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Growth Management

San Ramon will face several planning challenges over the next 20 years, most of which center on the fact that the smart growth mandate of Measure G, including urban growth boundaries and open space preservation, must confront the reality of forecasts for strong population and employment growth in the City to 2035.

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

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

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

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

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

Measure J includes a ½-percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management Program (GMP) component is intended to assure that future residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth. Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the CCTA.

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

3.1 GROWTH STRATEGY

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

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

Development within unincorporated areas must be pre-zoned and have an executed property tax transfer agreement in place before annexation occurs.

GUIDING POLICY

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

IMPLEMENTING POLICIES

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

New development must mitigate its impacts on unacceptable intersection operations. In instances where a development project would cause an intersection operating at acceptable levels to degrade to unacceptable levels, the applicant shall be required to implement necessary improvements to restore operations to

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acceptable levels. In instances where a development project would contribute vehicle trips to an intersection already operating unacceptable levels, the applicant shall be required to provide its proportionate share for improvements to restore operations to acceptable levels.

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

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

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

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

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

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

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

While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking full services outside the UGB are unsuited for urban development, regardless of land use designation.

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

3.2 PERFORMANCE STANDARDS

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

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

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

COMMUNITY CENTERS

Facility Analysis

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

Performance Objective

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

Performance Standard

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

FIRE PROTECTION SERVICES

Facility Analysis

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

Performance Objective

Maintain competent and efficient all risk emergency services including first responder medical and ambulance elements, so as to minimize the risks to lives and property due to fire, medical emergency and other hazards that may occur in San Ramon.

Performance Standard

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

FLOOD CONTROL

Facility Analysis

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

Performance Objective

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

Performance Standard

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

PARKS

Facility Analysis

San Ramon's existing parks and recreation facilities include three community parks, eight special use parks and facilities (which include two aquatic centers and two community gymnasiums), 26 neighborhood parks (which include one pocket park), and 17 school parks (which include one performing arts center). Altogether, the City has approximately 363.9 acres of existing parks, which translates to a ratio of 5.75 acres of parkland per 1,000 residents.

San Ramon General Plan 2035

At General Plan 2035 buildout, the expected total parkland acreage will be more than 655.8 acres, with a parkland ratio exceeding 7.12 acres per 1,000 residents.

Performance Objective

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

Performance Standard

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

POLICE

Facility Analysis

With a total of 62 officers, the San Ramon Police Department maintains an approximate service ratio of 0.8 officers per 1,000 residents. Dispatch services are provided through a contract with the Contra Costa County Sheriff's Office. Police responses are prioritized based on the nature of the calls. The classification "emergency calls" are categorized as those requiring an immediate emergency response. Examples would be life-threatening situations such as a major injury traffic accident, crime involving major injury, assisting San Ramon Valley Fire Protection District on a major injury call, and felony crimes in progress. The classification "all other calls" would be any other call for service and the response is dictated based on the nature of the actual call.

Performance Objective

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

Performance Standard

Prior to project approval, require written verification from the San Ramon Police Department that a 3-5 minute response time (travel time) for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.

SANITATION FACILITIES

Facility Analysis

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

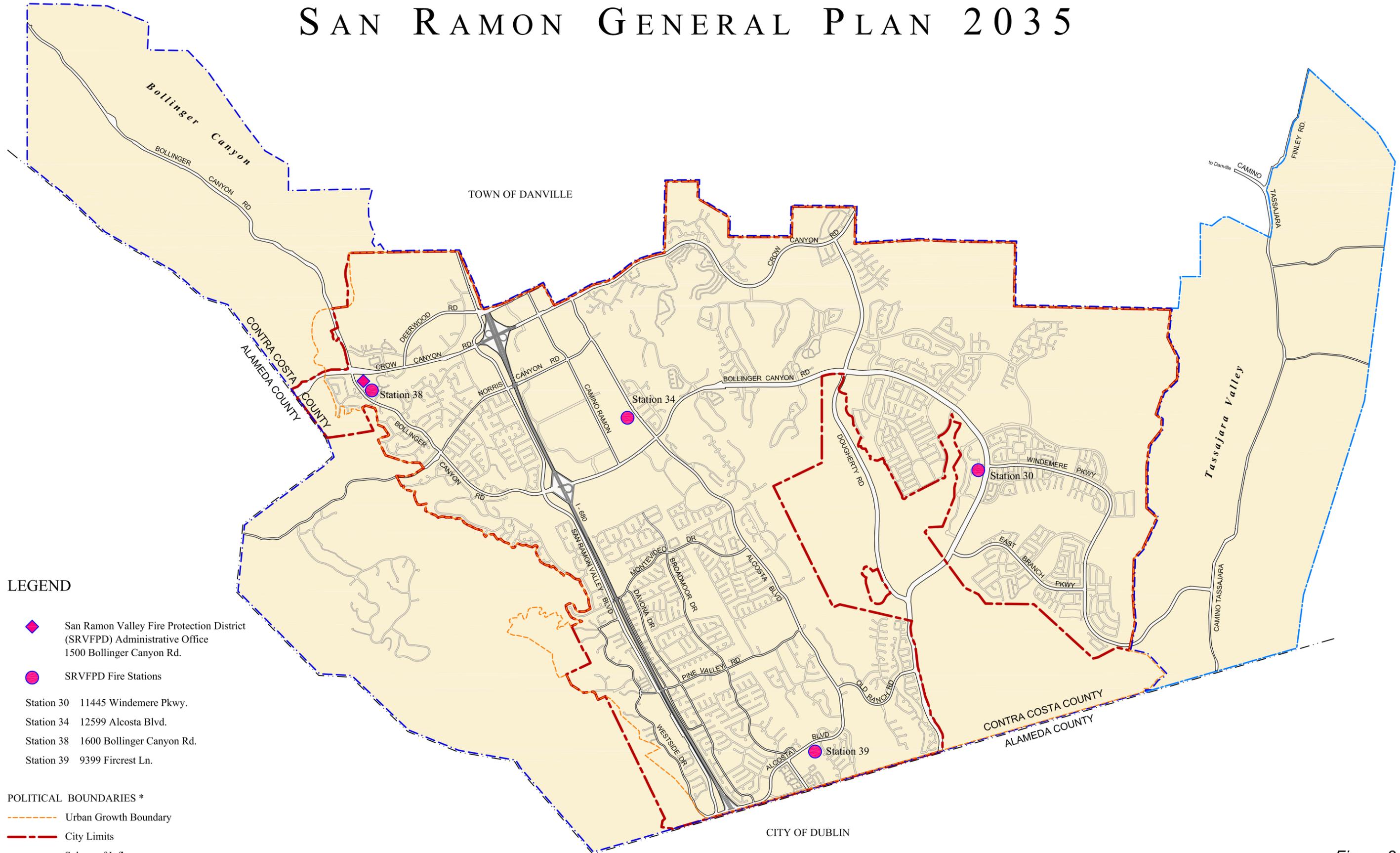
Performance Objective

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

Performance Standard

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

SAN RAMON GENERAL PLAN 2035



LEGEND

◆ San Ramon Valley Fire Protection District (SRVFPD) Administrative Office
1500 Bollinger Canyon Rd.

● SRVFPD Fire Stations

Station 30 11445 Windemere Pkwy.

Station 34 12599 Alcosta Blvd.

Station 38 1600 Bollinger Canyon Rd.

Station 39 9399 Fircrest Ln.

POLITICAL BOUNDARIES *

--- Urban Growth Boundary

--- City Limits

--- Sphere of Influence

--- Planning Area Boundary

--- County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 3-1
San Ramon Valley Fire Protection District Sites

SAN RAMON GENERAL PLAN 2035

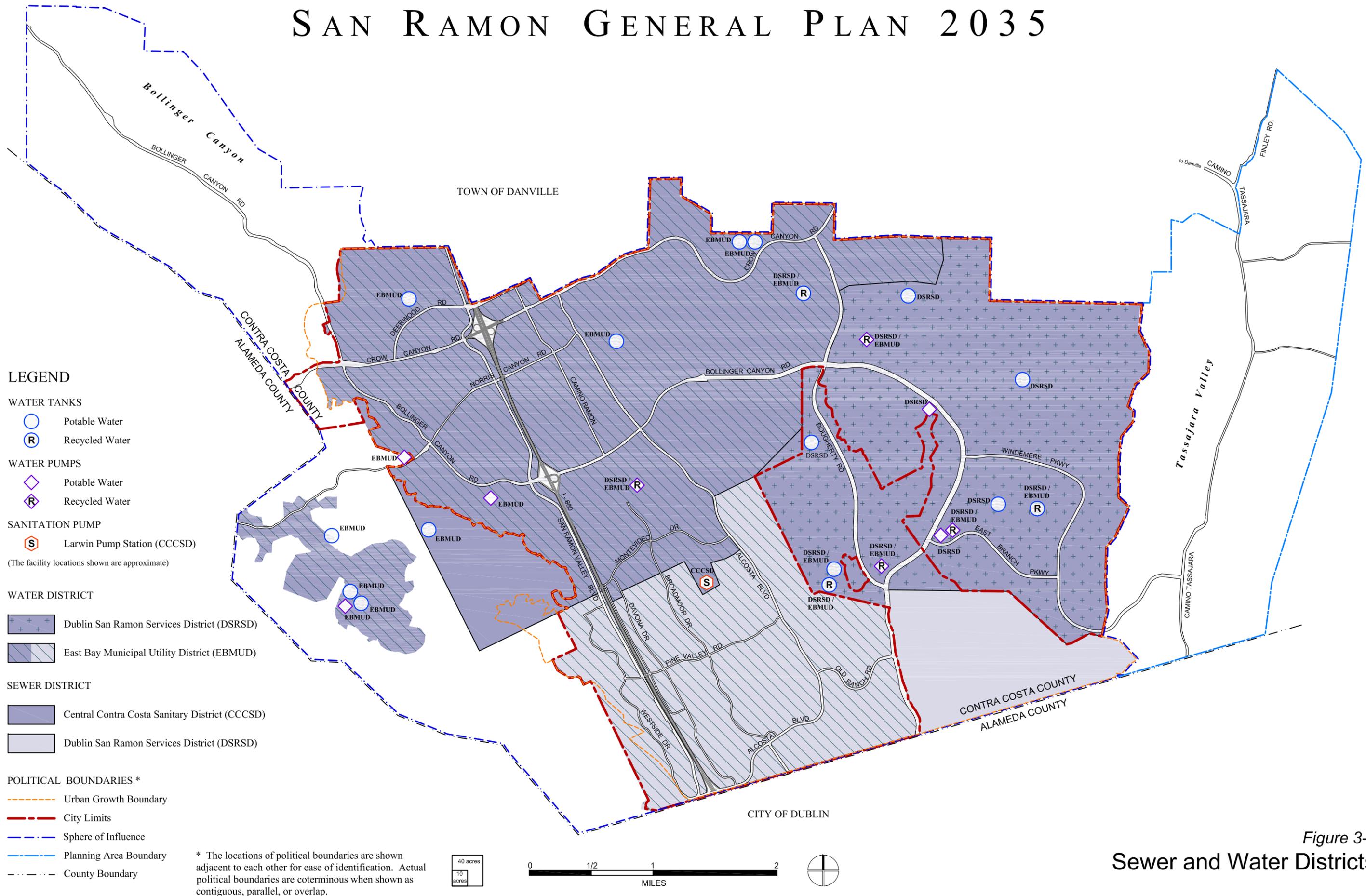


Figure 3-2
Sewer and Water Districts

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.

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SCHOOLS

Facility Analysis

The City of San Ramon is served by the San Ramon Valley Unified School District (SRVUSD). This multi-jurisdictional District currently operates eleven elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately 14,258 students attend schools in San Ramon.

Performance Standard

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

WATER

Facility Analysis

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

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

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

Performance Objective

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

Performance Standard

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

POLICIES AND ACTIONS

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

GUIDING POLICY

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

IMPLEMENTING POLICIES

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

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

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

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

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

San Ramon implements the concept that new development pays its own way using primarily two mechanisms. First, the approval of a proposed project is in part based upon the developer's ability to fund improvements that will directly mitigate the impact of that new development. Second, future homeowners may be charged ongoing assessment fees, which may be established by a Landscape and Lighting District, or other funding mechanisms, to pay the additional costs of maintaining facilities and services associated with the new development. The appropriate level of assessment is calculated on a specific project basis to fund the negative fiscal impact which results when revenue generated by the new development is less than the cost of providing services to the project. Another alternative available to developers is a Community Facilities District (CFD) which may be formed to levy a special tax to fund the cost of certain additional facilities and services required by the new development but not funded by revenue generated from the development.

- 3.2-I-4 Levy local, sub-regional, and regional mitigation fees for public facilities and infrastructure improvements in proportion to a new development's impact.

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

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

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

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

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

3.3 TRAFFIC STANDARDS

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

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

San Ramon has established traffic circulation standards, expressed as acceptable Levels of Service for all City street intersections. These standards form the basis for the City's circulation and land use policies.

GUIDING POLICY

- 3.3-G-1 Maintain acceptable traffic Level-of-Service on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program, and traffic engineering operational measures.

IMPLEMENTING POLICIES

- 3.3-I-1 Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.
- 3.3-I-2 Accept LOS D during a.m. and p.m. peak periods with the possibility of intersections at or closely approaching the limits of LOS D (Volume/Capacity < 0.90), only on arterial routes bordered by non-residential development where improvements to meet the City's standard would be prohibitively costly or disruptive.

The City shall design roadway improvements and evaluate development proposals based on the above traffic standards, and as identified in traffic impact studies.

- 3.3-I-3 Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.
- 3.3-I-4 Proposed development expected to generate 50 or more peak hour vehicle trips will not be approved, unless it can be shown that its impact can be mitigated and the City's traffic and circulation standards can be maintained. The City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, unless "Findings of Consistency" can be made.

Such Findings will be based on the project's ability to maintain City traffic and circulation standards, in conjunction with anticipated City-initiated capital improvements.

- 3.3-I-5 Identify and implement circulation improvements on the basis of detailed traffic studies.

Such improvements may include, but are not limited to, intersection approach lane expansion, related channelization improvements, and traffic signal installations.

- 3.3-I-6 Support regional and local neighborhood transit options to reduce the use of the automobile and maintain acceptable traffic levels of service.

Transit options include expansion of existing Central Contra Costa Transit Authority (CCCTA) bus routes and local neighborhood-level bus service with small multi-passenger vehicles for both school and non-school use. These alternatives, in conjunction with TDM measures, will assist in maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley Region.

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- 3.3-I-7 Develop and implement, Findings of Special Circumstances for any intersection on Non-Regional Routes that does not meet the City's traffic and circulation standards.

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

3.4 TRANSPORTATION DEMAND MANAGEMENT

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

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

San Ramon participates in the 511 Contra Costa program. 511 Contra Costa is a countywide program aimed at reducing the number of vehicle miles traveled (VMT) and reducing greenhouse gas emissions (GHG) by providing technical assistance, incentives and information to motorists driving to, through, and within Contra Costa. Many of the 511 Contra Costa program elements have been developed to fulfill TDM requirements that are described in each of the sub-regional Action Plans included as part of the Countywide GMP. These elements not only fulfill the TDM requirements of the biennial conditions of compliance checklist, but also provide quantifiable GHG emissions reductions that can be included in Municipal and Community Climate Action Plans.

GUIDING POLICY

- 3.4-G-1 Utilize Transportation Demand Management (TDM) strategies as an integral component of the City's transportation program to reduce total vehicle trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

IMPLEMENTING POLICIES

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

The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City's TDM Program encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) and Measure J goals and incorporates a regular monitoring program (biennial employer surveys/driveway counts) to assess their progress.

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- 3.4-1-2 Work with 511 Contra Costa, other jurisdictions and agencies to coordinate the City's TDM Program with regional TDM programs and activities.

Regional coordination plays an important role in TDM. San Ramon combines its resources with other jurisdictions and agencies, such as the Southwest Area Transportation Committee and the Tri-Valley Transportation Council, to promote TDM goals and objectives by providing TDM promotional information at locally sponsored events, such as marketing handbooks and training classes. In addition, annual regional and statewide events such as Bike to Work Day, Spare the Air, and Don't Light Tonight require coordinated promotional efforts by local jurisdictions to ensure their success.

- 3.4-1-3 Cooperate with regional and local service providers and other jurisdictions to promote local and regional public transit service.

San Ramon is currently served by one public transit provider: CCCTA. Fixed routes and express buses are operated between the San Ramon Transit Center, Dougherty Valley, the Bishop Ranch Business Park, and BART. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute trips within San Ramon and to and from neighboring cities in the Tri-Valley. The City also works in concert with large employers, school sites, colleges, and multi-tenant buildings in San Ramon to promote public transit service.

- 3.4-1-4 Support local feeder transit service to and from current and future regional transit lines.

- 3.4-1-5 Preserve options for future transit use when designing improvements for roadways.

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

- 3.4-1-6 Locate future transit uses, such as light rail or BART, in the I-680 right-of-way.

San Ramon, Danville, and Contra Costa County have adopted a memorandum of understanding that designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley for the purpose of serving major employment centers. The Measure J Transportation Expenditure Plan allocates funding for the I-680 Carpool Lane Gap Closure/Transit Corridor Improvements including proposed HOV on/off ramps at Norris Canyon Road, auxiliary lanes, and increased express bus service for the San Ramon Valley.

- 3.4-1-7 Improve and expand the bicycle routing system in San Ramon.

Currently, almost a quarter of the residents who work in San Ramon live within five miles of their offices. A comprehensive bicycle lane system would allow them the option of using bicycles rather than cars to commute to work.

3.5 REGIONAL COOPERATION

Traffic congestion is not limited to San Ramon's boundaries. Traffic congestion is experienced at the local and regional level and issues regarding traffic circulation and congestion within are addressed at both local and regional levels. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. However, if workable solutions are to be formulated and implemented, a more regional view and approach must prevail. It is the City of San Ramon's practice to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide transportation planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Advisory Committee and the San Ramon Transportation Demand Management Advisory Committee.

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

- Are state highways, freeways or freeway interchanges,
- Carry a significant amount of traffic originating or destined out of San Ramon (Crow Canyon Road, Bollinger Canyon Road, etc.),
- Pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard),
- Connect to Alameda County jurisdictions (Village Parkway, Dougherty Road, etc.), and/or
- Serve a major regional employment or activity center.

In 2014, the TVTC, in updating its Action Plan, identified that the Iron Horse Trail as meeting the criteria of Routes of Regional Significance because of its importance from a regional perspective, providing regional mobility and connecting multiple jurisdictions. As such, the Iron Horse Trail is now classified as a Route of Regional Significance which is not typical for a multimodal trail, however, will allow for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

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

GUIDING POLICY

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

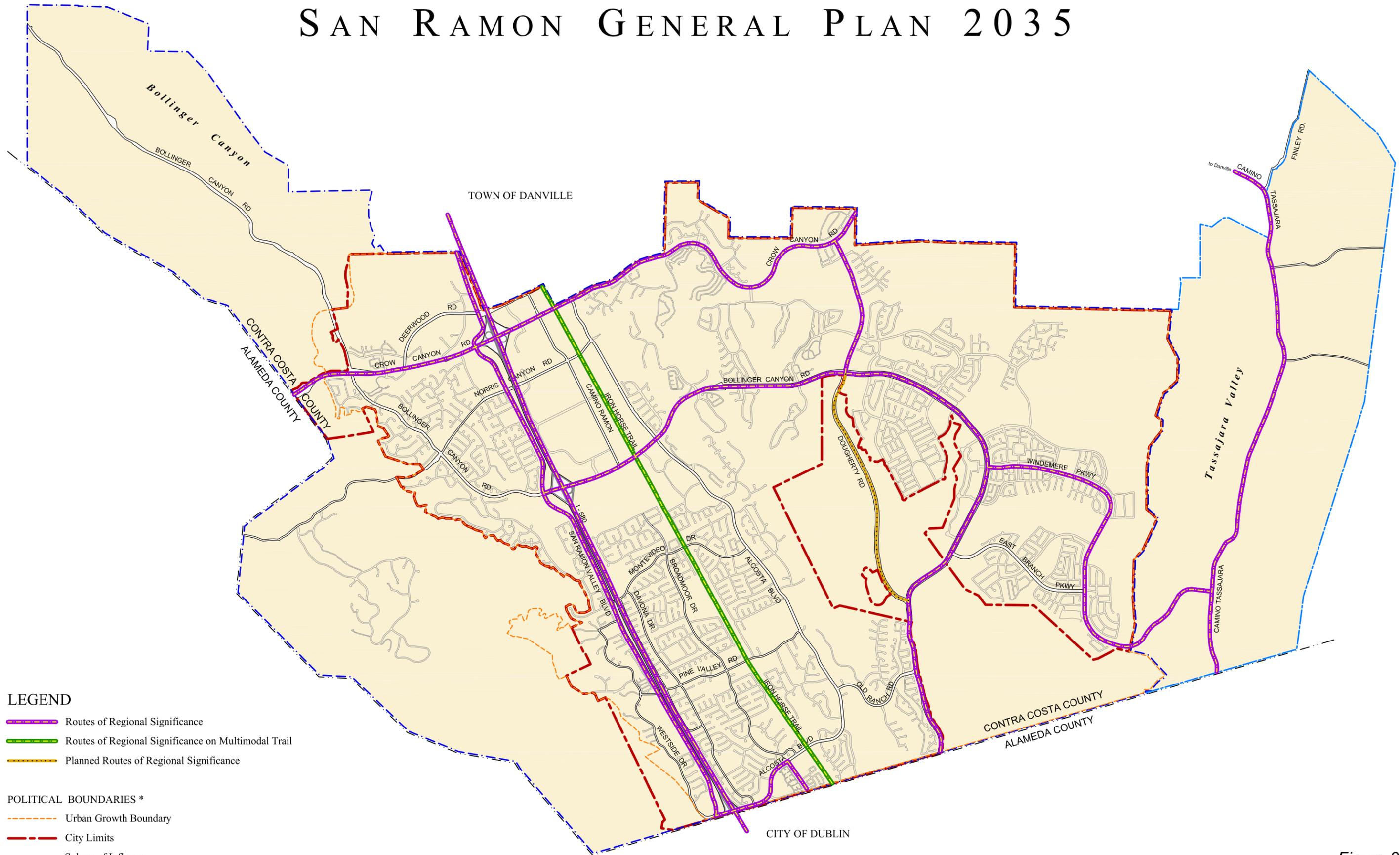
IMPLEMENTING POLICIES

- 3.5-I-1 Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
- 3.5-I-2 Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
- 3.5-I-3 Participate in programs to mitigate regional traffic congestion, including implementation of regional and sub-regional traffic impact fees on new development.
- 3.5-I-4 Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.
- 3.5-I-5 Continue to address the impacts of land use decisions on regional and local transportation facilities by applying the Contra Costa Transportation Authority (CCTA) travel demand model and technical procedures during project analysis. Additionally, help maintain CCTA's travel demand modeling system by providing information on proposed improvements to the transportation system and future developments and long-range plans within San Ramon.
- 3.5-I-6 Participate in the Contra Costa Transportation Authority conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other Growth Management Program.

3.6 JOB AND HOUSING OPPORTUNITIES

Balancing job and housing opportunities is an important issue at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. Though the job/housing ratio has improved from 1.51 to 1.26 since 2000, there are still more people commuting from other cities to jobs in San Ramon than there are local residents traveling to local businesses. This indicates a need to continue improving the balance of jobs and housing within the City of San Ramon, and by buildout of this General Plan to the year 2035, the jobs/housing ratio is estimated to be 1.22 (see Land Use Element Section 4.5 Table 4-9 for further discussion). When the City incorporated in 1983, much of its area had already been developed or pre-zoned for office and residential uses.

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LEGEND

-  Routes of Regional Significance
-  Routes of Regional Significance on Multimodal Trail
-  Planned Routes of Regional Significance

POLITICAL BOUNDARIES *

-  Urban Growth Boundary
-  City Limits
-  Sphere of Influence
-  Planning Area Boundary
-  County Boundary

* The locations of political boundaries are shown adjacent to each other for ease of identification. Actual political boundaries are coterminous when shown as contiguous, parallel, or overlap.



Figure 3-3
Routes of Regional Significance

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Today, the area within the San Ramon city limits is mostly developed and the challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer equilibrium. A broad range of housing issues is discussed further in the Housing Element.

GUIDING POLICY

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

IMPLEMENTING POLICIES

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

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

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

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

- 3.6-I-3 Prepare a biennial report on the implementation of actions outlined in the Housing Element, for submittal to Contra Costa Transportation Authority as part of the biennial Growth Management Program Compliance Checklist. The report will demonstrate reasonable progress by illustrating how San Ramon has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development.

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

- 3.6-I-4 As part of the development review process, support the accommodation of public transit, bicycle, and pedestrian access for new development.

