

# Compliance Checklist - DRAFT

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

**Note:** Instructions for this checklist are available at:

<http://www.ccta.net/EN/home/quicklinks/currentactivities.html>

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

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3. Housing Options and Job Opportunities	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by  (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 its 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 its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction's General Plan—or other adopted policy document or report—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 reasonable be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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4. Traffic Impact Studies	YES	NO	N/A
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

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| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails, planned and improved development within the jurisdiction, and traffic patterns? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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<b>6. Five-Year Capital Improvement Program</b>	<b>YES</b>	<b>NO</b>
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| Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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<b>7. Transportation Systems Management Program</b>	<b>YES</b>	<b>NO</b>
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| Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base? | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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<b>8. Maintenance of Effort (MoE)</b>	<b>YES</b>	<b>NO</b>
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| Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.) | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
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<b>9. Posting of Signs</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>10. Adoption of the Measure J Growth Management Element</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<b>11. Adoption of a voter-approved Urban Limit Line</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<b>12. Other Considerations</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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### 13. Review and Approval of Checklist

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This checklist was prepared by:

\_\_\_\_\_  
Signature

February 11, 2014  
Date

Robert Sarmiento, Planner  
Name & Title (print)

925-674-7822  
Phone

[Robert.Sarmiento@dcd.cccounty.us](mailto:Robert.Sarmiento@dcd.cccounty.us)  
Email

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

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

February 11, 2014  
Date

SUPERVISOR KAREN MITCHOFF  
DISTRICT IV SUPERVISOR  
Name & Title (print)

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

February 11, 2014  
Date

TIFFANY LENNEAR – CHIEF CLERK  
Name (print)

## Compliance Checklist Attachments - DRAFT

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

**Note: This form may be downloaded in Word ® from [www.ccta.net](http://www.ccta.net);  
instructions for completing this portion of the Checklist are available at  
<http://www.ccta.net/EN/home/quicklinks/currentactivities.html>**

## Compliance Checklist Attachments - DRAFT

Reporting Jurisdiction: Contra Costa County

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### Supplementary Information (Required)

#### 1. Action Plans

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

See Attachment A. Please note that Actions, Programs and Measures that do not include Contra Costa County are not listed.

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

See Attachment B.

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

No projects during the reporting period required conditions to ensure consistency with the applicable Action Plan.

#### 2. Development Mitigation Program

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

Contra Costa County has been implementing regional mitigation programs in West, Central, East and South County Areas.

#### 3. Housing Options and Job Opportunities

- a. *Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels.*



## Compliance Checklist Attachments - DRAFT

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The State Department of Housing and Community Development reviewed the County's revised Housing Element (HE) in 2009 and found the element in full compliance with State housing element law. (See Attachment C and D, 3/2/10 letter and HE Progress Report).

- b. Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.*

Attached is the County's Complete Streets policy which ensures consideration of and support for walking, bicycling, and transit access.

### 4. Traffic Impact Studies

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

- Pantages Bays Residential Project (*Fehr & Peers*): 219 AM peak hour trips, and 295 PM peak hour trips.

### 5. Participation

*No attachments necessary.*

During the reporting period, the County Board of Supervisors regularly participated in Regional Transportation Planning Committee (RTPC) meetings. The County's representatives to the RTPCs regularly reported on the activities of the RTPCs to the County Board of Supervisors. The County has worked with the RTPCs to develop and implement the RTPC's Action Plans. The County has applied the Authority's travel demand model and Technical Procedures to the analysis of its General Plan Amendments and developments exceeding specified vehicle trip thresholds for their effect on the regional transportation system.

### 6. Five-Year Capital Improvement Program (CIP)

*Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the*

## Compliance Checklist Attachments - DRAFT

Reporting Jurisdiction: Contra Costa County

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*most recent five-year CIP.*

The CIP for Parks and Sheriff Facilities (2014-2020) was adopted February 11, 2014.

The County is in the process of updating the Capital Road Improvement & Preservation Program (CRIPP), which will be adopted in early 2014.

### 7. Transportation Systems Management Program

*Please attach a copy of the jurisdiction's TSM ordinance, or list the date of ordinance or resolution adoption and its number.*

Date of Ordinance or Resolution Adoption: January 21, 2003

Resolution or Ordinance Number: #2003/02

### 8. Maintenance of Effort (MoE)

*Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2011-12 and FY 2012-13). See the instructions to identify the MoE requirements.*

MOE Requirement: \$420,000

MOE Expenditures: \$483,388 (2011/2012)

\$635,647 (2012/2013)

\$559,518 (2011-2013 Average)

### 9. Posting of Signs

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

N/A

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

## Compliance Checklist Attachments - DRAFT

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*Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan.*

See Attachment E. The Authority's review of the County's Calendar Year 2010/2011 Growth Management Compliance Checklist identified a need to include a correspondence table showing how the County's General Plan Growth Management Element (GME) complies with the Authority's adopted model GME. County staff submitted said table to Authority staff on June 21, 2012. On July 10, 2012 the County Board of Supervisors approved and authorized the correspondence table for inclusion in the County's Checklist. The attached letter dated 7/25/13 confirms CCTA's review and approval of the County's report on progress toward updating the GME to incorporate the correspondence table into the General Plan.

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

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

The County took no actions that resulted in a change or modification to the voter-approved ULL.

### **12. Other Considerations**

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

N/A

### **List if Attachments**

Attachment A – Action Plan Reporting

Attachment B – General Plan Amendments

Attachment C – Housing Element Implementation

Attachment D – Development Mitigation Program

Attachment E – Growth Management Element

**Compliance Checklist**

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# Attachment A

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**SWAT: LAMORINDA AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in <i>Italics</i> )
1. Support and seek additional funding for expanding transit service, including service between Lamorinda BART stations and adjacent communities in Central County, service on Pleasant Hill Road, service to Bishop Ranch and the Tri-Valley area, and service through the Caldecott Tunnel.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
2. Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for on-way BART ridership.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
3. Support bus headway reductions on routes providing service to the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
4. Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
5. Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
6. Support expansion of BART seat capacity through the corridor and parking capacity east of Lamorinda.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**SWAT: LAMORINDA AREA**

<b>Relevant Action Plan Policy</b>	<b>Route of Regional Significance</b>	<b>Traffic Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)</b>
7. Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing commute loads.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
8. Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of the senior population.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
9. Support transit service that links Lamorinda bus service more directly to communities to the north and east of Lafayette.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
10. Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridersharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
11. Support Transportation Demand Management (TDM) programs at colleges and high schools.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
12. Implement the Spare the Air Program.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
13. Seek funding to construct park-and-ride lots along primary arterial roads approaching SR 24 throughout Lamorinda.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
14. Support programs and projects	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
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Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates.					
15. Support a collaborative effort with the Acalanes Union High School District to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
16. Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and tele-work.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
17. In cooperation with Lamorinda jurisdictions, develop TDM plans and provide consultations to improve mobility and decreased parking demand for new development and redevelopment.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
18. Encourage "green" commuting including ZEV and NEV vehicles, clean fuel infrastructure and car sharing.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
19. Evaluate and seek opportunities to improve and/or build walkways/bikeway facilities between the Lamorinda BART stations and adjacent land uses and communities as outlined on the map included in the Action Plan.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ <i>In 2013, the Board of Supervisors approved and authorized execution of a memorandum of understanding with the cities of Lafayette and Walnut Creek to support the conduct of the Olympic Corridor Trail Connector Study.</i>
20. Support the development of regional bicycle facilities.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ <i>In 2013, the Board of Supervisors approved and authorized execution of a memorandum of understanding with the cities of Lafayette and Walnut Creek to support the conduct of the Olympic Corridor Trail Connector Study.</i>

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**SWAT: LAMORINDA AREA**

<b>Relevant Action Plan Policy</b>	<b>Route of Regional Significance</b>	<b>Traffic Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)</b>
21. Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
22. Support operational improvements that increase throughput on I-80 to reduce diversion of traffic through Lamorinda on alternative routes.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
23. Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
24. Pursue financial incentives to implement sound growth control strategies and support strengthening of growth management policies.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
25. Participate in the Regional Transportation Mitigation Program (RTMP).	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
26. Support continuation and expansion of Measure J return-to-source funds for road maintenance.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
27. Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.
28. Establish reciprocity agreements with jurisdictions outside of Lamorinda to mitigate the downstream impacts of proposed new development projects of General Plan Amendments that could adversely affect ability to achieve the MTSOs.	REGION WIDE	n/a	2013	SWAT Jurisdictions	✓ None.



**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**SWAT: LAMORINDA AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
29. Seek funding for an auxiliary lane on eastbound SR 24 Gateway on-ramp to Brookwood and continue completion of improvements to esatbound Brookwood off-ramp subject to specific design criteria.	STATE ROUTE 24	Maintain a delay index of 2.0 or better during peak period/peak direction (including freeway on-ramps) (2.5 after 2030)  +10% daily ridership on public transit system (BART)	2013	SWAT Jurisdictions	✓ None.
30. Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24.	STATE ROUTE 24		2013	SWAT Jurisdictions	✓ None.
31. Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR 24.	STATE ROUTE 24		2013	SWAT Jurisdictions	✓ None.
32. Support HOV and transit improvements in the I-680 corridor to reduce single occupant automobile use on SR 24.	STATE ROUTE 24		2013	SWAT Jurisdictions	✓ None.
33. Seek grant(s) to study 1) access from side streets and 2) intersection configurations in the residential and commercial portions on San Pablo Dam Road and make recommendations for improvements.	CAMINO PABLO  SAN PABLO DAM ROAD	Maintain a delay index of 2.0 or better during peak period/peak direction.  Increase average ridership as much as possible with initial goal of achieving a 10% increase to 3,000 average weekday daily riders.	2013	Orinda, Contra Costa County	✓ None.

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**SWAT: LAMORINDA AREA**

<b>Relevant Action Plan Policy</b>	<b>Route of Regional Significance</b>	<b>Traffic Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)</b>
34. Seek Measure J funding of HOV facility needs for San Pablo Dam Road and Camino Pablo. Study to look at need for, feasibility, and cost of installing additional park and ride lots and HOV bypass lanes at critical congestion points in the corridor.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.
35. Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs as identified by the transit agencies.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.
36. Improve and/or add sidewalks and/or pedestrian pathways along San Pablo Dam Road.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.
37. Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.
38. Prepare letters of support to Caltrans, ACCMA, CCTA and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
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Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
39. Work with AC Transit, BART, County Connection, WestCAT and MTC to explore feasibility of service reorganization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County, AC Transit, BART, County Connection, WestCAT, MTC	✓ None.
40. Support pedestrian and bicycle improvements along Camino Pablo, including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.
41. Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing, to discourage use of San Pablo Dam Road and Camino Pablo as a substitute for freeway travel.	CAMINO PABLO  SAN PABLO DAM ROAD		2013	Orinda, Contra Costa County	✓ None.

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# **2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST** **TRANSPAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
<ul style="list-style-type: none"> <li>Encourage land use decisions that manage the increase of overall traffic demand: <ul style="list-style-type: none"> <li>Continue to support implementation of the Measure J Growth Management Program.</li> <li>Continue to support higher-density development around transit hubs and downtowns.</li> <li>Continue to require each jurisdiction to: <ul style="list-style-type: none"> <li>Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips.</li> <li>For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment.</li> </ul> </li> <li>Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects.</li> <li>Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.</li> </ul> </li> </ul>	REGION WIDE	n/a	Ongoing	TRANSPAC Jurisdictions	✓ None.
<ul style="list-style-type: none"> <li>Increase HOV lane usage: <ul style="list-style-type: none"> <li>Support the completion of a continuous HOV system on I-680.</li> <li>Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680.</li> <li>Support additional incentives for HOV users.</li> </ul> </li> <li>Provide additional park-and-ride lots.</li> </ul>	REGION WIDE	n/a	Ongoing  2014 (Action 2-A)	TRANSPAC Jurisdictions	✓ None.
<ul style="list-style-type: none"> <li>Work to improve freeway flow:</li> </ul>	REGION WIDE	n/a	Ongoing	TRANSPAC	✓ <i>In 2012, the Board of Supervisors adopted resolution No. 2012/509 honoring the Caldecott Fourth Bore</i>

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
<ul style="list-style-type: none"><li>Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24 and SR-4.</li><li>Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24).</li><li>Support the study oand implementation of potential regional freeway management strategies.</li><li>Consider a multi-agency approach to freeway ramp metering</li></ul>			2014 (Caldecott)	Jurisdictions	<i>Medallion Design Competition winners.</i>
<ul style="list-style-type: none"><li>Manage arterial traffic flow:<ul style="list-style-type: none"><li>Seek funding for traffic and transit improvements along Regional Routes.</li><li>Continue to implement the Central Contra Costa Traffic Management Program.</li><li>Where feasible and appropriate, address the needs of pedestrians and bicyclists along Regional Routes.</li></ul></li></ul>	REGION WIDE	n/a	Ongoing	TRANSPAC Jurisdictions	✓ None.
<ul style="list-style-type: none"><li>Support an efficient and effective transit system:<ul style="list-style-type: none"><li>Support the development of real-time information and better connectivity for regional transit and local and feeder bus service.</li><li>Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots.</li><li>Support the expansion of BART service and BART station and parking facilities.</li><li>Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs.</li><li>Support improvements that increase the efficiency of local transit on Regional Routes.</li></ul></li></ul>	REGION WIDE	n/a	Ongoing	TRANSPAC Jurisdictions	✓ None.

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
<ul style="list-style-type: none"><li>Support increased access to BART stations for buses and other alternative modes.</li><li>Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County’s Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County.</li><li>Support expansion and use of park-and-ride facilities using Express and local buses.</li></ul>					
<ul style="list-style-type: none"><li>Increase participation in the 511 Contra Costa Program to improve multi-modal mobility and decrease single-occupant vehicle use in Central County.</li><li>Support the 511 Contra Costa Program to educate and encourage Contra Costa residents, students and commuters to use multi-modal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules and telecommuting.</li><li>Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking and bicycling.</li><li>Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and telework.</li><li>Encourage commuters to make</li></ul>	REGIONA WIDE	n/a	Ongoing	TRANSPAC Jurisdictions  511 Contra Costa	<div>✓ In 20012, the Board of Supervisors authorized an application for Safe Routes to School funds for the Walnut Boulevard Pedestrian and Bike Safety Project.</div> <div>✓ In 2013, the Board of Supervisors approved and authorized execution of a contract with the Contra Costa Transportation Authority (CCTA) to provide transportation demand management services for the Contra Costa Centre area, for the period of July 1, 2013 through June 30, 2014.</div>

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone. <ul style="list-style-type: none"><li>Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable.</li><li>In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment.</li><li>Explore innovative new technologies to improve mobility and reduce SOV trips.</li><li>Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County.</li><li>Encourage “green” commuting, including ZEV and NEV vehicle, clean fuel infrastructure, and car sharing.</li></ul>					
<ul style="list-style-type: none"><li>Continue to support investment in and implementation of HOV lanes on I-680.</li><li>Continue to support planned improvements to the I-680/SR-4 interchange and to SR-4.</li><li>Continue to work with Solano County to manage traffic in the I-680 corridor.</li><li>Complete the I-680 HOV Express bus access stuyd funded through Regional Measure 2.</li></ul>	INTERSTATE 680	4.0 Delay Index	2013	TRANSPAC Jurisdictions	✓ None.
<ul style="list-style-type: none"><li>Partner with TRANSPLAN and WCCTAC to develop a Corridor Management Plan for SR4 from East County through Central County</li></ul>	STATE ROUTE 4	5.0 Delay Index from Cummings Skyway (WCCTAC boundary) to Willow Pass (TRANSPLAN boundary). This MTSO is	2013	TRANSPLAC Jurisdictions	✓ None.

TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
<p>(boundaries to be defined) including connecting and/or supporting arterials. This process will identify an MTSO(s) for SR4, actions, projects and define an approach to managing arterials in the corridor. TRANSPAC, TRANSPLAN and WCCTAC jointly will seek funding for the Corridor Management Plan from CCTA and other available sources.</p> <ul style="list-style-type: none"><li>Support improvements to the I-680/SR-4 interchange.</li></ul>		<p>expected to be revised upon completion and adoption of the Corridor Management Plan by TRANSPLAC, TRANSPLAN and WCCTAC.</p>			
<ul style="list-style-type: none"><li>Assess possible applications of the Central Contra Costa Traffic Management Program.</li><li>Complete Pacheco Transit Hub.</li><li>Seek funding to widen Pacheco Boulevard to four lanes and make related improvements.</li><li>Coordinate proposed improvements to the I-680/SR-4 interchange with surrounding arterials and local streets.</li><li>Assess the need for improvements at the Pacheco Boulevard/Arnold Drive intersection.</li><li>Work with Contra Costa County staff on coordination of the implementation of the Buchanan Airport Master Plan.</li></ul>	<p>PACHECO BOULEVARD</p>	<p>Martinez: 15 MPH average speed in both directions in the AM and PM peak hours.</p> <p>Contra Costa County: 1.5 V/C for all intersections.</p>	<p>2013</p>	<p>Martinez, Contra Costa County</p>	<p>✓ None.</p>
<ul style="list-style-type: none"><li>Work with SWAT/City of Lafayette on corridor issues and, if feasible, consider development of a traffic management plan and other operational strategies for Pleasant Hill Road.</li></ul>	<p>PLEASANT HILL ROAD</p>	<p>Pleasant Hill: 15 MPH average speed in both directions in the AM and PM peak hours.</p> <p>Contra Costa County: 1.5 V/C for all intersections.</p>	<p>2013</p>	<p>Pleasant Hill, Contra Costa County</p>	<p>✓ None.</p>
<ul style="list-style-type: none"><li>Assess possible application of the</li></ul>	<p>TAYLOR</p>	<p>Pleasant Hill: 15 MPH average</p>	<p>2013</p>	<p>Pleasant Hill, Contra</p>	<p>✓ None.</p>



TRANSPAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation as of December 31, 2013 (Actions since last Checklist are in Italics)
Central Contra Costa Traffic Management Program.	BOULEVARD	speed in both directions in the AM and PM peak hours.  Contra Costa County: 1.5 V/C for all intersections.		Costa County	
<ul style="list-style-type: none"><li>Seek funding to improve vehicle, bus, bicycle and pedestrian access at the Pleasant Hill BART Station.</li></ul>	TREAT BOULEVARD	Concord: Average stopped delays (signal cycles to clear) at the following intersections: <ul style="list-style-type: none"><li>Clayton Road/Denkinger Road: 3</li><li>Cowell Road: 5</li><li>Oak Grove Road: 5</li></ul> Walnut Creek: LOS F at Bancroft Road intersection.  Contra Costa County: 1.5 V/C for all intersections.	2013	Concord, Walnut Creek, Contra Costa County	<div>✓<i>In 2012, the Board of Supervisors accepted the completed contract work for the Iron Horse Trail Pedestrian Overcrossing project in the Pleasant Hill/BART Station area (53% Federal Funds and 47% Redevelopment Funds).</i></div> <div>✓<i>In 2012, the Board of Supervisors approved the license agreement between the City of Concord and the County for the City's use of a portion of the Iron Horse Corridor for a public trail north of Monument Boulevard to Mayette Avenue.</i></div>
<ul style="list-style-type: none"><li>Continue to support implementation of the East-Central Traffic Management Plan.</li><li>Seek funding from Measure J/STIP for a truck-climbing lane on Kirker Pass Road toward East County.</li><li>Seek funding to improve vehicle, bus, bicycle and pedestrian access at the Walnut Creek BART Station.</li></ul>	YGNACIO VALLEY ROAD  KIRKER PASS ROAD	Concord: Average stopped delays as follows: <ul style="list-style-type: none"><li>Clayton Road/Kirker Pass Road: 3</li><li>Alberta Way/Pine Hollow Drive: 4</li><li>Cowell Road: 4</li></ul> Walnut Creek: LOS F at both Bancroft Road and Civic Drive intersections.  Contra Costa County: 1.5 V/C for all intersections.	2013	Concord, Walnut Creek, Contra Costa County	<div>✓None.</div>

**2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST**  
**TRANSPLAN AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
1. Implement regional transportation improvements including SR 4 freeway widening, SR 4 Bypass, Buchanan Road Bypass, SR 4 non-freeway widening from Oakley to Discovery Bay, Byron Highway Corridor capacity increases, BART extension to Hillcrest Avenue.	SR 4 FREEWAY; SR 4 BYPASS; SR 4 NON-FREEWAY; BYRON HIGHWAY.	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 Freeway and SR 4 Bypass)  Delay index less than 2.5 (SR 4 Freeway, SR 4 Bypass and SR Non-freeway); less than 2.0 (Byron Highway)  Level of service E (Byron Highway); D or better at signalized intersections and E or better at non-signalized intersections on non-freeway SR 4  Transit ridership increase of 25 percent from 2000 to 2010.	2010	All TRANSPLAN jurisdictions.	SR 4 FREEWAY ✓ <i>In 2012, the Board of Supervisors approved and authorized the execution of a contract to provide right of way services to the Contra Costa Transportation Authority for the State Route 4 East Widening Somersville Road to State Route 160 Project.</i>  SR 4 BYPASS ✓ None.
	MARSH CREEK ROAD (east of Deer Valley Road)  CAMINO DIABLO ROAD  DEER VALLEY ROAD (rural portion)	Delay index less than 2.0.  Level of service E.	2010	All TRANSPLAN jurisdictions.	MARSH CREEK RD, DIABLO ROAD, DEER VALLEY ROAD ✓ <i>In 2012, the Board of Supervisors authorized the Public Works Director to execute a construction contract in the amount of \$378,520 with O.C. Jones &amp; Sons, Inc. for the Deer Valley Road Safety Improvements South of Chadbourne Road project.</i>  ✓ <i>In 2012, the Board of Supervisors accepted as complete the contracted work for the Deer Valley Road Safety Improvements South of Chadbourne Road project.</i>
	SR 4 NON-FREEWAY (SR 160 to San Joaquin County line) VASCO ROAD CORRIDOR (including Mountain House Road)	Level of service D or better at signalized intersections.  Level of service E or better at unsignalized intersections.  Delay index less than 2.5 (from SR 160 to Balfour Road) and less than 2.0 (Balfour Road to San Joaquin County line). Vehicle occupancy of 1.2 persons per vehicle during peak period.  Delay index less than 2.5.	2010 2010	All TRANSPLAN jurisdictions. All TRANSPLAN jurisdictions.	NON-FREEWAY SR 4 ✓ None.  VASCO ROAD CORRIDOR ✓ None.  BYRON HIGHWAY ✓ None.
	BYRON HIGHWAY	Level of service E.  Delay index less than 2.0.	2010	All TRANSPLAN jurisdictions.	
2. Implement a growth management strategy that reduces the traffic impacts of future development proposals in eastern Contra Costa County.	KIRKER PASS ROAD	Delay index less than 2.0.  Level of service E.	2010	All TRANSPLAN jurisdictions.	✓ None.

**2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST**  
**TRANSPLAN AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
	VASCO ROAD CORRIDOR (including Mountain House Road)  MARSH CREEK ROAD (east of Deer Valley Road) CAMINO DIABLO ROAD DEER VALLEY ROAD (rural portion)	Vehicle occupancy of 1.2 persons per vehicle during peak period. Delay index less than 2.5.  Delay index less than 2.0.  Level of service E.	2010   2010	All TRANSPLAN jurisdictions.  All TRANSPLAN jurisdictions.	✓ None.  ✓ None.
3. Periodically review the East County Subregional Impact Fee that pays a portion of three regional improvements: SR 4 widening from Bailey Road to SR 4 Bypass; SR 4 Bypass; and Buchanan Road Bypass.	SR 4 FREEWAY; SR 4 BYPASS; BUCHANAN ROAD BYPASS	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway).  Delay index less than 2.5.  Transit ridership increase of 25 percent from 2000 to 2010.	2010	Antioch, Brentwood, Oakley, County.	✓ None.
4. Explore Commuter Rail Transit Options. Request CCTA lead an exploration of commuter rail options on existing tracks together with other agencies such as BART, Capitol Corridor Joint Powers Authority, ACE, AMTRAK or others. .	SR 4 FREEWAY; SR 4 NON-FREEWAY; PARALLEL ARTERIALS	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway).  Delay index less than 2.5 (less than 2.0 on SR 4 non-freeway between Balfour Road and San Joaquin County line)  Transit ridership increase of 25 percent from 2000 to 2010.	2010	All TRANSPLAN jurisdictions, CCTA, TRANSPLAN	✓ None.
5. Intermodal Transit Centers: Develop East County BART stations as intermodal transit centers for East County. Involves improving coordination and interface between BART and bus transit; and Station area specific plans.	SR 4 FREEWAY	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour. Delay index less than 2.5. Transit ridership increase of 25 percent from 2000 to 2010.	2010	County, Pittsburg, BART and Tri Delta Transit.	✓ <i>In 2012 the County accepted a report on the eBART study, a planning study evaluating an eBART extension into far East County.</i>
6. Transportation funding: Lobby for increased transportation funding at the state or regional level.	SR 4 FREEWAY; VASCO ROAD CORRIDOR; BYRON HIGHWAY	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour (SR 4 freeway and Vasco Road Corridor).	2010	All TRANSPLAN jurisdictions	✓ None.

**2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST**  
**TRANSPLAN AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
		Delay index less than 2.5 (less than 2.0 on Byron Highway).  Transit ridership increase of 25 percent from 2000 to 2010.			
7. Encourage walking and bicycling transportation: Provide improvements that encourage transportation via walking and bicycling, such as sidewalks and bicycled lanes or other facilities in conjunction with street improvement projects or new streets; and identification and elimination of physical barriers to bicycle and pedestrian travel.	AREAWIDE ACTIONS	Not applicable (no TSO for area wide actions).	Not applicable.	All TRANSPLAN jurisdictions	<ul style="list-style-type: none"> <li>✓ <i>In 2012, the Board of Supervisors authorized an application for Safe Routes to School funds for the Canal Road Pedestrian and Bicycle Improvement Project.</i></li> <li>✓ <i>In 2012, the Board of Supervisors accepted as complete the contracted work for the Viera Avenue Bike Lanes project.</i></li> <li>✓ <i>in 2012, the Board of Supervisors approved and authorized the Public Works Director to execute a consulting services agreement to provide transportation engineering services for the Bailey Road/State Route 4 Interchange project.</i></li> <li>✓ <i>In 2012, the Board of Supervisors approved and authorized execution of Master Cooperative Agreement 13CO.02 with the Contra Costa Transportation Authority (CCTA) to allow project funding through the Measure J Pedestrian, Bicycle and Trail Facilities Program for the Bailey Road/State Route 4 Interchange project.</i></li> </ul>
8. Pursue a jobs-housing balance in East County: Work on growth policies and programs to promote more employment development, to provide an opportunity for shorter East County commutes and use available transportation capacity in what is now the “reverse commute” direction.	SR 4 FREEWAY	Vehicle occupancy of 1.2 persons per vehicle or greater during morning peak hour.  Delay index less than 2.5.  Transit ridership increase of 25 percent from 2000 to 2010.	2010	All TRANSPLAN jurisdictions.	<ul style="list-style-type: none"> <li>✓ None.</li> </ul>

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## 2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST

### SWAT: TRI-VALLEY AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in <i>Italics</i> )
1. None specified in the Action Plan	Danville Boulevard	Intersection LOS < .9	2010	Contra Costa County, Danville	✓ County development review procedures will ensure compliance with Multi-Modal Transportation Service Objectives (MTSOs).
2. Consistent with the provisions of the Dougherty Valley Settlement Agreement, control growth to meet intersection level of service standards. (p. 39)	Camino Tassajara Road, East of Crow Canyon Road	Volume-to-Capacity ratio <0.9 at intersections, except volume-to-capacity ratio of ≤0.9 at the intersection with Crow Canyon.	2010	Danville, San Ramon & Contra Costa County	✓ None.
3. An initial level of development of 8, 500 units may be constructed in the Dougherty Valley based on the Settlement Agreement. Up to 11,000 units may be considered pending the completion of additional traffic studies as set forth in the settlement agreement. (p.39)	Camino Tassajara Road, East of Crow Canyon Road	Volume-to-Capacity ratio <0.9 at intersections, except volume-to-capacity ratio of ≤0.9 at the intersection with Crow Canyon.	2010	Danville, San Ramon & Contra Costa County	✓ None.
4. Secure funding for operational improvements.	Crow Canyon Road	Volume-to-Capacity ratio <0.91 at intersections within San Ramon.  Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ration of ≤ 0.9 at the intersection with Camino Tassajara.	2010	Contra Costa County, San Ramon, Danville	✓ None.
5. Secure funding for widening to 6 lanes.	Crow Canyon Road	Volume-to-Capacity ratio <0.91 at intersections within San Ramon.  Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ration of ≤ 0.9 at the intersection with Camino Tassajara.	2010	Contra Costa County, San Ramon, Danville	✓ None.
6. Improve Camino Tassajara intersection (See Camino Tassajara).  6. (Continued)	Crow Canyon Road	Volume-to-Capacity ratio <0.91 at intersections within San Ramon.  Volume-to-Capacity ratio <0.9 at intersections within Danville, except volume-to-capacity ration of ≤ 0.9 at the intersection with Camino Tassajara.	2010	Contra Costa County, San Ramon, Danville	✓ None.
7. Improve geometrics of intersection of Crow Canyon/I-680 southbound off-ramp.	Crow Canyon Road	Volume-to-Capacity ratio <0.91 at intersections within San Ramon.  Volume-to-Capacity ratio <0.9	2010	Contra Costa County, San Ramon, Danville	✓ None.

## 2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST

### SWAT: TRI-VALLEY AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in <i>Italics</i> )
		at intersections within Danville, except volume-to-capacity ration of $\leq 0.9$ at the intersection with Camino Tassajara.			
8. Improve intersection at Sunset. (p. 42)	Bollinger Canyon Road, East of I-680	Intersection LOS .91	2010	Contra Costa County & San Ramon	✓ <i>Ongoing: the County continued to collect fees on new development to help finance this project.</i>
9. Consistent with the provisions of the Dougherty Valley Settlement Agreement, San Ramon, Contra Costa County, Danville control growth to meet intersection level of service standards.	Bollinger Canyon Road, East of Alcosta	Intersection LOS .91	2010	Contra Costa County & San Ramon	✓ <i>The County continues to convene the Dougherty Valley Oversight Committee with all affected jurisdictions, agencies and developers to monitor impacts of growth, including traffic impacts.</i>
10. Improve intersection at Alcosta.	Bollinger Canyon Road, East of Alcosta	Intersection LOS .91	2010	Contra Costa County & San Ramon	✓ None.
11. Complete extension project in conjunction with the development of Dougherty Valley.	Bollinger Canyon Road, East of Alcosta	Intersection LOS .91	2010	Contra Costa County & San Ramon	✓ None.
12. Secure developer funding for planned widenings.	Dougherty Road, North of Old Ranch Road	Intersection LOS .91	2010	Contra Costa County, San Ramon, Danville	✓ None.
13. Put in place growth controls to insure achievement of TSOs. (p. 44)	Dougherty Road, North of Bollinger Rd.	Intersection LOS .91	2010	Contra Costa County, San Ramon, Danville	✓ <i>Ongoing: County development review procedures will ensure compliance with TSOs, which are now known as Multi-modal Transportation Service Objectives or MTSOs.</i>
14. Pursue funding for auxiliary lanes.	I-680, between Central Contra Costa County and SR 84	Maintain minimum average speed of 30 MPH and a delay index of 2.0 between Contra Costa County and SR 84  No more than 5 hours of congestion south of SR 84	2010	Contra Costa Co., San Ramon, Danville	✓ None.
15. Support commute alternatives.	I-680, south of SR 84	Not applicable	2010	All TVTC Jurisdictions	✓ None.
16. Advocate Express Bus Service.	I-680, south of SR 84	Not applicable	2010	All TVTC Jurisdictions	✓ None.
17. Advocate HOV lanes from SR 84 to the Sunol Grade	I-680, south of SR 84	Not applicable	2010	All TVTC Jurisdictions	✓ None.

2012 AND 2013 AND MEASURE J COMPLIANCE CHECKLIST

SWAT: TRI-VALLEY AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
18. Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies. These strategies could include traffic operations systems and ramp metering, provided studies show that metering would effectively reduce overall delay within the corridor and not adversely affect operations of adjacent intersections.	Area Wide	Not applicable	Not applicable	Contra Costa, San Ramon, Danville	✓ The County participated in updating the Tri Valley Transportation Action Plan for Routes of Regional Significance.
19. (2000) Work to find sources of stable funding to support ongoing transit operations and to support new or enhanced express bus service.	Area Wide	Not applicable	Not applicable	Contra Costa, San Ramon, Danville	✓ None.

**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST  
WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
1. Maintain pavement management systems/schedules to manage and monitor pavement needs.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
2. Seek funding for roadway maintenance.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
3. Acknowledge casual carpooling and work with local jurisdictions on specific issues (e.g. signage, marketing, transit coordination, drop-off and pick-up areas, and parking).	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
4. Develop a bicycle and/or pedestrian plan for West County using the update to the County-wide Bicycle and Pedestrian Plan as a baseline for analysis.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
5. Continue to focus on ADA compliance for pedestrians (e.g. improvements for the visually impaired).	Area-wide Action	n/a	2013	WCCTAC Jurisdictions	✓ None.
6. Work with CCTA and MTC to seek funding for bicycle and pedestrian improvements to: <ul style="list-style-type: none"> <li>Complete the San Francisco Bay Trail and connectors between Alameda County and the Carquinez Bridge.</li> <li>Close gaps in the pedestrian system through installation of improvements such as crosswalks, sidewalks, curb cuts, islands or “holding</li> </ul>	Area-wide Action	n/a	2013	WCCTAC Jurisdictions	✓ <i>In 2013, the Board of Supervisors approved a Memorandum of Understanding between the County and East Bay Regional Park District for the conversion and rehabilitation of a 1.7-mile segment of Carquinez Scenic Drive into a segment of the San Francisco Bay Trail.</i> ✓ <i>In 2012, the Board of Supervisors approved and authorized the Public Works Director to execute a contract with Caltrans to continue the pedestrian improvement projects on Chesley Avenue and Market Avenue at the Union Pacific Railroad crossing.</i>



**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
areas,” and bus shelters. <ul style="list-style-type: none"><li>Support streetscape enhancements, where feasible, and maintenance funding.</li><li>Study bicycle and pedestrian safety enahcements at the Point Molate/Bay Train/Chevron property near the Richmond-San Rafael Bridge toll plaza.</li></ul>					
7. Require project sponsors to routinely evaluate and address public and private project impacts on transit bus travel time and service affected on Routes of Regional Significance.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
8. Encourage adoption of General Plan components that: <ul style="list-style-type: none"><li>Support a jobs/housing balance.</li><li>Support the preservation of open space and in-fill developments.</li><li>Support high-density transit oriented development of residential, commercial and mixed use development, especially around rail stations and transit hubs.</li><li>Incorporate transit-supporting goals and</li></ul>	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
<p>policies in the circulation element, such as designation of a network of transit streets.</p> <ul style="list-style-type: none"> <li>Monitor development and implementation projects on or near the san Pablo Avenue corridor and the El Cerrito BART stations, as a designated ABAG FOCUS Priority Development Area.</li> </ul>					
9. Work with BAAQMD to alert residents of air quality problem days with the “Spare the Air” campaign.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
10. Work with schools/Districts to prepare a needs assessment of the sidewalk and bicycle facilities along school routes to promote safe access to schools.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
11. Continue support of Street Smarts Program to promote increase in public safety education and reduction in pedestrian and bicycle injury incidents and actively seek State and Federal Safe Routes to School and Safe Routes to Transit grant funding.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
12. Seek funding for installation of intersection signal emergency service vehicle preemption to permit faster response times.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
13. Work with CCTA, MTC, Caltrans, WCCTAC and WCCTAC jurisdictions to complete a West County goods movement study to reduce impacts on West County roadways and ensure efficient goods movement. Seek funding to study goods movement issues such as truck activity increases, truck and rail interaction, and designation of truck routes to address increased goods movement.	Area-wide Actions	n/a	2013	WCCTAC Jurisdictions	✓ None.
14. WCCTAC staff will prepare a Climate Change report specific to West County in coordination with the biennial Growth Management Compliance Checklist (with the collaboration of the member agencies – local jurisdictions and transit operators – and other transportation colleagues) for presentation to the WCCTAC Board through 2010. The Report will highlight the transportation and transportation-related actions that have been achieved that affect GHG emissions.	Area-wide Action	n/a	2013	WCCTAC Jurisdictions	✓ None.
15. Create truck access routes to the Richmond Parkway that minimize truck traffic through residential areas.	RICHMOND PARKWAY	Maintain LOS “D” or better at all signalized intersections on Richmond Parkway.	2013	WCCTAC Jurisdictions	✓ None.
16. Participate in the planning and review of the proposed Point Molate Casino and Sugarbowl	RICHMOND PARKWAY		2013	WCCTAC Jurisdictions	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
Casino in North Richmond					
17. Plan and implement improvements identified by the North Richmond Truck Study adjacent to Richmond Parkway.	RICHMOND PARKWAY		2013	WCCTAC, Richmond, Contra Costa County	✓ None.
18. Support improvement to the Richmond Parkway Bay Trail crossing at Wildcat Creek.	RICHMOND PARKWAY		2013	WCCTAC, Richmond, Contra Costa County, San Pablo	✓ None.
19. Study potential roadway modifications to permit transit service improvements on Richmond Parkway and pedestrian crossings.	RICHMOND PARKWAY		2013	WCCTAC, AC Transit, Richmond, Contra Costa County	✓ None.
20. Study traffic improvement and management options to discourage diversion from I-80 and encourage diverted traffic to return to I-80 on the next downstream feeder road. Clearly identify feeder roads to motorists that will take them back to I-80, particularly at Appian Way, Hilltop Drive, El Portal Drive, and San Pablo Dam Road. Include study of diversion traffic and reduction in diversion traffic as part of the I-80 ICM project and San Pablo SMART corridor.	SAN PABLO AVENUE	Maintain LOS “E” or better at all signalized intersections along San Pablo Avenue.	2013	WCCTAC Jurisdictions, Caltrans	✓ <i>In 2012, the Board of Supervisors authorized the Public Works Director to execute a Memorandum of Understanding with Caltrans for the I-80 Integrated Corridor Mobility (ICM) Project.</i>
21. Work with CCTA and MTC to seek funding to: ✓ Develop bike route links to the Bay Trail	SAN PABLO AVENUE		2013	WCCTAC Jurisdictions, BART, AC Transit, WestCAT, Contra Costa Health Services	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
such as the Richmond Greenway, Wildcat Creek Trail, Pinole Valley Road, and John Muir Parkway as alternate bicycle facilities to San Pablo Avenue. ✓ Improve bicycle and pedestrian access to the West County BART stations.					
22. Complete a corridor-wide specific plan for San Pablo Avenue through coordination of each partner jurisdiction, building upon the specific plans prepared by the cities of Richmond and El Cerrito as well as the County of Contra Costa (and potentially San Pablo).	SAN PABLO AVENUE		2013	WCCTAC Jurisdictions, BART, AC Transit	✓ None.
23. Partner with ABAG on development of San Pablo Avenue, El Cerrito del Norte BART station, Hercules New Town Center and Hercules Waterfront as well as other Priority Development Areas.	SAN PABLO AVENUE		2013	WCCTAC Jurisdictions	✓ None.
24. Seek funding for construction of completed plans for San Pablo Avenue SMART Corridor extension to Crockett.	SAN PABLO AVENUE		2013	WCCTAC Jurisdictions	✓ None.
25. Seek funding for SMART Corridors O&M.	SAN PABLO AVENUE		2013	WCCTAC Jurisdictions, CCTA	✓ None.
26. Work with transit agencies and jurisdictions	SAN PABLO DAM ROAD	Maintain San Pablo Dam Road transit ridership of 3,000 passengers per weekday by year 2012.	Achieved in 2005	WCCTAC, AC Transit, Contra Costa County,	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
to resolve transit access and amenity needs as identified by the transit agencies.		Maintain LOS “E” or better at all signalized intersections along San Pablo Dam Road.	2013	Richmond, San Pablo	
27. Work with CCTA and MTC to develop recommendations to increase the frequency and connectivity of bus service for riders traveling between the cities of Richmond, San Pablo, El Sobrante, Pinole and Orinda.	SAN PABLO DAM ROAD		2013	WCCTAC, Pinole, Richmond, San Pablo, Contra Costa County, AC Transit, BART	✓ None.
28. Seek grant funding from CCTA and MTC to study intersection configurations and signal coordination in the residential and commercial portions and San Pablo Dam Road.	SAN PABLO DAM ROAD		2013	WCCTAC, Richmond, San Pablo, Contra Costa County	✓ None.
29. Utilize completed roadway alignment study of San Pablo Dam Road between Appian Way and Tri Lane to adopt road design standards, a capital improvement program for infrastructure improvements, and zoning.	SAN PABLO DAM ROAD		2013	Richmond, Contra Costa County	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
30. Coordinate any vehicle, pedestrian and bicycle improvements with the findings of recently completed Downtown El Sobrante couplet study. Based on the findings of this study, potentially add and coordinate signals in commercial core as well as improve pedestrian and bicycle access through installation of pedestrian crosswalks, traffic calming measures, school safety measure and streetscape improvements.	SAN PABLO DAM ROAD		2013	WCCTAC, Contra Costa County, Caltrans, Richmond, San Pablo, Contra Costa Health Services	✓ <i>In 2012, the Board of Supervisors approved the San Pablo Dam Road Walkability Project and authorized the Public Works Director to advertise the project.</i>
31. Plan, design, fund and implement improvements to I-80/San Pablo Dam Road interchange.	SAN PABLO DAM ROAD		2013	WCCTAC, San Pablo, Richmond, Caltrans, CCTA, Contra Costa County	✓ <i>In 2012, the Board of Supervisors approved and authorized execution of a contract with the Contra Costa Transportation Authority (CCTA) to provide right-of-way services to CCTA for the I-80/San Pablo Dam Road Interchange Project.</i> ✓ <i>In 2013, the Board of Supervisors approved and authorized execution of an agreement with Caltrans, City of San Pablo and CCTA for the exercise of the power of eminent domain for the I-80/San Pablo Dam Road Interchange Project.</i> ✓ <i>In 2013, the Board of Supervisors adopted Resolution of Necessity No. 2013/475 for acquisition by eminent domain of real property required for the I-80/San Pablo Dam Road Interchange Project - Phase 1.</i>
32. Based on the findings of the Downtown El Sobrante Study, work with CCTA and MTC to fund construction of any vehicle, pedestrian, and bicycle improvements. Modifications may include widening Appian Way to four lanes from Valley View Road in unincorporated Contra	APIAN WAY	Maintain LOS “D” or better at all signalized intersections on Appian Way.	2013	WCCTAC, Contra Costa County, Pinole	✓ None.

**ATTACHMENT A**  
**2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST**  
**WCCTAC AREA**

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
Costa County to Michael Drive in the City of Pinole. Additional modifications may include improved pedestrian and bicycle access through installation of pedestrian crosswalks, traffic calming measures, and streetscape improvements.					
33. Encourage traffic safety and operational improvements including the planned extension of the existing truck climbing lane on Cummings Skyway approximately 2 miles.	CUMMINGS SKYWAY	Maintain LOS “D” or better on all segments on Cummings Skyway.	2013	WCCTAC, Contra Costa County	✓ None.
34. Design and fund the Cummings Skyway Class II bike lane project between Corockett Boulevard and Franklin Canyon Road.	CUMMINGS SKYWAY		2013	WCCTAC, Contra Costa County	✓ None.
35. Seek grant funding to develop and implement a signal coordination plan for El Portal Drive.	EL PORTAL DRIVE	Maintain LOS “D” or better at all signalized intersections on El Portal Drive.	2013	WCCTAC, San Pablo, Contra Costa County	✓ None.
36. Plan, fund, and implement bike route improvements to create a continuous bike route to Contra Costa College.	EL PORTAL DRIVE		2013	WCCTAC, San Pablo, Contra Costa County	✓ None.
37. Support implementation of the El Portal Gateway Project.	EL PORTAL DRIVE		2013	WCCTAC, San Pablo, Contra Costa County	✓ None.
38. Monitor requirement for changes or additions to the El Portal Drive interchange ramps as part of the I-80/San	EL PORTAL DRIVE		2013	WCCTAC, San Pablo, Richmond, Caltrans, CCTA, Contra Costa County	✓ None.



ATTACHMENT A  
2012 AND 2013 MEASURE J COMPLIANCE CHECKLIST  
WCCTAC AREA

Relevant Action Plan Policy	Route of Regional Significance	Traffic Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2013 (Actions since last Checklist are in Italics)
Pablo Dam Road interchange construction project.					

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**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

# Attachment B

## Attachment B

General Plan Amendments 2012 and 2013					
	General Plan Amendments	Meet Growth Management Element Standards	Meet TSOs	RTPC Reviewed (GPAs)	Results of RTPC Review (GPAs)
1	<b>Name: Newport Pointe Residential Subdivision</b> Location: Discovery Bay/East Contra Costa County Applicant: William F. Schrader County File: GP08-0002 Description: Change the General Plan land use designation from Agricultural Lands (AL) to the following: Single-Family Residential- HighDensity (SH), Single-Family Residential - Medium Density (SM), Open Space (OS) and Parks and Recreation (PR) Adopted: April 11, 2013 Resolution # 2013/195 Calendar Year: 2013 Net New Peak Hour Trips: 67	Yes	Yes	Yes	No Comment
2	<b>Name: Pantages Bays Residential Project</b> Location: Discovery Bay/East Contra Costa County Applicant: Pantages at Discovery Bay, LLC. County File: GP99-0008 Description: Change the General Plan land use designations from Agricultural Lands (AL) Delta Recreation (DR) to Single- Family Residential High Density (SH), Single-Family Residential Medium Density (SM), Public/ Semi-Public (PS), Open Space (OS) and Water (WA) Adopted: December 3, 2013 Resolution # 2013/421 Calendar Year: 2013 Net New Peak Hour Trips: 219 AM peak hour trips, and 295 PM peak hour trips.	Yes	Yes	Yes	No Comment
3	Name: Location: Applicant: County File: Description: Adopted: Resolution # Calendar Year: Net New Peak Hour Trips:				
4	Name: Location: Applicant: County File: Description: Adopted: Resolution # Calendar Year: Net New Peak Hour Trips:				

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

# Attachment C

# ANNUAL ELEMENT PROGRESS REPORT

## *Housing Element Implementation*

(CCR Title 25 §6202 )

**Jurisdiction** Contra Costa County

**Reporting Period** Jan-12 - Dec-12

**Table A**

### Annual Building Activity Report Summary - New Construction Very Low-, Low-, and Mixed-Income Multifamily Projects

Housing Development Information						Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions			
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure  R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low- Income	Low- Income	Moderate- Income	Above Moderate- Income			See Instructions	See Instructions	
(9) Total of <b>Moderate and Above Moderate</b> from Table A3 ▶ ▶											
(10) Total by income Table A/A3 ▶ ▶						174					
(11) Total <b>Extremely Low-Income</b> Units*											

\* Note: These fields are voluntary

**ANNUAL ELEMENT PROGRESS REPORT**  
***Housing Element Implementation***  
 (CCR Title 25 §6202 )

**Jurisdiction**      Contra Costa County  
**Reporting Period**      Jan-12 - Dec-12

**Table A2**  
**Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)**

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) Description of Activity Including Housing Element Program Reference
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

\* Note: This field is voluntary

**Table A3**  
**Annual building Activity Report Summary for Above Moderate-Income Units**  
**(not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for <b>Moderate</b>						0	
No. of Units Permitted for <b>Above Moderate</b>	174					174	

\* Note: This field is voluntary

# ANNUAL ELEMENT PROGRESS REPORT

## *Housing Element Implementation*

(CCR Title 25 §6202 )

**Jurisdiction** Contra Costa County

**Reporting Period** Jan-12 - Dec-12

**Table B**

### Regional Housing Needs Allocation Progress

#### Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2007	2008	2009	2010	2011	2012	2013			Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	815	1	87								88	727
	Non-deed restricted												
Low	Deed Restricted	598	15	19		9						43	555
	Non-deed restricted												
Moderate	Deed Restricted	687	138	69								207	367
	Non-deed restricted		30	83								113	
Above Moderate		1,408	462	337	109	219	101	174				1,402	6
Total RHNA by COG. Enter allocation number:		3,508											1,655
Total Units ▶ ▶ ▶			646	595	109	228	101	174				1,853	
Remaining Need for RHNA Period ▶ ▶ ▶ ▶ ▶													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

**TABLE C**  
**Housing Implementation Programs Summary – 2012**

<b>Name of Program</b>	<b>Program Goal</b>	<b>Key Five-year Objective(s)</b>	<b>Deadline in Housing Element</b>	<b>Status</b>
<b>Housing and Neighborhood Conservation</b>				
1. Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Disseminate information. Rehabilitate 40 units.	Ongoing	26 homes in the CDBG Urban County were rehabilitated.
2. HACCC Rental Rehabilitation Assistance	Improve the quality of the rental housing stock.	Disseminate information. Rehabilitate 15 units.	Ongoing	5 apartments in the CDBG Urban County were rehabilitated. This program has been discontinued due to lack of production and decreasing resources to support the program.
3. Public Housing Improvement	Maintain and improve the quality of the public housing stock.	Maintain and improve 608 public housing units.	Ongoing	
4. Weatherization Program	Assist homeowners and renters with minor home repairs.	Assist 250 households.	Ongoing	2012 801 units weatherized in County cities, towns, and communities
5. Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Continue to implement program.	Ongoing	Program is continuing with a 50% staff reduction: 940 cases opened, and 854 cases closed, approximately 90% residential
6. Rental Inspection	Identify blighted and deteriorated housing stock and ensure the rehabilitation of abatement of housing that does not comply with State and local building code.	Continue to implement program.	Ongoing	Program has been suspended due to budget cuts. Program will be complaint driven starting in 2012.
7. Redevelopment Replacement Housing	Provide replacement housing to lower- & moderate-income households.	Continue to facilitate the development of replacement housing as required.	Assess replacement obligations every 2-3 years	Habitat for Humanity constructed nine single-family homes in the El Rincon development in Bay Point.
8. Condominium Conversion Ordinance	Preserve the rental stock & protect apartment tenants.	Continue to enforce ordinance.	Ongoing	There were no condominium conversion requests in this reporting period.
9. Preservation of Assisted Housing	Preserve the existing stock of affordable housing.	Monitor at-risk units. Participate in preservation of units. Conduct tenant education.	On-going	
<b>Housing Production</b>				



<b>Name of Program</b>	<b>Program Goal</b>	<b>Key Five-year Objective(s)</b>	<b>Deadline in Housing Element</b>	<b>Status</b>
10. New Construction of Affordable Housing	Increase the supply of affordable housing.	Assist in the financing and development of 650 affordable units.	Ongoing	Habitat for Humanity East Bay completed and sold nine affordable units in Bay Point. The County closed loans on 3 projects with 160 units for seniors in 3 cities. The County has financed an additional 170 units in the cities.
11. Inclusionary Housing	Integrate affordable housing within market-rate developments.	Continue to implement ordinance.	Ongoing	In response to the Palmer decision, the County reduced the rental in-lieu fee to \$0. One application for for-sale housing would require 1 affd units.
12. Acquisition/ Rehabilitation	Improve existing housing and increase supply of affordable housing.	Assist in the acquisition and rehabilitation of 50 affordable units.	Ongoing	CDBG funds support Habitat for Humanity's 8 unit scattered site acquisition and rehabilitation programs. Neighborhood Stabilization Program funds have support the acquisition and rehabilitation of 16 single family homes.
13. Second Units	Facilitate the development of second units.	Continue program implementation.	Ongoing	On 3/15/11, the B/S amended the 2 <sup>nd</sup> unit ordinance to facilitate approval of 2 <sup>nd</sup> unit applications.
<b>Special Needs Housing</b>				
14. Special Needs Housing	Increase the supply of special needs housing.	Provide financial and other incentives for the development of housing for special needs populations.	Ongoing	The County provided CDBG funds to rehabilitate Moraga House in Lafayette, which will house 3 adults with developmental disabilities. The County provided funds to the Health Services Department to develop "Synergy House", which will house 12 homeless adults who are recovering from substance abuse. The County provided CDBG funds to Garden Park Apt to improve security and energy efficiency. Garden Park Apt provides permanent supportive housing to homeless families.
15. Accessible Housing	Increase the supply of accessible housing.	Require inclusion of accessible units in all new County-funded construction projects.	Ongoing	The County continues to require accessible units in all new construction projects that receive HOME or CDBG funding. Accessible units are included in rehabilitation projects when feasible.
15a. Reasonable Accommodation	Increase the supply of special needs and accessible housing.	Document County's reasonable accommodation activities as written procedures.	June 2011	On 7/26/11, the Board of Supervisors approved a land use permit for Bonita House to operate a adult residential care facility for 10 adults in Knightsen.
16. Contra Costa Interagency Council on Homelessness	Meet the housing & supportive services needs of the homeless	Support development of permanent supportive housing.	Ongoing	CCICH continues to support the development of permanent supportive housing.
<b>Housing Affordability</b>				

<b>Name of Program</b>	<b>Program Goal</b>	<b>Key Five-year Objective(s)</b>	<b>Deadline in Housing Element</b>	<b>Status</b>
17. First-Time Homebuyer Opportunities	Provide additional homeownership opportunities.	Assist 50 low and moderate income first-time homebuyers.	Ongoing	The County provided 32 Neighborhood Stabilization Program loans to low, moderate, and middle income homebuyers.
18. Section 8 Rental Assistance	Assist very low-income households with rental payments.	Continue to provide Section 8 assistance. Apply for additional vouchers.	Prepare PHAP – Action Plan annually.	The Housing Authority continues to prepare its annual Action Plan and provide Section 8 housing vouchers. However, Sequestration will limit the number of vouchers that the Housing Authority can provide.
19. Home Sharing Program	Provide for home sharing opportunities.	Support appropriate agencies offering shared housing opportunities.	Ongoing	No new activities to report in 2012.
19a. Extremely Low Income Housing	Promote development of housing affordable to extremely low income households.	Continue applying for funding that supports housing for extremely low income households. Promote funding assistance to profit and non-profit builders develop for extremely low income housing projects.	Ongoing	The County continues to provide funding preferences to developers who include units that are affordable to extremely-low income households.
<b>Provision of Adequate Housing Sites</b>				
20. Sites Inventory	Provide for adequate housing sites, including 'as-right development' sites for homeless facilities	Adopt revised zoning text. Maintain sites inventory.	June 2010 for zoning changes. Ongoing maintenance of site inventory.	The County uses Accela to track permits and development activity.
21. Mixed-Use Developments	Encourage mixed-use developments.	Pursuant to El Sobrante MAC's recommendation s, establish mixed use designations under the General Plan for sections San Pablo Dam Road and Appian Way in El Sobrante.	Ongoing	Downtown El Sobrante General Plan Amendment (County File: GP#02-0003) was approved June 28, 2011, which established mixed use designations along San Pablo Dam Road and Appian Way corridors. P-1 (Planned Unit) District zoning now in progress.
22. Density Bonus & Other Development Incentives	Support affordable housing development.	Offer density bonuses and other incentives for affordable housing.	Ongoing	

Name of Program	Program Goal	Key Five-year Objective(s)	Deadline in Housing Element	Status
23. Infill Development	Facilitate infill development.	Identify small vacant multi-family lots with potential for lot consolidation.	Ongoing	GIS based land use inventory system has been developed to identify lots zoned for residential use that are suitable for lot consolidation to improve development footprint.
23a. North Richmond Specific Plan	Prepare and process Specific Plan to convert a 100 (+/-) acre industrial area in North Richmond to new residential neighborhood with potentially 2100 new dwelling units.	Meet and coordinate plan preparation with stakeholders.  Complete EIR under CEQA.  Conduct public hearings.  Board adoption.	December 2010	All work on the North Richmond Specific Plan was suspended indefinitely. The preparation of the North Richmond Specific Plan was being funded by the County Redevelopment Agency (RDA). Additionally, the Specific Plan had assumed that the financing and construction of backbone infrastructure needed for the 200+ acre Specific Plan area was to be substantially funded through the RDA. Since the RDA no longer exists, no entity (public or private) has come forward to assume the applicant role as the replacement for the RDA.
<b>Removal of Governmental Constraints</b>				
24. Planned Unit District	Provide flexibility in design for residential projects.	Encourage rezoning to P-1 District in unincorporated areas, where appropriate.  Consider elimination of 5-acre minimum parcel size.	Ongoing	A P-1 District re-zone for El Sobrante will be considered by the County Planning Commission.
25. Planning Fees	Reduce the cost of development.	Offer fee deferrals, reduction, or waivers to developers of affordable housing.	Ongoing	The County offered fee deferrals from December 2009 until December 31, 2011. No developers took advantage of the program.
26. Streamlining of Permit Processing	Expedite review of residential projects.	Consider only Zoning Administrator's review of projects with <100 units. Expedite permit processing.	Ongoing	

<b>Name of Program</b>	<b>Program Goal</b>	<b>Key Five-year Objective(s)</b>	<b>Deadline in Housing Element</b>	<b>Status</b>
27. Review of Zoning & Subdivision Ordinance	Ensure County regulations do not unnecessarily constrain housing development.	Revise Zoning Code to allow emergency homeless shelters by right, define transitional and supportive housing as residential uses, allow agricultural worker housing, and provide SRO development standards. Periodically review Planning and Zoning Code.	a) June 2010 b) Ongoing	Draft ordinance will be reviewed by the Planning Commission in 2013.
<b>Equal Housing Opportunity</b>				
28. Anti-Discrimination Program	Promote fair housing.	Support local non-profits offering fair housing counseling and legal services. Carry out AI recommendations.	Complete update to the AI by 2010 and ongoing provision of services.	The Analysis of Impediments to Fair Housing Choice was by the Board of Supervisors on 5/25/2010.
29. Residential Displacement Program	Limit number of households being displaced or relocated.	Continue to implement program.	Ongoing	The County strives to limit displacement or relocation.

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

1800 Third Street, Suite 430  
P. O. Box 952053  
Sacramento, CA 94252-2053  
(916) 323-3177 / FAX (916) 327-2643  
www.hcd.ca.gov



March 2, 2010

Mr. David Twa  
County Administrator  
County of Contra Costa  
651 Pine Street, 11<sup>th</sup> Floor  
Martinez, CA 94553

Dear Mr. Twa:

**RE: Review of the County of Contra Costa's Revised Adopted Housing Element**

Thank you for submitting the County of Contra Costa's housing element adopted on December 8, 2009, and received for review on December 14, 2009. The Department is required to review adopted housing elements and report the findings to the locality pursuant to Government Code Section 65585(h).

As you know, the Department's October 30, 2009 review found Contra Costa County's adopted housing element, along with draft revisions, addressed the statutory requirements of housing element law. As the December 14, 2009 adopted element is substantially the same, the Department is pleased to find the element in full compliance with State housing element law (Article 10.6 of the Government Code).

The Department commends Contra Costa County for its programs to provide for a variety of housing types, such as single-room occupancy units and supportive housing (Programs 20, 23a and 27), and its commitment to provide financial and regulatory incentives for the development of housing, including mixed-use and infill development (Programs 19a, 21, 23 and 25). The County's housing and land-use strategies promote the development of housing for lower-income families and workers, while strengthening the local economy and creating livable communities.

To address the County's regional housing need, the element only identifies a capacity of 1,154 units at appropriate densities to accommodate the remaining regional housing need of 1,130 units affordable to lower-income households. The inventory leaves little capacity to account for changes in or for developments which vary in capacity from what is planned. Please be aware, maintaining adequate sites at appropriate densities to accommodate Contra Costa County's regional housing need, including for lower-income households, throughout the planning period is required pursuant to Government Code Section 65863. In addition, State law specifies no local government action shall reduce, require or permit the reduction of, the residential density or allow development at a "lower residential density" for any parcel identified in the sites inventory unless the

local government makes written findings, the reduction is consistent with the adopted General Plan, and the remaining sites identified in the element are adequate to accommodate the jurisdiction's share of the regional housing need. As defined by statute, "A lower residential density" refers to allowing fewer units on the site than were projected within the sites inventory of the housing element.

In addition, the Department is pleased to report that Contra Costa County now meets specific requirements for several State funding programs designed to reward local governments for compliance with State housing element law. For example, the Housing Related Parks Program, authorized by Proposition 1C; Local Housing Trust Fund and the Building Equity and Growth in Neighborhoods (BEGIN) Programs include housing element compliance either as a threshold or competitive factor in rating and ranking applications. More specific information about these and other programs are available on the Department's website at [http://www.hcd.ca.gov/hpd/hrc/plan/he/loan\\_grant\\_hcompl011708.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hcompl011708.pdf).

The Department wishes Contra Costa County success in implementing its housing element and looks to following its progress through the General Plan annual progress reports pursuant to Government Code Section 65400. If the Department can provide assistance in implementing the housing element, please contact Paul McDougall, of our staff, at (916) 322-7995.

Sincerely,

  
Cathy E. Creswell  
Deputy Director

cc: Catherine O. Kutsuris, Conservation and Development Director

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

# Attachment D

## **EXHIBIT B**

Contra Costa County  
Development Mitigation Program

2014 - 2020

Capital Improvement Program for  
Parks and Sheriff Facilities

Prepared by

Contra Costa County  
Department of Conservation and Development

January 2014



## I. INTRODUCTION

This document is Contra Costa County's Capital Improvement Program (*CIP*) for providing park and Sheriff Facilities in the unincorporated area of the County. A companion document, the *County Road Improvement & Preservation Program*, describes transportation projects to mitigate the transportation impacts of new development. Both documents respond to the requirements of the *County General Plan* and the Contra Costa Transportation Authority's (CCTA) growth management program that was initiated with the Measure C transportation sales tax in 1988, and reauthorized in Measure J in 2004.

The *County General Plan* includes a *Growth Management Element* that has performance standards for urban services (i.e. roads, sewers, water police, fire, parks and flood control). New development needs to demonstrate that it meets these performance standards or such development cannot be approved. The County is responsible for providing the following urban services in the unincorporated area: roads, police and parks. The *Growth Management Element* requires that capital projects sponsored by the County necessary to maintain the performance standards for these three urban services shall be identified in the five-year Capital Improvement Program (*CIP*). Funding sources for the complete cost of the improvement, and phasing, if any, shall also be identified.

The Measure J growth management program requires local jurisdictions to develop a five-year capital improvement program. It is CCTA policy that all capital improvement programs be amended, taking into account changes in project costs, funding sources, project development and timing. Jurisdictions can avoid annual updates by developing longer range capital improvement programs. The County has elected to use a seven-year horizon for the *CIP*.

### CONTENTS OF THIS DOCUMENT:

The *CIP* is based on a seven-year horizon, 2014-2020 growth estimates for that time period are presented in **Section II**.

**Section III** of the *CIP* reviews the performance standards, which were established by the *Growth Management Element* of the *Contra Costa County General Plan*, and describes the status of County's compliance with these standards based on the estimated population growth.

**Section IV** describes the program facilities needed to meet the demands of future growth as dictated by the performance standards set forth in the *Growth Management Element*.

## II. POPULATION ESTIMATES

Table 1 provides an estimate of past population growth in the unincorporated area since adoption of the County's *Growth Management Element* in 1991. It also describes projected population growth for the seven-year period of the *CIP*, 2014-2020. The projected population growth is based on information received from the Housing Element of the County General Plan. These forecasts are based on ABAG's projected population estimates, as adjusted by the Department of Conservation and Development to reflect the actual growth recorded on the unincorporated area between 1991 and 2014.

**TABLE 1**  
**PAST AND PROJECTED POPULATION GROWTH**  
**IN UNINCORPORATED CONTRA COSTA**

<b>AREA</b>	<b>1991-2014</b>	<b>2014-2020</b>
<b>East County</b>	<b>11,877*</b>	<b>8,612</b>
<b>Central County</b>	<b>16,059**</b>	<b>2,595</b>
<b>West County</b>	<b>4,310</b>	<b>943</b>
<b>TOTAL</b>	<b>32,246</b>	<b>12,150</b>

\* Includes growth in Oakley up to year 2000.

\*\* Does not include the growth in Dougherty Valley, which ABAG assigns to City of San Ramon.

\*\*\* Sources: 2000 Census, Projected 2010 estimated provided by Association of Bay Area Governments refined by CCC Department of Conservations and Development.

### **III. GROWTH MANAGEMENT PERFORMANCE STANDARDS**

The *Growth Management Element* establishes standards for the provision of certain public services in the unincorporated areas. These performance standards are applied to all development that was approved since the adoption of the *County General Plan* in January 1991. The standards apply to the entire unincorporated area, countywide.

**Park Facilities:** The growth management standard for park facilities is three acres of neighborhood parks per 1,000 population. Table 2 evaluates this standard as of 2012. This evaluation is based on population growth for the 1991 - 2013 time period and the park acreage opened during that period.

Parks are financed largely by park dedication fees assessed against new development in the unincorporated area. A Park Impact Fee Nexus Study was approved by the Board in 2007 and fees were updated shortly thereafter. Fees range from \$3,955 to \$7,238 depending on dwelling type and location. Unless otherwise indicated, the parks shown on Table 4 occur on County-owned parcels or land dedicated by developers to the County. Expenditures are for park improvements only.

Since January 1991, the County has opened approximately 145 acres of new park facilities that meet the neighborhood park classification. Actual park construction exceeded the growth management standard by 48 acres. These facilities represent a broad range of accomplishments, including contribution to joint school/park facilities, pro-rated credit for park facilities of cities or special districts funded partially by County revenues or land-dedication, and linear parks that serve the local area. See Appendix A for a description of these park facilities.

**TABLE 2**  
**EVALUATION OF COMPLIANCE**  
**WITH THE PARK FACILITIES STANDARD AS OF 2013**

<b>REQUIRED FACILITIES</b>	<b>FACILITIES OPENED</b>	<b>SURPLUS/(DEFICIT)</b>
<b>97 acres</b>	<b>145 acres</b>	<b>48 acres</b>

**Sheriff Facilities:** The growth management standard for Sheriff facilities is 155 square feet of patrol and investigation facilities per 1,000 population.

Table 3 evaluates compliance with the performance standard as of 2013. The evaluation is based on population growth for 1991-2013 time period and the square footage of Sheriff Facilities opened as of 2013. The population growth between 1991 and 2013 created a demand for 4,998 square feet of patrol, investigation and support facilities. Since 1991, the County has opened 21,039 square feet of facilities that serve patrol, investigation and support activities. Actual Sheriff Facility construction exceeded the growth management standard by 16,041 square feet. See Appendix B for the inventory of Sheriff Facilities.

**TABLE 3**  
**EVALUATION OF COMPLIANCE**  
**WITH SHERIFF FACILITIES STANDARD AS OF 2013**

<b>REQUIRED FACILITIES</b>	<b>FACILITIES OPENED</b>	<b>SURPLUS/ (DEFICIT)</b>
<b>4,998 sq.ft.</b>	<b>21,039 sq.ft.</b>	<b>16,041 sq.ft.</b>

#### **IV. SEVEN-YEAR PROGRAM FOR PARK AND SHERIFF FACILITIES**

The County's *Growth Management Element* and CCTA's Measure J growth management program requires that capital improvement programs include approved projects, their estimated costs and a financial plan for providing the improvements. This section describes a seven-year program of projects to maintain compliance with the County's adopted growth management standards for park and sheriff facilities.

**Park Facilities:** The projected growth during the 2014-2020 time period will generate the need for 36 acres of neighborhood and community parks. Table 4 describes the park facilities programmed for construction during the 2014-2020 time period. A total of nearly 28 acres of neighborhood parks are programmed for construction during that time period. As of 2013, the County maintains a surplus of 48 acres (as previously shown in Table 2).

By adding the total acreage from Table 4 to the current surplus of 48 acres, the County would maintain a 12 acre park facilities surplus by 2020.<sup>1</sup>

**Sheriff Facilities:** The projected growth during the 2014-2020 time period will generate the need for 1,883 square feet of Sheriff facilities to serve patrol and investigation activities. The surplus square footage resulting from Sheriff facilities opened as of 2013 is 16,041 sq. ft. This "surplus" of facility capacity is sufficient to serve all growth projected to occur in the unincorporated area by 2020, with approximately 14,158 sq. ft. of capacity remaining by that time. The formula utilized to evaluate this need for facilities in 2020 is detailed in Table 5.

No construction or acquisition of additional sheriff facilities is programmed for the next seven years. Existing capacity is expected to be more than sufficient to accommodate population growth for the next seven years.

Fees are currently in place for new development in the unincorporated area to provide ongoing support for Sheriff operations. The fees do not cover additional facilities that may be needed in the future.

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<sup>1</sup> The formula utilized to evaluate this need for facilities in 2020 is detailed in Table 5.

Since 1991, a significant inventory of space for patrol and investigation activities has been made available on a short-term basis to the Sheriff through donations or leases. These facilities total 4,500 sq. ft. and are listed in Appendix B. The Sheriff recommends that this space not be claimed by the Board for the purpose of meeting the growth management standard for Sheriff Facilities. This CIP is consistent with that recommendation.

TABLE 4  
SEVEN YEAR PROGRAM OF PARK FACILITIES

Park Location	Park Type	Region Of County	Total Acreage	Acreage for Growth Mgmt. Compliance
North Richmond	Neighborhood	West	0.3	0.3
El Sobrante	Neighborhood	West	5.0	5.0
Iron Horse Trail Pocket Parks	Pocket	Central	0.3	0.3
Pacheco Community Park	Community	Central	5.0	5.0
Vine Hill Park	Neighborhood	Central	2.0	2.0
Big Oak Tree Park	Neighborhood	Central	0.1	0.1
Bay Point Shoreline Ballfields	Community	East	5.0	5.0
Byron Community Park	Community	East	5.0	5.0
Bethel Island Park	Community	East	5.0	5.0
Total (rounded)			27.6 (28)	27.6 (28)

TABLE 5  
EVALUATION OF THE NEED FOR FACILITIES IN 2020

Projected Population Growth 2014-2020	Park Acres Required 2014 - 2020 (3 Acres/1000 people)	Park Acres to be Constructed 2014-2020	Surplus (Deficit)	Surplus (Deficit) of Park Acres from 1991-2014	Surplus (Deficit) of Park Acres by 2020
12,150	36	28	(8)	48	40
	Sheriff Facilities Required 2014 - 2020 (155 sq.ft./1000 people)	Sheriff Facilities to be Constructed 2014-2020	Surplus (Deficit)	Surplus (Deficit) of sq.ft. from 1991-2014	Surplus (Deficit) of sq.ft. by 2020
12,150	1,883	0	(1,883)	16,041	14,158

# **APPENDICIES**

APPENDIX A

<u>Park</u>	<u>Location</u>	<u>Area</u>	<u>Type of Park</u>	<u>Total Acres</u>	<u>Acres for Growth Management</u>	<u>Completion Date</u>
Montalvin Park	Denise Dr	Montalvin Manor/San Pablo	Neighborhood	7.0	7.0	1991
MonTaraBay Community Center and Ball Fields (Rehab)	Tara Hills Dr	Tara Hills/San Pablo	Community Facility	4.0	4.0	1991
California Pacific Waterways	Porthole/Foghorn	Byron	Neighborhood	5.2	5.2	1992
Alamo Elementary School Park	Livorna/Wilson	Alamo	Neighborhood	3.1	2.5	1992
Clyde Park	Norman/Sussex	Clyde	Neighborhood	2.0	2.0	1992
Fox Creek Park (Pleasant Hill BART)	Las Juntas Way	Pleasant Hill	Neighborhood	0.5	0.3	1992
Cornell Park	Disco Bay Blvd/Willow Lake	Discovery Bay	Neighborhood	10.0	10.0	1992
Boeger Park	Caskey St	Bay Point	Neighborhood	0.6	0.5	1992
Old Tassajara School	Camino Tassajara/Finley Rd	Tassajara	Community Facility	1.0	1.0	1992
Marie Porter Park	Kilburn Street	Clyde	Neighborhood	0.2	0.5	1992
Rancho Laguna	Knoll Dr/Camino Pablo	Moraga	Neighborhood	8.1	8.1	1993
Brentwood Ball Fields (3)	Sunset Rd	Brentwood	Neighborhood	n/a	n/a	1993
Bettencourt Ranch	Camino Tassajara	Danville	Neighborhood	6.0	2.5	1994
El Sobrante Open Space	Castro Ranch Rd	El Sobrante	Regional	100.0	n/a	1994
Hap Magee Ranch Park (City/County)	Camille Ave	Alamo	Neighborhood	17.2	8.0	1994
North Richmond Ball Field	3rd and Walnut Creek	North Richmond	Community Facility	8.0	4.0	1994
Lefty Gomez Community Center and Ballfields	Parker Avenue	Rodeo	Community Facility	11.0	11.0	1995
Diablo Vista Park	Crow Canyon/Tassajara Ranch	Town of Danville	Neighborhood	2.0	0.7	1996
Marie Murphy School	Valley View	El Sobrante	Neighborhood	0.5	0.3	1996
Olinda School	Olinda Rd	El Sobrante	Neighborhood	0.5	0.3	1996
Valley View School	Maywood/Meadowbrook	El Sobrante	Neighborhood	0.5	0.3	1996
Sheldon School	May/Laurel	El Sobrante	Neighborhood	0.5	0.3	1996
El Sobrante Elementary	Manor/Mitchell	El Sobrante	Neighborhood	0.5	0.3	1996
De Anza High School	Valley View Rd	El Sobrante	Neighborhood	4.0	2.0	1996
Tradewinds Court Park	Tradewinds Court	Bay Point	Neighborhood	0.7	0.7	1996
Livorna Park	Livorna/Miranda	Alamo	Neighborhood	4.4	4.4	1997
Laurel Park	Laurel Rd Detention Basin	Oakley	Neighborhood	14.4	14.4	1998
Rodeo Creek Trail	Willow Ave/Parker Ave	Rodeo	Neighborhood	1.0	2.5	1998
Rancho Romero School	Hemme Ave	Alamo	Neighborhood	5.4	5.4	2000
Country Place	n/a	n/a	Neighborhood	2.5	2.5	2000
Andrew H. Young	Danville Blvd/Jackson	Alamo	Neighborhood	0.2	0.2	2000
Maybeck Park	Amy Lane	Clyde	Neighborhood	0.1	0.2	2000
Discovery Bay West	n/a	Discovery Bay	(Rec Center)	2.4	2.4	2002
Discovery Bay West	Lakeshore Circle	Discovery Bay	Neighborhood	4.0	4.0	2002
Del Hombre Respite	Treat Blvd	Pleasant Hill	Neighborhood	0.7	0.7	2002
Regatta Park (Tyler Memorial Park)	n/a	Discovery Bay	Neighborhood	4.8	4.8	2002
Silfer Park	Newport Dr	Discovery Bay	Neighborhood	5.8	5.8	2002
Viewpoint Park (aka Lehman)	Sea Cliff Place	Bay Point	Neighborhood	0.1	0.1	2002
Ravenswood Park		Discovery Bay	Neighborhood			2004
Diablo Vista Middle School Sports Field	Camino Tassajara/Monterosso	Danville	School	15.0	15.0	2005
Spears Circle Park	Spears Circle	North Richmond	Neighborhood	0.5	0.5	2007
Big Oak Tree Park	Kilburn Street	Clyde	Neighborhood	0.1	0.1	2008
El Sobrante Children's Reading Garden	Appian Avenue	El Sobrante	Community Facility	0.2	0.2	2008
Parkway Estates (Tot Lot)	Malcom Drive	North Richmond	Neighborhood	0.3	0.3	2011
Pacheco Creekside Park	Aspen Drive	Pacheco	Neighborhood	1.6	1.6	2011
Clyde Pedestrian Trail	Norman Avenue	Clyde	Neighborhood	0.5	3.8	2011
Lynbrook Park	Kevin Drive and Port Chicago Hwy	Bay Point	Neighborhood	4.13	4.13	2013
Hickory Meadows	Winterbrook and Summerfield Dr	Bay Point	Neighborhood	0.37	0.37	2013
<b>Total</b>				<b>261.7</b>	<b>144.9</b>	

APPENDIX B

<u>LOCATION</u>	As of 1/1/91		As of 12/31/13		Amount of Claimed for Management	Sq Ft Growth
	Total Bldg Area	SHERIFF'S Space in Bldg	Total Bldg Area	SHERIFF'S Space in Bldg		
<b><u>Patrol Facilities</u></b>						
Alamo, 150 B+C Alama Plaza - Patrol Substation	n/a	0	3,000	3,000		3,000
Alamo, 3240 W Stone Valley Rd - Patrol Substation	1,600	1,600	0	0		(1,600)
Concord, 81 John Glenn Dr - Helicopter Hanger	n/a	0	2,500	2,500		2,500
Martinez, 1980 Muir Rd - Patrol/Investigation	23,390	23,390	23,390	23,390		0
El Sobrante, 3796 San Pablo Dam Rd, Ste b - Auxiliary Patrol Activities	n/a	0	600	600		600
Oakley, 210 O'Hara Ave - Patrol Substation	2,117	2,117	1,117	1,117		(1,000)
Oakley, Lauritzen's Harbor - Marine Patrol Substation	n/a	0	1,200	1,200		1,200
Richmond, 555 Giant Highway - Patrol Substation	n/a	0	1,149	1,149		1,149
Richmond, 1555 3rd St - Joint Office w/ Richmond PD and CHP	n/a	0	n/a	100		100
Rodeo, 199 Parker St - Auxiliary Patrol Activities	n/a	0	n/a	50		50
San Pablo, 2280 Giant Rd - Patrol Substation	1,100	1,100	n/a	0		(1,100)
					<b><u>Total</u></b>	<b>4,899</b>
<b><u>Field Enforcement Support Facilities</u></b>						
Antioch, 212 H St - Dispatch Facility (2/3 Sheriff's)	2,350	1,567	n/a	0		(1,567)
Martinez, 729 Castro St - Criminalistics Laboratory (1/3 Sheriff's)	2,200	733	n/a	0		(733)
Martinez, 500 Court St - Criminalistics Laboratory (1/3 Sheriff's) (GGC)	n/a	n/a	3,209	1,070		1,070
Martinez, 401 Escobar St - Property Storage (1/2 Sheriff's)	3,900	3,900	0	0		(3,900)
Martinez, 821 Escobar St - Training (10% Field Operations)	n/a	n/a	0	0		0
Martinez, 1139 Escobar St - Criminalistics Laboratory (1/2 Sheriff's)	1,684	842	1,684	842		0
Martinez, 1122 Escobar St - Criminalistics	8,764	4,382	8,764	4,382		0
Martinez, 30 Glacier Dr - Tech. Svcs. Admin. (30% Field Support)	n/a	n/a	4,549	1,650		1,650
Martinez, 40 Glacier St - Communications Center (1/2 Sheriff's)	6,500	3,250	6,500	3,250		0
Martinez, 815 Marina Vista - Administration (40% Field Support)	n/a	n/a	0	0		0
Martinez, 823 Marina Vista - Administration (40% Field Support)	n/a	0	0	0		0
Martinez, 1960 Muir Rd - Criminalistics Laboratory (1/3 Sheriff's)	n/a	0	10,000	3,000		3,000
Martinez, 651 Pine St - Administration (40% Patrol Support)	7,500	3,000	12,269	4,907		1,907
Martinez, 651 Pine St/No. Wing - Records	3,800	3,800	n/a	0		(3,800)
Martinez, 651 Pine St/No. Wing - Administration (40% Patrol Support)	1,470	490	0	0		(490)
Concord, 2099 Arnold Ind, Ste D - Property Svcs, Crime Lab/Patrol Support	n/a	n/a	25,187	15,147		15,147
Concord, 2099 Arnold Ind, Ste C - Property Svcs, Crime Lab/Patrol Support	n/a	n/a	n/a	3,856		3,856
					<b><u>Total</u></b>	<b>16,140</b>
<b><u>Leased Patrol Facilities</u></b>						
Danville, 1092 Eagle Nest Pl - Patrol Substation	n/a	0	n/a	600		600
Byron, 1636 Discovery Bay Blvd - Auxiliary Patrol Activities	n/a	0	n/a	0		0
Discovery Bay, 1555 Riverlake Blvd, Ste J - Patrol Substation	n/a	0	n/a	900		900
Crockett, 1538 Pomona St - Auxiliary Patrol Activities	n/a	0	n/a	100		100
Richmond, 1675 1st St - Auxiliary Patrol Activities	n/a	0	n/a	600		600
Rodeo, 301 California St - Auxiliary Patrol Activities	n/a	0	n/a	500		500
Bay Point, 642 Pt Chicago Hwy - Auxiliary Patrol Activities	n/a	0	n/a	700		700
Bethel Island, 5993 Bethel Island Rd, Suite B	n/a	0	n/a	1,100		1,100
					<b><u>Total</u></b>	<b>4,500</b>
					<b><u>Grand Total</u></b>	<b>25,539</b>
					<b><u>Grand Total Minus Leased</u></b>	<b>21,039</b>



**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

# Attachment E

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

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.

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)<sup>1</sup> FINAL – RELEASED ON 06-08-07</i>	<b>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</b>
<b>1 Introduction</b>	
<b>1.1 Purpose</b>	
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).	<u><i>Planned Levels of Development; The Urban Limit Line and Land Uses (Land Use Element §3.6, pg. #3-8)</i></u>  <u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u>  <u><i>Introduction (Housing Element §6.1, pg. #6-1)</i></u>
<b>1.2 Background<sup>2</sup></b>	
The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements: <ul style="list-style-type: none"> <li>• Adopt a development mitigation program;</li> <li>• Address Housing Options;</li> <li>• Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process;</li> </ul>	<u><i>Public Participation through Voting Process (Introduction §1.3, pg. #1-2 through 1-3)</i></u>  <u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u>

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

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

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<ul style="list-style-type: none"> <li>• Adopt an Urban Limit Line (ULL);</li> <li>• Develop a five-year capital improvement program; and</li> <li>• Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.</li> </ul> <p>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.</p> <p>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.</p> <p>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.</p>	
<b>1.3 Intent</b>	
<p>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.</p>	<p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p>

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)</i> <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<b>1.4 Authority</b>	
<p>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:</p> <p><i>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.</i></p> <p>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.</p>	<u>Introduction (Growth Management Element §4.1, pg. #4-1)</u>
<b>1.5 Relation to Other General Plan Elements</b>  <p>[Refer to other elements.]</p>	<u>Relationship to Other General Plan Elements (Land Use Element §3.2, pg #3-2)</u>  <u>Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2)</u>  <u>Relationship to Other Elements (Transportation and Circulation Element §5.2, pg. #5-1 through 5-2)</u>  <u>Relationship to the General Plan (Housing Element §6.1E Table 6-1, pg. #6-6 through 6-7)</u>
<b>1.6 Organization of Element</b>	
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.	<u>1.7 Definition of Maps, Goals, Policies, and Implementation Measures (Introduction, pgs. #1-5 through 1-7)</u>
<b>2 GOALS AND POLICIES</b>	
<b>2.1 Introduction</b> <p><i>The introductory text should (I) 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,</i></p>	<p>(1) <u>Relationship to Other General Plan Elements (Land Use Element §3.2, pg #3-2)</u></p> <p>(See <u>Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2)</u> under 1.5 Relation to Other</p>

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)<sup>1</sup> FINAL – RELEASED ON 06-08-07</i>	<b>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</b>
<p><i>(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</i></p> <p><i>(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.</i></p>	<p><u>General Plan Elements in the MGME)</u></p> <p><u>Relationship to Other Elements (Transportation and Circulation Element §5.2, pgs. 5-1 through 5-2)</u></p> <p><i>(2) <u>Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. #1-16)</u></i></p> <p><i>(3) <u>4.1 Introduction (Growth Management Element, pg. #4-1)</u></i></p> <p><u>Growth Management Program (Housing Element §6.3, pg. #6-49 through 6-51)</u></p>
<b>2.2 Goals (Examples based on Measure J)</b>	
<ul style="list-style-type: none"> <li>▪ Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</li> <li>▪ Support cooperative transportation and land use planning in Contra Costa County.</li> <li>▪ Support land use patterns that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.</li> <li>▪ Support infill and redevelopment in existing urban and brownfield areas.</li> </ul>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-32 and pg. #3-33 Goal 3-K)</u></p> <p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-4)</u></p> <p>(See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)</p>
<b>2.3 Policies</b>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-34 through 3-37)</u></p>

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	<u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-4 through 4-8)</u>  <u>Roadways and Transit Policies (Transportation and Circulation Element §5.6, pg. #5-15 and 5-16)</u>  <u>Housing Goals and Policies (Housing Element §6.6, pg. #6-89 through 6-91 – only certain policies cited)</u>
<p>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:</p> <p><b>2.3.1 Development Mitigation Program:</b> 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.</p> <p><b>2.3.1.1 Local Mitigation Program:</b> 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.</p> <p><b>2.3.1.2 Regional Mitigation Program:</b> 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.</p>	<p>(See <i>Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policies 4-3 and 4-4</i> under 2.3 Policies in the MGME)</p>
<p><b>2.3.2 Address Housing Options:</b> Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.</p>	<p>(See <i>Housing Element: §6.6 – Housing Plan (pg. #6-88 through 6-92 – only certain policies cited)</i> under 2.3 Policies in the MGME)</p>
<p><b>2.3.2.1 Periodic Reports.</b> Prepare periodic reports to the Contra Costa Transportation</p>	<p><u>Housing Plan (Housing Element Appendix B,</u></p>

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)<sup>1</sup> FINAL – RELEASED ON 06-08-07</i>	<b>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</b>
<p>Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.</p> <p><b>2.3.2.2 Impacts on Transportation.</b> 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.</p> <p><b>2.3.2.3 Incorporation into Development Approval Process.</b> Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.</p>	<p>pg. #6-1B, Table B-1, “Program Implementation Status”) <u>(Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</u></p> <p>(See <i>Policies 4-3</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policies 4-1 and 5-21</i> under 2.3 Policies in the MGME)</p>
<p><b>2.3.3 Participate in On-Going Multi-Jurisdictional Planning:</b> 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.</p> <p><b>2.3.3.1 Action Plans.</b> 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.</p> <p><b>2.3.3.2 Travel Demand Model.</b> 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 thresholds for their effect on the regional transportation system, including the Action Plan MTSOs.</p> <p><b>2.3.3.3 Interagency Consultation.</b> Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</p> <p><b>2.3.3.4 Mitigation Program.</b> Work with the appropriate RTPCs to develop the mitigation</p>	<p>(See <i>Policies 4-4 and 5-1</i> under 2.3 Policies in the MGME)</p> <p>(see previous)</p> <p>(None)</p> <p>(See <i>Policies 4-4</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policy 4-3</i> under 2.3 Policies in the</p>

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)</i> <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
program outlined in Section 2.3.1.2 above.	MGME)
<b>2.3.3.5 Countywide Transportation Plan.</b> Participate in the preparation of the Authority’s Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.	(None)
<b>2.3.3.6 Travel Model Support.</b> 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)
<b>2.3.4 Adopt an Urban Limit Line (ULL):</b> 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).	<u>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-34, Policies 3-5, 3-10 and 3-11)</u>
<b>2.3.4.1 Applicability.</b> 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)
<b>2.3.4.2 Policies.</b> The ULL includes the following policy provisions: <i>[List applicable policies here]</i>	(See 2.3.4 Adopt an Urban Limit Line in the MGME)
<b>2.3.5 Develop a Five-Year Capital Improvement Program (CIP).</b> 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 <i>Policies 3-7 and 4-1</i> under 2.3 Policies in the MGME)
<b>2.3.6 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution:</b> 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 <i>Policy 5-24</i> under 2.3 Policies in the MGME)
<b>3. IMPLEMENTATION PROGRAMS</b>	
<b>3.1 Development Mitigation Program.</b>	
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	<u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #4-9)</u>  <u>Goals Policies and Implementation Measures</u>



<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07</i>	<b>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</b>
the Countywide Comprehensive Transportation Plan.	<u>(Growth Management Element §4.4, pg. #4-9, Measure 4-q)</u>
<b>3.1.1 Local Mitigation Program – Required Mitigation or Fees.</b> The jurisdiction will require development projects to provide local mitigation or fees as established for proposed new development.	<u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-11, Measure 4-m and 4-n)</u>  <u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-e)</u>
<b>3.1.2 Regional Mitigation Program – Required Fees and Exemptions.</b> The jurisdiction will require development projects to pay regional development mitigation fees established by the RTPC in accordance with the RTPC’s adopted program. <i>[List specific RTMP requirements here]</i>	<u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-b and 4-d)</u>  <u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-f)</u>
<b>3.1.3</b> 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.	<u>The General Plan Amendment Process (Introduction §1.10, pg. #1-9)</u>  <u>Goal, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-c through 4-e)</u>  <u>Contra Costa County Guidelines for Administering the California Environmental Quality Act (2010), Appendix M</u>
<b>3.1.4 Use of Measure J Funds.</b> 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.	<u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, 4-d)</u>

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<b>3.2 Address Housing Options.</b>	
To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will: <i>[List specific implementation programs here, or reference programs located in the Housing Element]</i>	<u><i>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39, Measures 3-ab)</i></u>  <u><i>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)</i></u>
<b>3.2.1</b> 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:	<u><i>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)</i></u>
<b>3.2.1.1</b> 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  <b>3.2.1.2</b> 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  <b>3.2.1.3</b> Illustrating how a jurisdiction’s General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.	<u><i>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-11 through 4-12, “Land Supply/Development Monitoring Analysis”)</i></u>  (See 3.2.1.1 in the MGME)  (See 3.2.1.1 in the MGME)
<b>3.2.2</b> As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development. <i>[List specific procedures]</i>	<u><i>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39 through 3-40, Measures 3-al through 3-ao)</i></u>  <u><i>Goals Policies and Implementation Measures</i></u>

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	<p><u>(Growth Management Element §4.4, pg. #4-9, Measure 4-j)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-18 through 5-23 (certain Measures only)</u></p>
<b>3.3 Multi-Jurisdictional Transportation Planning.</b>	
<p>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.</p> <p><b>3.3.1 Action Plans for Routes of Regional Significance.</b> 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.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element, §4.4 pg. #4-8, Measure 4-b)</u></p> <p>(See <i>Measure 4-b</i> under 3.3 Multi-Jurisdictional Transportation Planning in the MGME)</p>
<p><b>3.3.2 Travel Demand Modeling.</b> 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-rang plans relative to ABAG’s projections for households and jobs within the local jurisdiction.</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-38, Measure 3-o)</u></p>
<p><b>3.3.3 Other Planning and Implementation Programs.</b> 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.</p>	(None)

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<b>3.3.4 Conflict Resolution.</b> 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.	<i>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-h)</i>
<b>3.4 Urban Limit Line (ULL).</b>	
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.	<i>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-38, Measures 3-p through 3-s)</i>
<b>3.5 Five-Year Capital Improvement Program.</b>	
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.	(See <i>Measure 4-g</i> under 3.1 Development Mitigation Program in the MGME)
<b>3.6 Transportation Systems Management.</b>	
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].	(See <i>Measure 4-j</i> under 3.2.2 in the MGME)
<b>GLOSSARY</b>	
	(See <i>Land Use Definitions</i> under 2.1 Introduction in the MGME)

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## **4. GROWTH MANAGEMENT PROGRAM**

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### **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.

The 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 Section 65303 of the Government Code of the State of California, which states:

#### **4. Growth Management Program**

"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."

#### **4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS**

As indicated in Section 3, Land Use Element, 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; the Public Facilities and Services Element; and the Housing Element. Moreover, by establishing an interjurisdictional land supply and development monitoring program, the Growth Management Element coordinates the implementation of the County General Plan with those of the 19 cities in the County.

To carry out the goals and objectives of the Land Use and Circulation Elements of the 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 Circulation and Public Facilities and 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 integrally 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 and 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 Department, 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.

## **4. Growth Management Program**

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 interjurisdictional 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. New development shall not be approved in unincorporated areas unless the applicant can provide the infrastructure which meets the traffic level of service and performance standards outlined in Policy 4-3, or a funding mechanism has been established which will provide the infrastructure to meet the standards or as is stated in other portions of this Growth Management Element.
- 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. Growth Management Program

- 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.

#### **Traffic**

LOS Standards will be considered to be met if:

- o measurement of actual conditions at the intersection indicates that operations are equivalent to or better than those specified in the standard; or
- o 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.

---

**TABLE 4-1  
GROWTH MANAGEMENT  
PERFORMANCE STANDARDS**

#### **Traffic Levels of Service Keyed to Land Use Type**

Rural Areas:	Peak Hour Level of Service of low C (Volume/Capacity Ratio= .70-.74)
Semi-Rural Areas:	Peak Hour Level of Service of high C (Volume/Capacity Ratio= .74-.79)
Suburban Areas:	Peak Hour Level of Service of low D (Volume/Capacity Ratio= .80-.84)
Urban Areas:	Peak Hour Level of Service of high D (Volume/Capacity Ratio= .85-.89)
Central Business:	Peak Hour Level of Service of low E Districts (CBD):(Volume/Capacity Ratio= .90-.94)

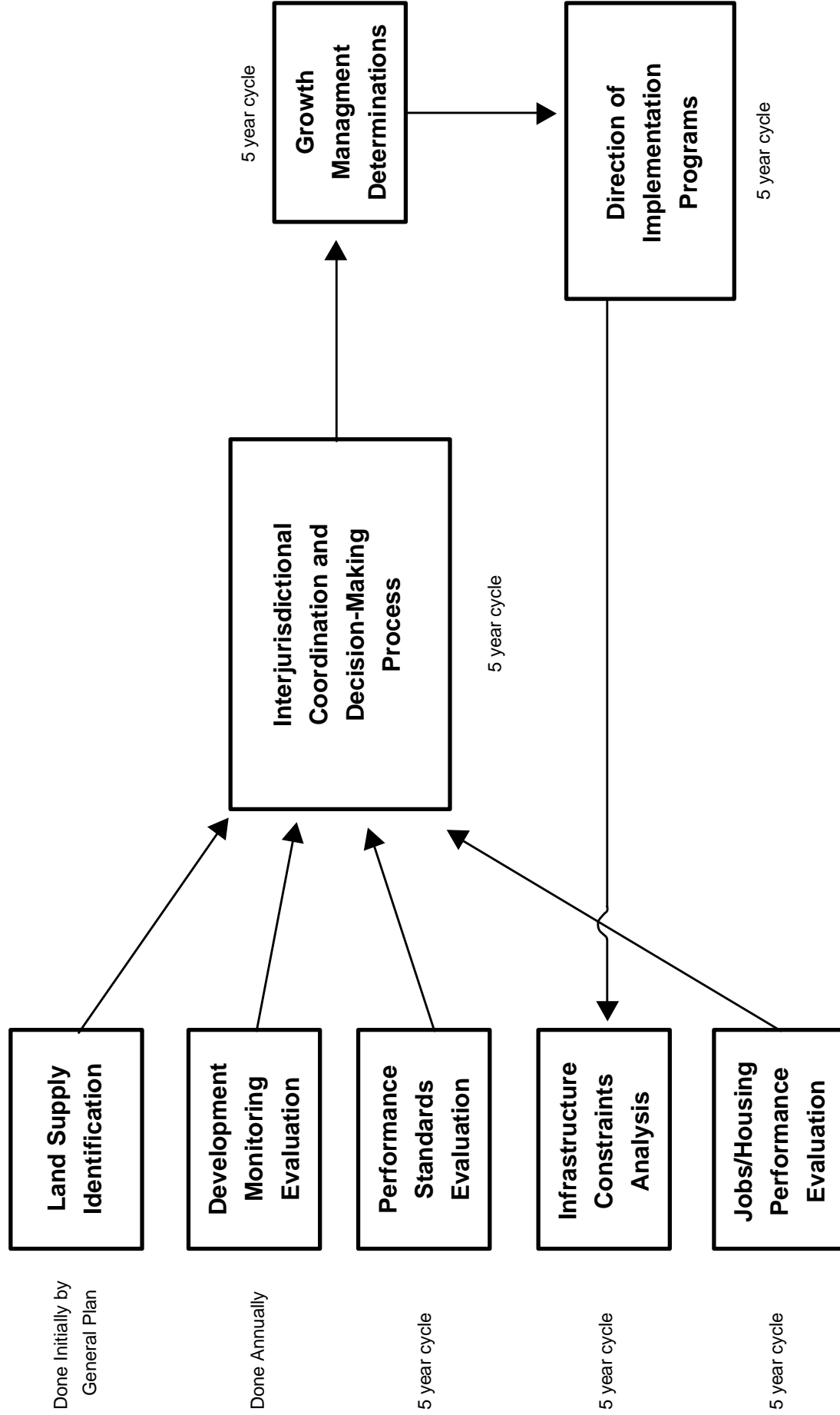
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Note: These terms are used solely with reference to the Growth Management Element performance standards.

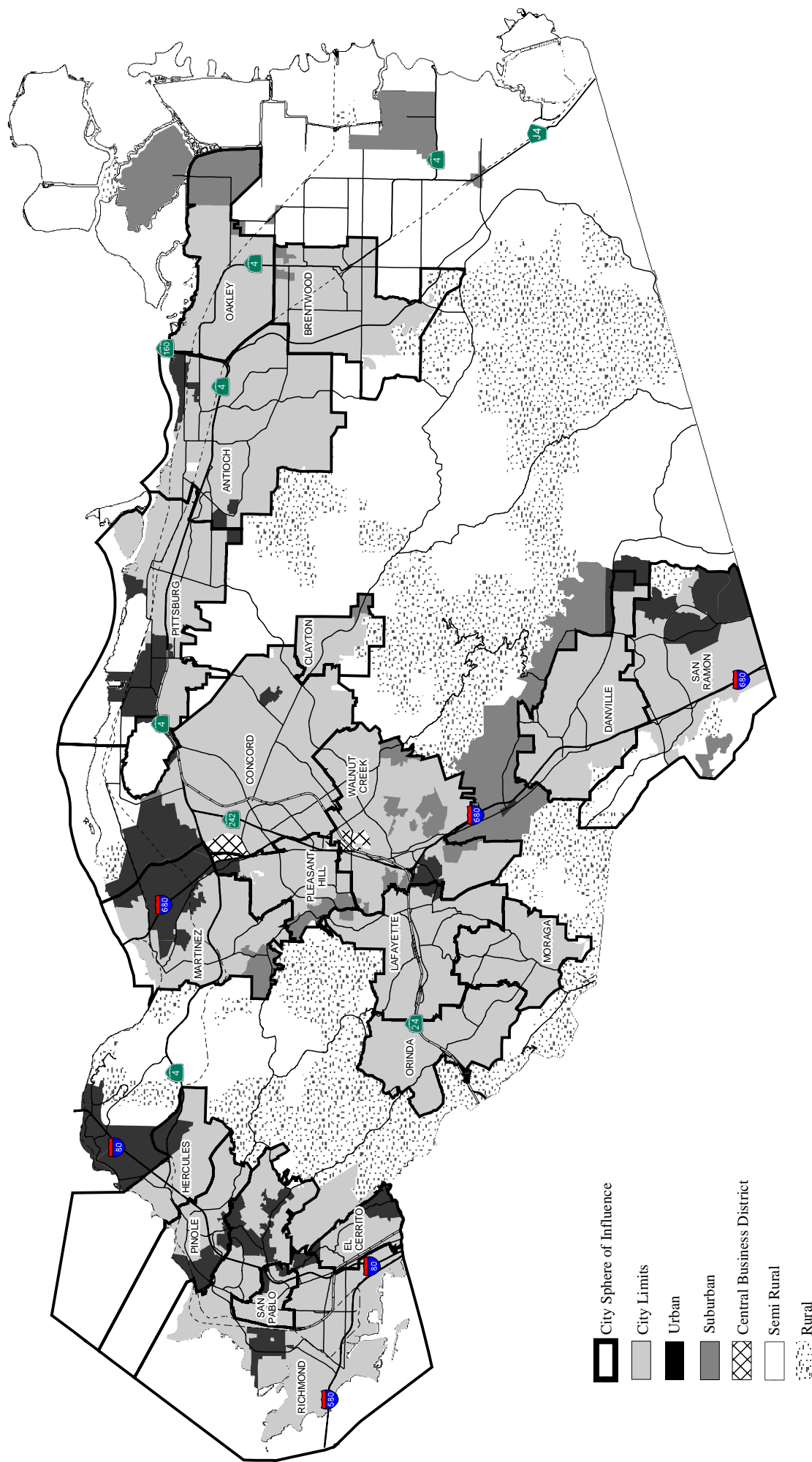
#### **Water**

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.

**Figure 4.1** Flow Chart of Growth Management Process



### Figure 4-2 Level of Service Designations for Unincorporated Areas



## **4. Growth Management Program**

### **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.

### **Fire Protection**

Fire stations shall be located within one and one-half miles 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.

### **Parks and Recreation**

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

### **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.

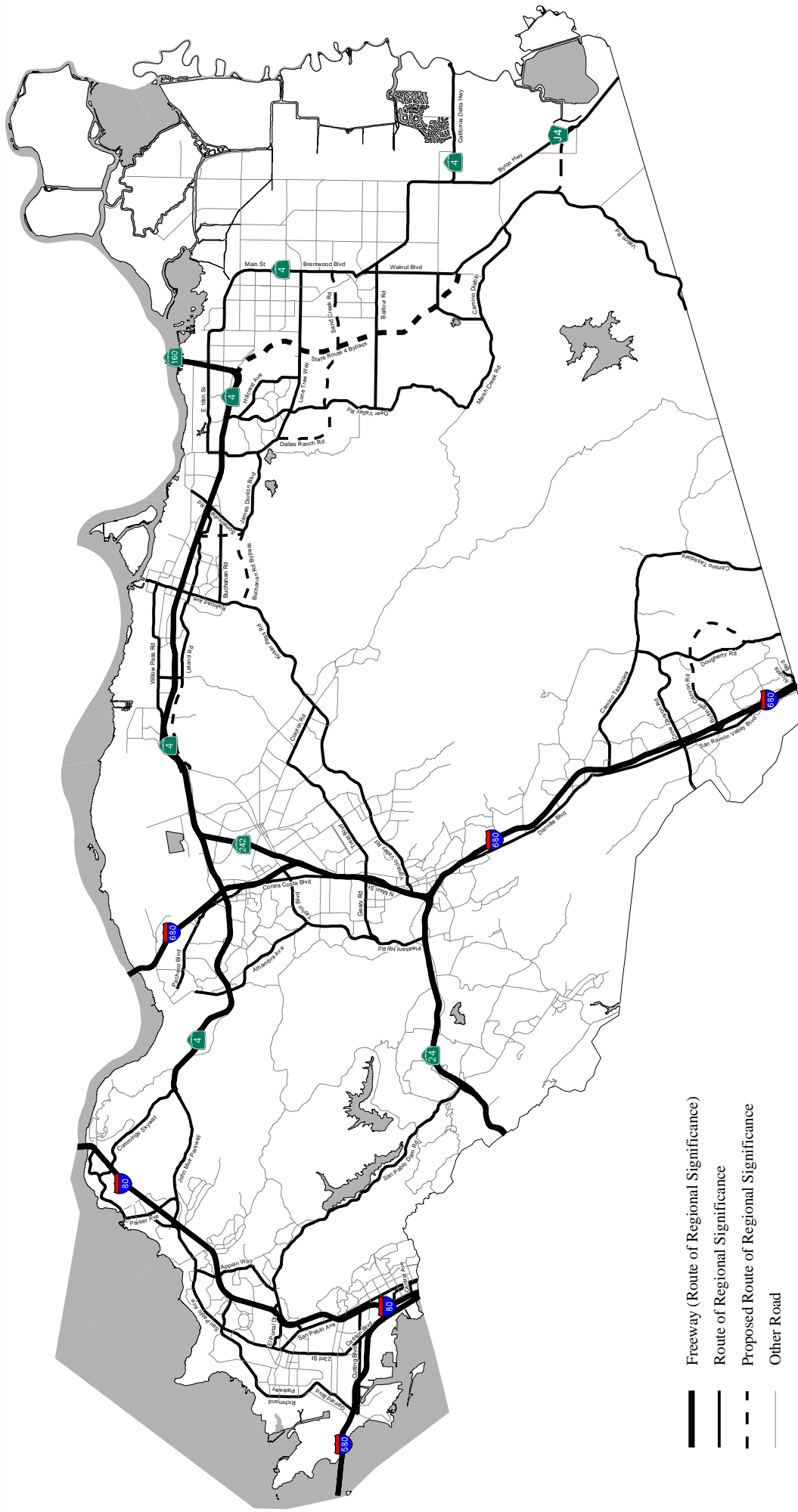
## **IMPLEMENTATION MEASURES**

- 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. Growth Management Program**

- 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-88.
- 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. Map 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 Transportation 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.

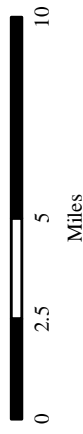
Figure 4-3 Routes of Regional Significance



# CONTRA COSTA COUNTY

Map Created on August 23, 2004  
 Contra Costa County Community Development  
 651 Pine Street, 4th Floor - N. W. Martinez, CA 94553-0095  
 37°59'48.455N 122°06'35.384W

1:300,000



#### **4. Growth Management Program**

- 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, the 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 relative 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 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.

#### **4. Growth Management Program**

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, interjurisdictional 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 use 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



#### **4. Growth Management Program**

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

#### **4. Growth Management Program**

- o 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 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.

#### **Interjurisdictional Coordination and Decision-Making**

The growth management program outlined here will not succeed without the cooperation and active participation of the County, the Local Agency Formation Commission, 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.

Interjurisdictional 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.

#### **4. Growth Management Program**

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 twenty year period. This urban development must be subject to the 65/35 Land Preservation Standard. (See Section 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. The Local Agency Formation Commission (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

#### 4. Growth Management Program

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 road 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 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. CBD's or major commercial centers generally have employment densities.