

CHAPTER 10

GROWTH MANAGEMENT

10.1 STATEMENT OF INTENT AND PURPOSE

The purpose and intent of this Element is to mandate that growth and development be based upon the City of Fountain Valley's ability to provide an adequate circulation system pursuant to the Orange County Division, League of California Cities "Countywide Traffic Improvement and Growth Management Plan Component" - Measure M.

10.2 OVERVIEW

The Growth Management Element contains policies for the planning and provision of traffic improvements that are necessary for orderly growth and development. Presented in this Element are policies and programs for the establishment of specific traffic levels of service (LOS) standards, development mitigation, and development phasing. In addition, the Element includes an implementation program for annual monitoring.

Fountain Valley is a developed community with most of its public facilities in place to support development of the General Plan Land Use Element. However, traffic and circulation improvements may be necessary to implement the circulation Element and the regional transportation system.

Consistency with Other Elements

A major goal of the Growth Management Element is to ensure that the planning, management and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by State Law. Therefore, the Growth Management Element does not replace or supersede any of the other General Plan elements; instead, the Element

addresses, amplifies, and supports the goals and policies that are included in the other General Plan elements and establishes new standards where necessary.

The Growth Management Element is implemented through various coordinated programs developed to support and carry out its goals, objectives and policies. In addition, this element minimizes duplication between Measure M and Congestion Management Program (CMP) requirements.

Relationships to State and Federal Highway System

While the Growth Management Element addresses the need for the phasing of arterial highway improvements, it is recognized that the Federal and State Highway System is a significant component of the City's overall transportation system.

The present system of freeways in Orange County consists of 160 miles and is fast becoming antiquated and deficient. The transportation problem in Orange County stems primarily from inadequate capacity to serve travel demands placed on the system during peak periods. This lack of capacity has resulted in poor levels of service, characterized by severe congestion and low travel speeds during peak periods. The most severe congestion occurs at the junction of major freeways.

The San Diego Freeway transverses the City of Fountain Valley. As congestion continues to increase on the freeway system, more drivers are utilizing the arterial system. Consequently, some arterials are becoming increasingly congested, particularly those paralleling the freeway. This situation is of special concern on those arterials which provide access to the freeway system.

10.3 DEFINITION

For the purpose of this Element, the following terms are defined below:

1. "Capital Improvement Program: (CIP) shall mean a listing of capital projects needed to meet, maintain and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards. The CIP shall include approved projects and an analysis of the cost of the proposed projects as well as a financial plan for providing the improvements.
2. "City" shall mean the City of Fountain Valley unless otherwise noted.
3. "Comprehensive Phasing Program" (CPP) shall mean a road improvement and financing plan which responds to the level of service requirement in this Element. A CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
4. "Critical Movement" shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
5. "Development Phasing Program" shall mean a program which establishes the requirements that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation improvements. The City shall specify the order of improvements and the number of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
6. "Deficient Intersection Fund" shall mean a trust fund established to implement necessary improvements to existing intersections which do not meet the Traffic Level of Service Policy.
7. "Deficient Intersection List" shall mean a list of intersections that: 1) do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City, e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc., and 2) that are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the deficient intersection list only as a result of conditions which are beyond the control of the City.
8. "Growth Management Areas (GMAs)" shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and in implementing needed improvements.
9. "Local Transportation Authority" as currently designated by the Board of Supervisors, shall mean the Orange County Transportation Authority.
10. "Measurable Traffic" shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
11. All other terms shall be as defined in the Fountain Valley Municipal Code as of the date of adoption of this Element.

10.4 GOALS, OBJECTIVES, AND POLICIES

1. Reduce traffic congestion.
2. Ensure the provision of adequate transportation for existing and future residents of the City.

Achievement of these goals shall be measured by the following objectives:

1. Transportation - The circulation system shall be implemented in a manner that achieves the established Traffic Level of Service Policy.
2. Development Phasing - Development shall be phased in a manner consistent with the applicable Comprehensive Phasing Program.

POLICIES

1. Traffic Level of Services

Level of Service (LOS) "D" is the target standard for intersections under sole control of the City. To achieve this, it is the policy of the City that within three years of the issuance of the first building permit for a development project or within five years of the first grading permit for said development, whichever occurs first, that the necessary improvements to transportation facilities to which the project contributes measurable traffic, are constructed and completed to attain Level of Service (LOS) "D" at the intersection under sole control of the City.

Intersections exempt from the above paragraph include facilities under the jurisdiction of another City, the County, the State or those included on the Deficient Intersection List, established pursuant to this Element. However, it is the policy of the City that all development contributing measurable impacts to intersections on the Deficient Intersection List and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection will be assessed a mitigation fee determined by the involved jurisdictions and locally administered as part of the Capital Improvement Program.

Achievement of the adopted levels of service standards and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances which may impact identified intersections and/or timing of the required improvements.

Level of Service will be measured by the Traffic Level of Service Policy Implementation Manual established by the Local Transportation Authority.

2. Development Mitigation

It is the policy of the City that all new development pay its share of regional traffic mitigation. The City will impose an impact mitigation fee for improvements within its boundaries and to work with other jurisdictions through Inter-Jurisdictional Planning Forums to determine minimally acceptable impact fee levels for applications within the GMA.

It is also a policy of the City that new Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project.

3. Development Phasing

It is the policy of the City that development shall be phased in accordance with any applicable Comprehensive Phasing Program (CPP) adopted by the City. It is the intent that such CPP's shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway capacities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system.

4. Inter - Jurisdictional Planning Forum

It is a policy of the City to participate in Inter-Jurisdictional Planning Forums at the GMA level to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

5. Capital Improvement Program

A Capital Improvement Program shall be established to meet and maintain the adopted traffic level of service.

6. Transportation Demand Management TDM

It is a policy of the City to promote traffic reduction strategies through TDM measures.

7. Jobs and Housing Policy

Recognizing the constraints of existing physical development characteristics, it is the policy of the City to strive towards an achievement of balanced land use whereby residential, non-residential and public land uses are proportionally balanced.

10.5 IMPLEMENTATION PROGRAMS

1. Development Mitigation Program: By June 30, 1993, a Development Mitigation Program shall be established to ensure that all new development pays its share of the costs associated with that development. Participation shall be on a pro-rata basis and be required of all development projects except where an increased level of participation exceeding these requirements is established through negotiated legal mechanisms.

The Program will be coordinated through Inter-Jurisdictional Planning Forums in order to determine minimally acceptable impact fees for application within the

GMAs. The City will receive credit for existing traffic mitigation fee programs with regard to the GMA base level fee.

2. Comprehensive Phasing Program: By June 30, 1993, the City shall provide a Comprehensive Phasing Program (CPP). The CPP shall contain a development phasing component to ensure that infrastructure is added as development proceeds so that the provision of road improvements is in balance with demand. The Program shall provide reasonable lead time to design and construct specific transportation improvements.

3. Performance Monitoring Program: By June 30, 1993, Performance Monitoring Program shall be established to provide an annual evaluation of compliance with development phasing allocations established pursuant to sections IV-2 and V-3 of this Element. This program will also ensure road improvements or funding are actually provided in order for development to continue. If the improvements/funding are not provided, development shall be deferred until compliance with the provisions of this program are achieved.

In addition, the Performance Monitoring Program will provide an annual evaluation of the maintenance of transportation service levels. Annual traffic reports provided under this Program shall utilize data collected within three (3) months of preparation of the report. In event that the Performance Monitoring Program identifies one or more service level deficiencies, measures shall be implemented to correct identified deficiencies.

4. Traffic Improvement/Public Facilities Development Agreements: In the event the financing and implementation provisions of this Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreement, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.

5. Additional Implementation Program: Other implementing measures, as deemed necessary the City/County to further the goals of this Element, may be established.

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