which, when constructed, will result in operations equal to or better than the standard.

Water

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the County, shall require new development to demonstrate that adequate water quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate water agency. The County, based on information furnished or available to it from consultations with the appropriate water agency, the applicant or other sources, should determine whether (1) capacity exists within the water system if a development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate water quantity and quality availability.

Sanitary Sewer

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the county, shall require new development to demonstrate that adequate sanitary sewer quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate sewer agency. The County, based on information furnished or available to it from consultations with the appropriate sewer agency, the applicant or other sources, should determine whether (1) capacity exists within the sewer system if the development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate sewage collection and wastewater treatment capacity availability.

Parks and Recreation

Neighborhood parks: 3 acres required per 1,000 population.
Fire Protection

Fire stations shall be located within one and one-half mile of developments in urban, suburban, and central business district areas. Automatic fire sprinkler systems may be used to satisfy this standard.

Public Protection

A Sheriff facility standard of 155 square feet of station area and support facilities per 1,000 population shall be maintained within the unincorporated area of the county.

Flood Control and Drainage

Require major new development to finance the full costs of drainage improvements necessary to accommodate peak flows due to the project. Limit development within the 100-year flood plain until a flood management plan has been adopted and implementation is assured. For mainland areas along rivers and bays, it must be demonstrated that adequate protection exists through levee protection or change of elevation prior to development. Development shall not be allowed in flood prone areas designated by the Federal Emergency Management Agency until a risk assessment and other technical studies have been performed.

IMPLEMENTATION MEASURES

4-a. Incorporate the performance standards outlined in Policy 4-3 into the review of development projects.

4-b. Work cooperatively with the 19 cities and the Contra Costa Transportation Authority through each of the Regional Transportation Planning Committees to define action plans for mitigating the impacts of development on Routes of Regional Significance.

4-c. Require traffic impact analysis for any project which is estimated to generate 100 or more AM or PM peak-hour trips based upon the trip generation rates as presented in the Institute of Traffic Engineers (ITE) Trip Generation, 6th edition, 1997, or the most current published edition.

4-d. Require that during the review of development proposals, the traffic impact analysis shall determine whether a project could cause a signalized intersection or freeway ramp to exceed the applicable standard and shall identify mitigations/fees such that the intersection or ramp will operate in conformance with applicable standards. Development proposals shall be required to comply with conditions of approval detailing identified mitigation measures and/or fees. In no event shall Local Road Improvement and Maintenance Funds replace development mitigation fee requirements, pursuant to Measure C-1988.

4-e. Establish through application to the Contra Costa Transportation Authority, and in conjunction with the regional committees, a list of Routes of Regional
Significance and Intersections proposed for Findings of Special Circumstances. Proposed projects affecting these routes and/or intersections will require alternate mitigation as specified in Action Plans to be adopted by the Transportation Authority, but in this respect only, shall not be subject to LOS Performance Standards. Figure 4-3 shows the Routes of Regional Significance as adopted by the Transportation Authority in 2004. The County will assist in developing or updating Action Plans for these routes (and for other roads if the Transportation Authority revises the Routes of Regional Significance in the future.)

4-f. In the event that any Basic Route does not meet adopted standards the County shall consider amendments to either its General Plan Land Use Element, Zoning, Capital Improvement program or other relevant plans or policies in order to attain the standards. If this is not feasible for the reasons specified in the Transportation Authority's "Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance" application for findings of special circumstances shall be made to the Transportation Authority. Such application shall include alternative proposed standards and mitigation measures.

4-g. Capital projects sponsored by the County and necessary to maintain and improve traffic operations will be specified in a five year Capital Improvement Program (CIP). Funding sources for such projects, as well as intended project phasing, if any, shall be generally identified in the CIP.

4-h. The County will 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 programs described in the Authority's Model Growth Management Element.

4-i. The County will implement specified local actions in a timely manner, consistent with adopted action plans.

4-j. As part of its program to attain Traffic Service levels, the County shall continue to implement its Transportation Demand Management Ordinance.

4-k. No development project (subdivision map, land use permit, etc.) shall be approved unless findings of consistency have been made with respect to Policy 4-3.

4-l. The County will adopt a development mitigation program to ensure that new development pays its fair share of the cost of providing police, fire, parks, water, sewer and flood control facilities.

4-m. The County will only approve projects after finding that one or more of the following conditions are met:

(a) Assuming participation in adopted mitigation programs, performance standards will be maintained following project occupancy;
(b) Because of the characteristics of the development project, specific mitigation measures are needed to ensure the maintenance of standards, and these will be required as conditions of project approval; or

(c) Capital improvements planned by the service provider will assure maintenance of standards.

4-n. Capital Projects sponsored by the County and necessary to maintain levels of performance shall be identified in the five year Capital Improvement Plan (CIP). Funding sources for the complete cost of the improvements, and phasing, if any, shall also be identified.

4-o. All new development shall contribute to, or participate in, improvement of the parks, fire, police, sewer, water, and flood control systems in reasonable proportion to the demand impacts and burdens generated by project occupants and users.

4-p. The County shall develop and carry out a growth management/monitoring program as generally indicated in Figure 4-1, as follows:

(a) A land supply and development monitoring process;

(b) Periodic review of performance standards and monitoring of infrastructure constraints;

(c) Interagency coordination and decision-making to provide information for the first two tasks and successfully implement the overall growth management program;

(d) A jobs/housing performance evaluation to determine their balance within each sub-region of the county; and

(e) Growth management determinations, a process which identifies growth areas capable and incapable of meeting performance standards, and directs resources to overcoming any constraints.

These components are described in detail below.

**Adoption of Performance Standards**

The first step in the growth management program process is completed upon the adoption of performance standards for public facilities and services in this Growth Management Element. Figure 4-1 shows the flow chart of the growth management process.

**Land Supply/Development Monitoring Analysis**

The second step in the growth management process, an analysis of land supply and development monitoring, will commence at the beginning of each calendar year. Annual status reports on the implementation of the General Plan and its
Growth Management Element will be submitted to the Board of Supervisors and City Councils in June. This status report will fulfill the requirements of Government Code Section 65400(b) in the State planning and zoning laws, which requires that every city and county must prepare an annual report to the City Council or Board of Supervisors and the State which summarizes the status of the General Plan and the progress that has been made in its implementation. The subsequent steps in the process, commencing with the performance standards evaluation, will occur on a five-year cycle.

The land supply and development monitoring process is a two-part component designed as the basis for the periodic re-examination of lands available in the county for urban development. The availability of developable lands is then contrasted against the actual rate of growth which has been measured over the most recent period. In essence, this component is a land supply and demand tracking process. This process is designed to work in tandem with the other four components (performance standards/infrastructure constraints analysis, inter-jurisdictional coordination, jobs/housing balance analysis, and growth management determinations) in order to obtain an updated, working perspective of the current capacity of the county to accommodate growth.

The land supply and development monitoring process is prepared in an objective fashion by staff, using a set methodology defined and agreed to by the jurisdictions involved (the County, the 19 cities, the Local Agency Formation Commission [LAFCO] and the individual service providers). The re-examination of the land supply (initially set by the General Plan Review Program) will occur on an annual basis, in concert with the State Population Certification program which is already conducted by the County and each city planning department.

Using a standard format and methodology should provide a high degree of confidence in the process and the established annual schedule should alert the development interests, city agencies, and special districts as to when their contribution will be critical. At the beginning of each annual cycle, formal notification will be given to each of the cities informing them that the land supply and development monitoring process is being initiated and requesting their active participation and cooperation.

The Land Use Information System (LUIS), developed in 1987, and the more recent Geographic Information System, provides the foundation for tracking overall land supply, land absorption, and changing land uses in the county. The specific questions that must be answered during this process with the use of the updated LUIS data system are:

- How many acres of vacant land in the county, specified by land type, are identified as available for development?
- What changes have occurred in these numbers since the previous evaluation?
- How many acres of underutilized or previously developed land are available for redevelopment?
How many acres of land county-wide have been identified as unavailable for
development based upon environmental, health and safety, public resource, or
other conditions? The County Conservation and Development Department staff
will prepare a report which examines the absorption rate (i.e. approved
development projects) and the General Plan Amendment requests that have
been received. The report on the status of development areas will rely upon
residential and commercial/industrial building permit and other project approval
information from the cities. This permit approval and General Plan Amendment
application information will then be compared to the expected rate of
residential and job growth projected for the jurisdiction over the planning
period by the respective General Plans. The annual report will be forwarded to
decision-making bodies for use in reviewing further General Plan Amendments
which would alter the land supply component.

Performance Standards Evaluation and Infrastructure Constraints
Analysis

While the second component of the growth management program (land supply
and development monitoring) will be prepared on an annual basis, the final four
components will generally be performed only once every five years. Although
these final four components of the Growth Management Program will be
comprehensively and formally evaluated every five years, circumstances may
necessitate evaluating and modifying the standards during the annual review of
the land supply and development component of this Growth Management
Program. If circumstances so necessitate, the Board of Supervisors should
consider all information before it, including the Land Supply/Development
Monitoring Analysis, fiscal constraints, and other information obtained through
consultation with the Contra Costa Transportation Authority, before modifying the
standards. The data and analysis generated in the annual land supply and
development monitoring reports will be aggregated for use in the tasks outlined in
the following processes.

The intent of this third component of the Growth Management Program,
performance standards and infrastructure capacity evaluation, is to re-examine
minimum allowable performance standards for development projects set in the
General Plan, and to determine the remaining available capacities of certain
infrastructure facilities.

The Growth Management Program for the Contra Costa County General Plan
mandates the establishment of infrastructure performance standards for several
different services or facilities, including circulation (traffic), sanitary sewage, flood
control and drainage, water supply, police and fire protection and emergency
services, and parks and recreation. These standards and policies attempt to define
a quality of life by setting benchmark indicators of the minimum levels of service
required for specific urban services.

Every five years the performance standards would be reviewed by staff and the
service providers by examining prior experience and ability to serve. In addition,
service districts may be provided an opportunity to explain why certain standards
are not being met and to explore measures to be taken to alleviate the situation. This information would then be used to evaluate whether the standards for the current review period were appropriate.

The second major task to be completed during this phase of the growth management program is an evaluation of the remaining infrastructure capacity in various areas of the county. Part of this evaluation will determine where and why certain existing urbanized areas are not being adequately served. The assumption is that adequate infrastructure capacities can be engineered and built to serve virtually any amount and location of urban growth within the ULL, but that opportunities exist to plan for cost-effective and efficient growth in areas particularly within the ULL, where underutilized infrastructure capacities already exist or where the extension of services is relatively unconstrained compared to other areas.

The basic data requirements of this portion of the process include:

- A determination of the remaining capacity for each facility or service provider based upon the defined performance standards, and identification of the geographic areas that could be served by the capacity;
- An itemization of funded infrastructure improvement projects, their location and expected date of completion, and the service area or population they are designed to serve;
- Identification of urbanized areas with inadequate service, as defined by the adopted performance standards;
- An itemization of the major capital improvements not now funded but needed to bring existing areas into compliance with the performance standards;
- Itemization of major capital improvements necessary to serve anticipated future development at the adopted service level, and the cost of these improvements;
- Identification of major physical, economic and/or environmental constraints to the provision of service or facilities in a given area; and
- Identification of possible sources of funding for the improvements.

The object of the data gathering is to illustrate where future growth can and cannot occur without major investment in new or improved infrastructure systems, and to identify the level and source of financing required. Additionally, the exercise will allow the preparation of estimates of future required capacity based upon the performance standards. One outcome of this process will be to provide up-to-date information concerning where future growth is expected to occur, thus assisting in capital facilities planning efforts.

To ensure that high density "leapfrog" growth does not occur, as a matter of policy, this growth management program mandates that new urban and central
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Business district levels of development shall not be approved unless the development is within the ULL and near existing or committed urban or central business district levels of development.

Jobs/Housing Performance Evaluation

The purpose of this step is to provide a basis for assessing the jobs/housing balance within each section of the county for the current five-year review cycle, to assist the jurisdictions in the sub-regions in determining preferred locations for residential and employment growth, and to assist in focusing the direction of implementation programs.

The jobs/housing balance evaluation is based upon the County's Land Use Information System data base, augmented by the information provided in the development monitoring evaluation. The evaluation considers growth in housing units and employment and housing and employment availability, relative affordability and commute patterns, and to the extent that the data are available, price of the units and wage levels of the jobs added.

The jobs/housing performance evaluation will be used to identify areas where jobs or housing should be stimulated and encouraged. It would also be used to provide information about areas in which infrastructure deficiencies need to be corrected in order to facilitate a better jobs/housing balance.

Inter-jurisdictional Coordination and Decision-Making

The growth management program outlined here will not succeed without the cooperation and active participation of the County, LAFCO, the 19 cities, and the service providers. These agencies and cities may view cooperation with the County's Growth Management Program as a threat to their local authority over land use or other growth issues. The County's efforts to achieve cooperation must be aimed at persuading the cities and agencies that the growth management program will ultimately enhance their ability to meet their own General Plan goals.

In addition, the County will participate in the cooperative planning process established by the Transportation Authority for the purpose of reducing the cumulative regional traffic impacts of development.

Inter-jurisdictional cooperation would not require all of the cities and agencies to adopt the same goals, policies and implementation measures as will be included in the County's General Plan and growth management program. However, it would be desirable for the County to request that the cities and agencies adopt resolutions that specifically recognize and accept the Growth Management Program and its premise.

A key commitment by the jurisdictions involves the dedication of a relatively small, but adequate, level of staff time to assist the County in gathering the required data for the necessary planning studies. Additional commitments must be made on the part of policy makers and staff to review the annual land supply and development monitoring reports, consider them when making important planning
decisions, and to actively participate in the growth management determination process every five years.

**Growth Management Determinations**

Building upon the preceding components of the Growth Management Program, the final aspect of the process involves using the reports that have been generated to make the important decisions about where future growth in the county should be encouraged in order to minimize infrastructure costs and to enhance the overall level of "quality of life." The process for making these determinations is as important as the determinations themselves. The process can help to achieve consensus among cities and the County (in consultation with service providers) as to appropriate amounts and locations of new residential, commercial, and industrial growth in the county. The growth management determination process should include the following steps, several of which are based upon information developed in the previous components of the Program:

- Indicate on a County General Plan map the current city boundary lines, Spheres of Influence, the Urban Limit Line and current service areas for all of the major utilities/facilities;

- Add to the base map information regarding improvements or extensions to service systems that have been completed since the last review period or improvements itemized in capital improvement programs, as well as constructed and approved development projects and adopted General Plan Amendments;

- Identify lands that have been determined to be undevelopable;

- Identify on the map the geographic areas with infrastructure constraints and the locations of development projects that have been unable to meet performance standards;

- Review the annual land supply and development monitoring reports in conjunction with the performance standards and infrastructure constraints analysis reports to determine whether an adequate supply of vacant land is designated for urban use in the County and city General Plans, on both a countywide and subregional basis, to allow the anticipated amount of urban development during the remainder of the 20-year period. This urban development must be subject to the 65/35 Land Preservation Standard (see Chapter 3, Land Use Element);

- Determine whether adjustment to the Urban Limit Line is needed in order to provide sufficient land to accommodate anticipated needs.

Growth management determinations shall be made in consultation with the Transportation Authority. In addition, it is anticipated that these growth management determinations will be made in a series of joint meetings conducted on a subregional basis with representatives of the cities. LAFCO and the service
districts should also be consulted. Staff will present the base map and accompanying reports to the County and city planning commissions, LAFCO, and service district boards, with a request that the agencies review the recommendations and make formal comments. After this review period is complete and appropriate changes, if needed, have been made, the map and reports will be recirculated to all of the jurisdictions in the county. The final action will be to request that the cities, LAFCO, and service providers adopt resolutions in support of the recommendations and to initiate any General Plan Amendment hearings which may result from the review process.

**Definitions of Terms**

The following definitions apply to the geographic terms used with respect to the Growth Management Element only. The level of service designations for unincorporated county areas are shown in Figure 4-2.

**Rural.** Rural areas are defined as generally those parts of the county that are designated in the General Plan for agricultural, open space, or very-low density residential uses, and which are characterized by medium to very large parcel sizes (10 acres to several thousand acres). These areas have very low population densities, usually no more than 1 person per acre or 500 people per square mile.

**Suburban.** Suburban areas are defined as generally those parts of the county that are designated in the General Plan for low- and medium-density single-family homes; low-density multiple-family residences; low-density neighborhood- and community-oriented commercial/industrial uses; and other accompanying uses. Individual structures in suburban areas are generally less than 3 stories in height and residential lots vary from about one fifth of an acre (8,000 or 9,000 square feet) up to 2 or 3 acres. Population densities in suburban areas fall within a wide range, from about 1,000 to 7,500 persons per square mile (1.5 to 12.0 people per acre).

**Urban.** Urban areas are defined as generally those parts of the county that are designated in the General Plan primarily for multiple-family housing, with smaller areas designated for high-density single-family homes; low- to moderate-density commercial/industrial uses; and many other accompanying uses. Urban areas usually include clusters of residential buildings (apartments and condominiums) up to three or four stories in height and single-family homes on relatively small lots. Many commercial strips along major arterial roads are considered urban areas.

Examples of urban areas in Contra Costa County are the older neighborhoods in Richmond, El Cerrito, Pittsburg, and Antioch and the downtown commercial districts in smaller cities such as Martinez, Danville, and Lafayette. Population densities in urban areas are usually at least 7,500 persons per square mile (12.0 people per acre). Employment densities in commercial areas may range up to about 15 jobs per acre.

**Central Business District/Major Commercial Center.** Central business districts or major commercial centers are defined as those areas designated in the
4. Growth Management Element

General Plan for high-density commercial and residential uses. They consist of either the downtown area of a major city in Contra Costa County (Concord, Walnut Creek, and Richmond) or a large business/office complex (such as Bishop Ranch or the Pleasant Hill BART station area). These areas are characterized by large concentrations of jobs and consist of clusters of buildings four stories or more in height. CBDs or major commercial centers generally have employment densities exceeding 15 jobs per acre.

**Contra Costa Transportation Authority Model Growth Management Element Correspondence Table**

Table 4-2 demonstrates how the policies contained in the County General Plan are consistent with (correspond to) the policies in the Contra Costa Transportation Authority Model Growth Management Element. These policies must be consistent for the County to qualify for Measure J transportation sales tax revenue.
Contra Costa residents extended the Measure C-1988 transportation sales tax and growth management program when they approved Measure J in 2004. Measure J changes the specific requirements for the growth management program from those set in Measure C, eliminating two requirements, adding one and clarifying or refining others. County growth management policies and programs developed to comply with Measure C are not inherently in conflict with Measure J growth management requirements as is demonstrated by this correspondence table. The one growth management requirement added by Measure J, a voter-approved Urban Limit Line, was already part of the County General Plan in 1991. In response to a Measure J refinement to the Measure C Housing Options requirement, the General Plan was amended in 2008 to include adoption of policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments. The Measure J Model Growth Management Element requires local jurisdictions to provide a correspondence table that clearly identifies which sections of the Plan constitute each required Element. The County growth management policies and programs described in this table restate text in the County General Plan in the format required by the Measure J Model Growth Management Element.

### TABLE 4-2
**CORRESPONDENCE TABLE BETWEEN MEASURE J MODEL GROWTH MANAGEMENT ELEMENT (MGME) AND COUNTY GENERAL PLAN GROWTH MANAGEMENT POLICIES AND PROGRAMS**

<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL—RELEASED ON JUNE 8, 2007</th>
<th>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. INTRODUCTION</strong></td>
<td><strong>Planned Levels of Development; The Urban Limit Line and Land Uses (Land Use Element §3.6, pg. 3-8)</strong></td>
</tr>
<tr>
<td><strong>1.1 Purpose</strong></td>
<td><strong>Introduction (Growth Management Element §4.1, pg. 4-1)</strong></td>
</tr>
<tr>
<td>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).</td>
<td><strong>Introduction (Housing Element §6.1, pg. 6-1)</strong></td>
</tr>
</tbody>
</table>

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.
4. Growth Management Element

**MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL—RELEASED ON JUNE 8, 2007**

<table>
<thead>
<tr>
<th>1.2 Background²</th>
<th>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS</th>
</tr>
</thead>
<tbody>
<tr>
<td>The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements:</td>
<td></td>
</tr>
<tr>
<td>• Adopt a development mitigation program;</td>
<td></td>
</tr>
<tr>
<td>• Address Housing Options;</td>
<td></td>
</tr>
<tr>
<td>• Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process;</td>
<td></td>
</tr>
<tr>
<td>• Adopt an Urban Limit Line (ULL);</td>
<td></td>
</tr>
<tr>
<td>• Develop a five-year capital improvement program; and</td>
<td></td>
</tr>
<tr>
<td>• Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.</td>
<td></td>
</tr>
<tr>
<td>Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approve by the voters in 1988.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
</tbody>
</table>

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.

³ Public Participation through Voting Process (Introduction §1.3, pgs. 1-2 through 1-3) |
| Introduction (Growth Management Element §4.1, pg. 4-1) |

4-21
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 ULL is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.

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.

1.5 Relation to Other General Plan Elements

[Refer to other elements.]

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.

1.7 Definition of Maps, Goals, Policies, and Implementation Measure (Introduction pgs. 1-5 through 1-7)
## 2. GOALS AND POLICIES

### 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.

### CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS

1. **Relationship to Other General Plan Elements (Land Use Element §3.2, pg. 3-2)**
   - (See Relationship to Other General Plan Elements [Growth Management Element §4.2, pg. 4-2] under 1.5 Relation to Other General Plan Elements in the MGME)

2. **Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. 1-16)**

3. **4.1 Introduction (Growth Management Element, pg. 4-1)**
   - Growth Management Program (Housing Element §6.3, pgs. 6-49 through 6-51)

4. **Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pgs. 3-32 through 3-33 Goal 3-K)**
   - Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-4)
   - (See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)
### 2.3 Policies

<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL—RELEASED ON JUNE 8, 2007</th>
<th>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>2.3.1 Development Mitigation Program.</strong> 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.</td>
<td>Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pgs. 3-34 through 3-37) Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pgs. 4-4 through 4-8) Roadways and Transit Policies Transportation and Circulation Element §5.6, pgs. 5-15 and 5-16) Housing Goals and Policies (Housing Element §6.6, pgs. 6-89 through 6-91 – only certain policies cited)</td>
</tr>
<tr>
<td><strong>2.3.1.1 Local Mitigation Program.</strong> 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 required improvements that have or would have been committed to any project.</td>
<td>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.1.2 Regional Mitigation Program.</strong> 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.</td>
<td>(See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.2 Address Housing Options.</strong> Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.</td>
<td>See Policies 4-3 and 4-4 under 2.3 Policies in the MGME</td>
</tr>
</tbody>
</table>

---

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:
### 4. Growth Management Element

<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)(^1) FINAL—RELEASED ON JUNE 8, 2007</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>2.3.2.1 Periodic Reports.</strong> Prepare periodic reports to the Contra Costa Transportation Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.</td>
<td>Housing Plan (Housing Element Appendix B, pg. 6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</td>
</tr>
<tr>
<td><strong>2.3.2.2 Impacts on Transportation.</strong> 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.</td>
<td>(See Policies 4-3 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.2.3 Incorporation into Development Approval Process.</strong> Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.</td>
<td>(See Policies 4-1 and 5-21 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.3 Participate in On-Going Multi-Jurisdictional Planning:</strong> Participation in an on-going multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.</td>
<td>(See Policies 4-4 and 5-1 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.3.1 Action Plans.</strong> 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.</td>
<td>(See previous)</td>
</tr>
<tr>
<td><strong>2.3.3.2 Travel Demand Model.</strong> Apply the Authority’s travel demand forecasting 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 the Action Plan MTSOs.</td>
<td>(None)</td>
</tr>
<tr>
<td><strong>2.3.3.3 Interagency Consultation.</strong> Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</td>
<td>(See Policies 4-4 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.3.4 Mitigation Program.</strong> Work with the RTPCs to develop the mitigation program outlined in Section 2.3.1.2 above.</td>
<td>See Policy 4-3 under 2.3 Policies in the MGME)</td>
</tr>
<tr>
<td><strong>2.3.3.5 Countywide Transportation Plan.</strong> Participate in the preparation of the Authority’s Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.</td>
<td>(None)</td>
</tr>
</tbody>
</table>
### 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.  
(See 2.3.3 Participate in On-Going Multi-Jurisdictional Planning and 2.3.3.2 Travel Demand Model in the MGME)

### 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).  
(Land Use Goals, Policies, and Implementation Measures §3.8, pg. 3-34, Policies 3-5, 3-10, and 3-11)

#### 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.  
(See 2.3.4 Adopt an Urban Limit Line in the MGME)

#### 2.3.4.2 Policies

The ULL includes the following policy provisions:  
(See 2.3.4 Adopt an Urban Limit Line in the MGME)

### 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.  
(See Policies 3-7 and 4-1 under 2.3 Policies in the MGME)

### 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.  
(See Policy 5-24 under 2.3 Policies in the MGME)

### 3. IMPLEMENTATION PROGRAMS

#### 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.  
(Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pg. 4-9) Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-9, Measure 4-g)
### 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.

**Goals, Policies, and Implementation Measures**
- Growth Management Element §4.4, pg. 4-11, Measure 4-m and 4-n
- Transportation and Circulation Element §5.6, pg. 5-17, Measure 4-n

### 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]

**Goals, Policies, and Implementation Measures**
- Growth Management Element §4.4, pgs. 4-8 through 4-9, Measures 4-b and 4-d
- Transportation and Circulation Element §5.6, pg. 5-17, Measure 5-f

### 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 General Plan Amendment Process**
- Introduction §1.10, pg. 1-9
- Growth Management Element §4.4, pgs. 4-8 through 4-9, Measures 4-c through 4-e
- Contra Costa County Guidelines for Administering the California Environmental Quality Act (2010), Appendix M

### 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.

**Goals, Policies, and Implementation Measures**
- Growth Management Element §4.4, pg. 4-9, 4-d
### 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]

<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)(^1) FINAL—RELEASED ON JUNE 8, 2007</th>
<th>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES, OR PROGRAMS</th>
</tr>
</thead>
</table>
| **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:** | **Land Use Goals, Policies, and Implementation Measures (Land Use Element §3.8, pg. 3-39, Measures 3-6)**  
Housing Plan (Housing Element Appendix B, pg. 6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist) |
| **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 needed on average each year to meet the housing objectives established in the jurisdictions Housing Element; or** | **Goals, Policies, and Implementation Measures (Growth Management Element §4.4, pgs. 4-11 through 4-12, “Land Supply/Development Monitoring Analysis”)** |
| **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** | (See 3.2.1.1 in the MGME) |
| **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.** | (See 3.2.1.1 in the MGME) |
### 3.2.2 As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development.

[List specific procedures]

### 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.

(See Measure 4-b under 3.3 Multi-Jurisdictional Transportation Planning in the MGME)

#### 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 transportation 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.

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<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)¹ FINAL—RELEASED ON JUNE 8, 2007</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>3.2.2</strong> As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development.</td>
<td><strong>Land Use Goals, Policies, and Implementation Measures</strong> (Land Use Element §3.8, pgs. 3-39 through 3-40, Measures 3-al through 3-ao) <strong>Goals, Policies, and Implementation Measures</strong> (Growth Management Element §4.4, pg. 4-9, Measure 4-j) <strong>Roadway and Transit Implementation Measures</strong> (Transportation and Circulation Element §5.6, pgs. 5-18 through 5-23 [certain measures])</td>
</tr>
<tr>
<td><strong>3.3 Multi-Jurisdictional Transportation Planning</strong></td>
<td><strong>Land Use Goals, Policies, and Implementation Measures</strong> (Land Use Element §3.8, pg. 3-38, Measure 3-o) <strong>Goals, Policies, and Implementation Measures</strong> (Growth Management Element, §4.4 pg. 4-8, Measure 4-b)</td>
</tr>
<tr>
<td>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.</td>
<td><strong>Goals, Policies, and Implementation Measures</strong> (Growth Management Element, §4.4 pg. 4-8, Measure 4-b)</td>
</tr>
<tr>
<td><strong>3.3.1 Action Plans for Routes of Regional Significance.</strong> 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.</td>
<td><strong>Goals, Policies, and Implementation Measures</strong> (Growth Management Element, §4.4 pg. 4-8, Measure 4-b)</td>
</tr>
<tr>
<td><strong>3.3.2 Travel Demand Modeling.</strong> 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 transportation 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.</td>
<td><strong>Land Use Goals, Policies, and Implementation Measures</strong> (Land Use Element §3.8, pg. 3-38, Measure 3-o)</td>
</tr>
<tr>
<td><strong>3.3.3 Other Planning and Implementation Programs.</strong> 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.</td>
<td>(None)</td>
</tr>
</tbody>
</table>
### 4. Growth Management Element

<table>
<thead>
<tr>
<th>MODEL GROWTH MANAGEMENT ELEMENT (MGME)(^1) FINAL—RELEASED ON JUNE 8, 2007</th>
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</tr>
</thead>
<tbody>
<tr>
<td><strong>3.3.4 Conflict Resolution.</strong> 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.</td>
<td><strong>Goals, Policies, and Implementation Measures</strong> (Growth Management Element §4.4, pg. 4-9, Measure 4-h)</td>
</tr>
<tr>
<td><strong>3.4 Urban Limit Line (ULL)</strong></td>
<td></td>
</tr>
<tr>
<td>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:</td>
<td><strong>Land Use Goals, Policies, and Implementation Measures</strong> §3.8, pg. 3-38, Measures 3-p through 3-s)</td>
</tr>
<tr>
<td>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.</td>
<td></td>
</tr>
<tr>
<td><strong>3.5 Five-Year Capital Improvement Program</strong></td>
<td></td>
</tr>
<tr>
<td>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.</td>
<td>(See Measure 4-g under 3.1 Development Mitigation Program in the MGME)</td>
</tr>
<tr>
<td><strong>3.6 Transportation Systems Management (TSM)</strong></td>
<td></td>
</tr>
<tr>
<td>As part of this growth management program, the jurisdiction will adopt and implement a TSM ordinance, or a TSM Resolution, or an alternative mitigation program.</td>
<td>(See Measure 4-j under 3.2.2 in the MGME)</td>
</tr>
<tr>
<td><strong>GLOSSARY</strong></td>
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<td></td>
<td>(See Land Use Definitions under 2.1 Introduction in the MGME)</td>
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