



13. Growth Management Element

Introduction

The Growth Management Element provides a framework to guide growth and development based upon the City's ability to provide an adequate circulation system and public facilities. Planning and provision of mobility improvements, public services, and public facilities are important considerations for orderly and sustainable growth and development to occur. Given the broad scope of the Growth Management Element, many related goals



and policies are addressed elsewhere in the General Plan, particularly the Land Use, Circulation, Public Services, and Public Health and Safety elements.

Authority and Scope

This Element is not required per California Government Code Section 65302; however, as growth management is of importance to the community, it is prepared as an optional element per California Government Code Section 65303.

Legislative Context

Measure M

Since 1991, Measure M has been an important aspect behind traffic congestion relief in Orange County. Measure M is the half-cent sales tax for transportation improvements first approved by Orange County voters in 1990, and renewed by voters for a 30-year extension in 2006. The combined measures raise the sales tax in Orange County by one-half cent through 2041 to help alleviate traffic congestion.

Revenue generated by both measures is returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. To receive Measure M funds, the city must submit to OCTA a statement of compliance with the Countywide Growth Management components that are summarized below.

1. Adoption of a Growth Management Element that includes
 - Traffic level of service standards
 - A development mitigation program
 - A development phasing and annual monitoring program
2. Participation in inter-jurisdictional planning forums



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3. Development of a seven-year capital improvement program
4. Assessment of housing options and job opportunities
5. Adoption of a Transportation Demand Management Ordinance

Measure M1

Under the first Measure M program (M1), more than \$4 billion worth of transportation improvements for Orange County were achieved, including the widening of State Route 22 (SR-22). As a result, M1 was responsible for adding 192 freeway lane miles, improving 170 intersections and 38 freeway interchanges, and implementing Metrolink service in Orange County, which now carries the equivalent of one lane of traffic on Interstate 5 (I-5).

Measure M2

In 2006, voters approved a continuation of transportation improvements through the Measure M Transportation Investment Plan (M2). The renewed measure plans to deliver approximately \$15.5 billion worth of transportation improvements to Orange County by the year 2041. Major improvement plans focus on Orange county freeways, streets and roads, transit and environmental programs. Measure M2 no longer requires Orange County jurisdictions to prepare a Growth Management Element to comply with program requirements, the City of Yorba Linda has amended its 1993 Growth Management Element to continue its commitment to balance local growth with the ability of the local roadway system to support it.

Proposition 111

In 1990, the California Legislature enacted the Congestion Management Program (CMP) to implement Proposition 111, a state-wide transportation funding proposal that required local governments to implement mitigation measures to offset the impacts from new development on the regional transportation system.

The program required, among other things, that every county designate a congestion management agency, which in turn would designate a regional roadway network for monitoring purposes and develop a plan to address deficiencies in levels of service on the network. OCTA is the designated congestion management agency (CMA) for Orange County and is responsible for the conformance monitoring and biennial updating of Orange County's CMP.

Many of the Proposition 111 requirements are the same or similar to the requirements of Measure M, such as requirements to include traffic level of service (LOS) standards and a seven-year capital improvement program.



Growth Management Element Policy Program

Goal GM-1

Adequate infrastructure and public services provided to areas within the City limits and, if determined appropriate, to areas outside City limits and within its sphere of influence.

- Policy GM-1.1 Ensure that new development pays its share of the costs of public facilities and services needed to serve new residents.
- Policy GM-1.2 Collaborate with adjacent jurisdictions to ensure that infrastructure and public services are provided in a timely and high-quality manner.
- Policy GM-1.3 Promote the establishment of development phasing plans for new development within the City corresponding to required improvements.

Goal GM-2

Reduced traffic congestion.

- Policy GM-2.1 Maintain a Level of Service “D” or better along all City arterials and at intersections during peak hours.
- Policy GM-2.2 Ensure that new development pays its fair share of street improvement costs associated with local and regional traffic mitigation.
- Policy GM-2.3 Integrate land use and transportation planning to provide adequate transportation system service standards.
- Policy GM-2.4 Adopt and maintain a seven-year CIP in conformance with the provisions of Measure M for the purpose of maintaining the LOS standards established in this Element.
- Policy GM-2.5 Maintain consistency with OCTA Congestion Management Plan and Master Plan of Arterial Highways pursuant to the requirement of state law to continue to receive State gasoline sales tax revenues.