

# Growth Management Element

City of Mission Viejo

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## **INTRODUCTION TO THE GROWTH MANAGEMENT ELEMENT**

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The City of Mission Viejo Growth Management Element responds to a mandatory requirement that all Orange County jurisdictions adopt a Growth Management Element to its General Plan. This mandatory requirement results from the 1990 passage of the Revised Traffic Improvement and Growth Management Ordinance, also known as Measure M, by Orange County voters. Pursuant to the provisions of Measure M and in accordance with the requirements of a developed jurisdiction as defined by Measure M, this Element mandates that growth and development be based upon the City's ability to provide an adequate circulation system.

This element outlines goals and policies to implement effective growth management in the City of Mission Viejo, to ensure that the capacity of the City's transportation infrastructure, and the levels of service standards adopted by the City, are assessed in conjunction with new development proposals within and outside the boundaries of the City.

This element is a comprehensive update to the City's first Growth Management Element adopted on April 27, 1992.

## **PURPOSE OF THE GROWTH MANAGEMENT ELEMENT**

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The purpose of the Growth Management Element is to ensure that land use decisions include an assessment of how the additional traffic generated by proposed new development, will impact transportation capacity and levels of service conditions on the city's existing and planned circulation system.

The Growth Management Element establishes a set of policies which provide direction on how the community can ensure that its transportation system can service new development while maintaining its traffic levels of service standards.

In summary, the goals of this Element are to:

- Manage traffic congestion to maintain city-established levels of service standards;
- Maintain levels of service standards by requiring new development to contribute its fair share towards identified traffic improvements;
- Phase new development in concert with roadway infrastructure provision;

- Ensure that new development located in neighboring jurisdictions are analyzed to identify and mitigate traffic impacts upon city streets;
- Participate with neighboring jurisdictions to address areawide and regional traffic congestion issues; and,
- Strive towards achieving balanced land uses in residential, nonresidential and public land uses.

The Growth Management Element responds to the provisions of the Orange County Measure M Growth Management Program and the statewide Congestion Management Program (CMP) in addressing land use impacts upon transportation systems.

## **RELATED PLANS AND PROGRAMS**

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### **Orange County Division, League of California Cities Countywide Traffic Improvement and Growth Management Program**

On November 6, 1990, Orange County voters approved Measure M, the Revised Traffic Improvement and Growth Management Ordinance, providing the funding for needed countywide transportation improvements. Measure M authorized the imposition of a 1/2 cent retail transaction and use tax for a period of twenty years effective April 1, 1991.

Annually, 14.6 percent of the Measure M net tax revenue shall be made available to eligible Orange County jurisdictions, for street maintenance and transportation improvement projects and programs. This apportionment, referred to as the Measure M “turnback,” is apportioned to each jurisdiction by applying a formula using population, miles of Master Plan of Arterial Highways roadways, and taxable sales. To maintain eligibility for receipt of the Measure M turnback funds, each Orange County jurisdiction is required to annually comply with specific requirements outlined in the Measure M Ordinance, including adopting a Growth Management Element to its General Plan and implementing a Growth Management Plan.

The Countywide Traffic Improvement and Growth Management Program is designed to achieve a cooperative process among Orange County local jurisdictions to coordinate and implement traffic improvements and stronger planning on a countywide basis, while also maintaining local authority over land use decisions and establishing transportation performance standards.

The Countywide Traffic Improvement and Growth Management Program states that each jurisdiction is to adopt a Growth Management Element of its General Plan, with its provisions to be applied in the development review process. Growth management provisions that are required to be included in the General Plan are as follows:

- Specify Traffic Level of Service (LOS) standards;
- Adopt a Development Mitigation Program;
- Adopt a Development Phasing and Annual Monitoring Program; and,
- Participate in inter-jurisdictional planning forums.

In addition, local jurisdictions are required to:

- Address balanced housing opportunities and jobs opportunities; and
- Adopt a transportation demand management ordinance.

These provisions are addressed in the goals, policies and implementation programs outlined in the Growth Management Element.

### **Orange County Congestion Management Program**

With the passage of the June 1990 gas tax increase (Proposition 111), urbanized areas in the State with a population of 50,000 or more are required to adopt a Congestion Management Program (CMP). In 1991, a majority of Orange County local jurisdictions designated the Orange County Transportation Authority (OCTA) as the Congestion Management Agency for Orange County, with said agency responsible for developing, monitoring and biennially updating Orange County's CMP.

The goals of Orange County's CMP, as required by the Government Code, are to reduce traffic congestion and to provide a mechanism for analyzing and coordinating land use and development decisions upon a defined circulation network called the CMP Highway System. In the City of Mission Viejo, the CMP Highway System includes Interstate 5, the Foothill Transportation Corridor, El Toro Road, and Crown Valley Parkway. The Orange County CMP also identifies Levels of Service Standards for the CMP Highway System, and a traffic analysis process and methodology by which to analyze the impacts of land use decisions upon the CMP Highway System. Every two years, local jurisdictions are required to report compliance with the provisions of the Orange County CMP, as a prerequisite to receiving state gas tax funds.

The Measure M Ordinance recognizes the similarity of its goals and implementation strategies to the Orange County CMP, and required that the Measure M Growth Management Program be reconciled with the Congestion Management Program to minimize duplication. The reconciliation processes and methodologies have been established. The policies and objectives contained in the City of Mission Growth Management Element are consistent with both programs, and the applicable implementation requirements identified in the City of Mission Viejo Growth Management Plan are consistent with both programs.

## **State and Federal Highway System**

Although the Growth Management Element places specific emphasis on the phasing of arterial highway improvements commensurate with development, the County's overall transportation system is greatly influenced by the federal and state highway system. Thus, any growth management plan must also recognize the existing federal and state highway system in policy development and plan implementation.

The Orange County Master Plan of Arterial Highways (MPAH) defines a network of countywide surface roadways comprising freeways, transportation corridors, and five main arterial highway classifications. The Orange County MPAH is intended to support and serve existing and General Plan adopted land uses in both incorporated and unincorporated areas of the County. The arterial system is designed to serve as part of a balanced transportation system (autos, rail, transit, trucks, buses, bicycles, pedestrians). The arterial system provides for both through movement and collector functions. Principal, major and primary arterial highways are intended to accommodate intra-regional traffic and complement both the federal and state highway system and the local street network. Secondary arterials and collector arterials serve a collector function, which funnel traffic from local streets to the principal, major and primary arterial system.

As congestion continues to increase on the federal and state highway system and as construction activity commences on the federal and state highway system, more drivers are utilizing the arterial system as alternative routes, particularly those arterials paralleling freeways, or those arterials serving the same trip destination as the freeways. Consequently, some of these arterials are becoming increasingly congested in the City of Mission Viejo. This situation is of special concern on those arterials which provide access to the freeway system.

## **Mission Viejo General Plan**

The Growth Management Element is closely related to the goals, policies plans and programs outlined in other Mission Viejo General Plan elements. The Land Use Element, for example, contains policies to ensure the proper timing of infrastructure in relation to anticipated demand, and requires new development to contribute to its fair share of necessary public services and facilities.

The Circulation Element ensures efficiencies of roadways by identifying levels of service standards for arterial streets; requiring the conduct of traffic impact analyses for new development; and promoting transportation demand strategies to reduce congestion.

Table GM-1 outlines adopted policies from other Mission Viejo General Plan elements which relate to the provisions and implementation of the Growth Management Element.

## **California Environmental Quality Act Law and Guidelines**

The California Environmental Quality Act (CEQA) was adopted by the State legislature in response to a public mandate, calling for thorough environmental analysis of projects that might adversely affect the environment. The provisions of the law, project review procedure, and subsequent analysis are described in the CEQA Law and Guidelines. The CEQA Guidelines are found in Title 14 of the California Code of Regulations, commencing at Section 15000. As identified in the Growth Management Plan, the environmental process is a key mechanism in identifying transportation impacts and ensuring appropriate mitigation to any impacted facilities.

## **Related Agencies' Plans and Programs**

Other adopted plans and programs which relate to growth management include:

- County Master Plan of Arterial Highways, administered by OCTA;
- Foothill Circulation Phasing Program, administered by the County of Orange;
- Foothill, San Joaquin Hills, and Eastern Transportation Corridors, administered by the Transportation Corridor Agencies; and,
- Orange County Congestion Management Program, administered by OCTA.

## **SCOPE AND CONTENT OF ELEMENT**

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The Growth Management Element is organized into two main sections: The Growth Management Goals and Policies, and the Growth Management Plan. The goals encompass five key issue areas to plan and provide for traffic improvements in the City, in concert with orderly growth and development both within and outside the jurisdictional boundaries of the City. Policies are identified for each goal. These policies establish direction to achieve the stated goals.

Recognizing that the goals and policies are general in nature, the Growth Management Plan then discusses and illustrates the framework of actions and mechanisms that can be employed to execute the stated goals and policies.

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## GROWTH MANAGEMENT ELEMENT GOALS AND POLICIES

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This section contains five goals and their associated policies to achieve responsible growth that recognizes the availability and capacity of the existing and planned transportation infrastructure system.

### TRANSPORTATION CAPACITY

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A well-planned transportation system facilitates the movement of people, products, and vehicles and provides safe and convenient access to the community and surrounding areas. The City of Mission Viejo has analyzed citywide circulation needs in conjunction with the adoption of its General Plan land use and circulation elements, and has identified levels of service standards for its arterial streets. To maintain these levels of service standards, the City requires development projects to conduct project-specific traffic assessments to determine the impacts of the project's additional trips upon the existing and planned circulation system; and, identify appropriate mitigation to achieve additional roadway capacity that would manage congestion and maintain desirable levels of service. Further, the requirement to analyze the impacts of land use decisions upon the local and regional transportation systems and to mitigate identified impacts achieves provisions of the statewide Congestion Management Program and the Orange County Measure M Growth Management Program.

**GOAL 1: Manage traffic congestion to maintain city-established levels of service standards.**

**Policy 1.1:** Establish a Level of Service (LOS) standard of LOS "D" or better at arterial intersections under the sole control of the City of Mission Viejo. Along Crown Valley Parkway and El Toro Road—roadways on the adopted Congestion Management Program Highway System—establish a Level of Service (LOS) standard of LOS "E" for Crown Valley Parkway and El Toro Road arterial intersections.

**Policy 1.2:** Require applicable development projects to evaluate potential traffic impacts upon the circulation system and upon established levels of service standards, both within and outside the city's jurisdictional boundaries, in accordance with the traffic impact analysis procedures established by the Orange County Congestion Management Program and Measure M Growth Management Program provisions.

- Policy 1.3:** Participate in Measure M Growth Management Area (GMA) multi-jurisdictional planning forums to identify existing and projected land uses and necessary transportation improvements supporting each jurisdiction's General Plan development at the GMA level.
- Policy 1.4:** Annually adopt and implement a Seven Year Capital Improvement Program to plan for transportation capacity improvements and programs.
- Policy 1.5:** Promote traffic reduction strategies for new development through the City's Transportation Demand Management (TDM) regulations.

## **DEVELOPMENT MITIGATION, PHASING AND MONITORING**

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To conduct responsible land use and transportation planning, the City of Mission Viejo recognizes that a local jurisdiction must understand how the additional traffic generated by new development will impact transportation levels of service within and outside the jurisdiction's boundaries.

Through this assessment, a local jurisdiction can subsequently identify circulation improvements that are necessary to accommodate the increased traffic and maintain the Levels of Service goals established in the Growth Management Element.

As capacity improvement needs are identified, the City shall then ensure that new development pay its fair share contribution towards the identified transportation improvements. This forms the basis of Development Mitigation, as required by the Measure M Growth Management Program.

The Measure M Growth Management Program further requires that local jurisdictions ensure that transportation infrastructure is added as development proceeds, so that circulation improvements are in balance with traffic demand. This requirement is known as Development Phasing. Development Phasing requirements apply strictly to those roadway improvements that are under the sole control of a city. Any roadway improvements located outside the city, that are identified as necessary to accommodate new development within a city, are not subject to phasing requirements.

An annual assessment of the status of improvements delivery comprises the Development Monitoring requirements of Measure M.

These three Measure M requirements: Development Mitigation, Development Phasing, and Development Monitoring, are integrated in the following goals and policies of the Growth Management Element:

**GOAL 2: Maintain levels of service standards on city roadways by requiring new development to pay its fair share towards circulation improvements needed to accommodate project traffic (Development Mitigation).**

**Policy 2.1:** Require new development to identify transportation improvements necessary to maintain adopted levels of service standards resulting from the additional traffic generated from new development.

**Policy 2.2:** Require new development to pay its fair share contribution towards transportation improvements, including payment of fees towards adopted transportation fee programs, fair-share costs for transportation improvements located in neighboring jurisdictions, and fair-share costs for transportation improvements necessary to accommodate the buildout of the City's General Plan.

**Policy 2.3:** Require new development to construct those transportation improvements necessary to maintain adopted levels of service standards at project buildout, for transportation improvements located in the City of Mission Viejo.

**Policy 2.4:** Require that any development contributing measurable impacts to intersections on the Measure M Deficient Intersection list and all projects contributing cumulatively or individually, 10% or more of the traffic using an intersection, to be assessed a mitigation fee determined by the City and locally administered as part of the Capital Improvement Program.

**Policy 2.5:** Require that Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.

**GOAL 3: Phase new development to the timing of transportation infrastructure necessary to accommodate project traffic, to maintain city-established levels of service standards on city transportation facilities impacted by new development (Development Phasing).**

**Policy 3.1:** Require new development to be phased in concert with any required transportation improvements that are necessary to accommodate the traffic generated by new development.

To achieve this policy, utilize mechanisms such as conditions of approval, environmental mitigation measures, the city's capital improvement program and development agreement provisions, to allow for the timely coordination and delivery of transportation improvements that are needed to maintain city levels of service standards.

Intersections under the jurisdiction of another city, the County, the state, or those included on a Deficient Intersection List adopted by the City of Mission Viejo, shall be exempt from this timing requirement.

**Policy 3.2:** Monitor the status and the implementation of phased circulation improvements that have been conditioned upon development projects, to ensure that roadway capacity provision is being provided in concert with development (Development Monitoring).

## **TRAFFIC IMPACTS GENERATED FROM DEVELOPMENT OUTSIDE THE CITY**

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In Year 2003, the City of Mission Viejo is 98% built-out. However, arterial roadways in the City continue to serve as regional access points to freeways and tollroad facilities, due to the limited number of east-west arterials that access the freeway system. The impacts of development outside the City, which use transportation facilities within the city, are significant. City arterials built to their master-planned configuration are becoming constrained with more traffic demand.

Active participation in the review of development projects proposed in adjacent jurisdictions and review of proposed Master Plan of Arterial Highway amendments allow the City of Mission Viejo to understand how outlying development could impact the city's circulation system. Through such reviews, the City of Mission Viejo can identify mitigation measures or funding contributions which are needed to improve the levels of service of city streets and intersections that are projected to be impacted by new development, land use changes, or MPAH amendments proposed in neighboring jurisdictions.

For these reasons, the following goal and policies are established.

**Goal 4:** **Ensure that impacts to City of Mission Viejo streets and intersections caused by traffic generated from land use changes, new development, or MPAH amendments proposed in neighboring jurisdictions, are mitigated to allow the City to maintain its Levels of Service standards.**

**Policy 4.1:** Monitor proposed development projects and land use changes in neighboring jurisdictions and ensure that transportation-related impacts to City of Mission Viejo roadways are mitigated to the extent feasible.

**Policy 4.2:** Monitor amendments to the Orange County Master Plan of Arterial Highways that are proposed by neighboring jurisdictions, to ensure that any impacts to City of Mission Viejo roadways resulting from any changes/deletions to the MPAH, are analyzed.

**Policy 4.3:** Participate in GMA 9 and GMA 10 Inter-Jurisdictional Planning Forums to discuss developments with multi-jurisdictional transportation impacts.

## AREA WIDE TRAFFIC CONGESTION

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The state Congestion Management Program and the Orange County Measure M Growth Management Program require that local development decisions consider the effects of development upon affected jurisdictions as well as upon the local and regional transportation infrastructure. In Orange County, a cooperative framework for local jurisdictions to address areawide and regional land use and transportation concerns has been established. Geographic boundaries, known as Growth Management Areas (GMAs), have been adopted to facilitate multi-jurisdictional transportation needs and funding strategies, to allow Orange County jurisdictions to implement their respective General Plan land use elements while recognizing how the implementation of their respective General Plan land uses will impact circulation network capacities within the GMAs. In Orange County, the boundaries of eleven GMAs have been established, focusing on multi-jurisdictional, high volume planning areas. These GMAs are illustrated in Figure GM-1. The City of Mission Viejo is located in two GMAs: GMA 9 and GMA 10.

**GOAL 5: Participate with neighboring jurisdictions to address areawide and regional traffic congestion issues.**

**Policy 5.1:** Participate in inter-jurisdictional planning forums within GMA 9 and GMA 10 to cooperatively:

- Address cumulative traffic impacts at the areawide and regional levels;
- Coordinate identification and funding of areawide and regional transportation improvements; and,
- Adopt and implement a fee for areawide traffic impact mitigation at the GMA-level,

to address the cumulative impacts of GMA-level General Plan development on the regional transportation system.

**Policy 5.2:** Adopt a seven-year City capital improvement program, in conformance with the provisions of Measure M Growth Management Program and the Congestion Management Program, for the purpose of identifying planned circulation improvements that will improve capacity needs of those segments of the Orange County MPAH and Congestion Management Program Highway System that are located in the City. Said 7-Year CIP shall include areawide transportation improvements approved at the GMA-level which the City shall serve as the Lead Agency for implementation.

**Policy 5.3:** Adopt a two-year City capital improvement program that budgets funding for city capital improvement projects. Said two-year CIP shall include areawide

transportation improvements approved at the GMA-level which the City shall serve as the Lead Agency for implementation.

**Policy 5.4:** Pursue outside funding opportunities through countywide, state and federal funding programs to supplement transportation funding needs for areawide transportation improvements which the City shall serve as the Lead Agency for implementation.

## **JOBS / HOUSING BALANCE**

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The quality of life for residents not only depends on the physical setting and social amenities afforded to individuals and families while at home, but also the convenience and availability of adequate job opportunities to support their home lifestyle. Increasing the availability of local employment opportunities consistent with local labor skills affords residents with realistic alternatives to extended job commuting patterns and enhances their quality of life within the community.

**GOAL 6: Recognizing the constraints of existing physical development, strive towards achieving balanced land uses in residential, non-residential and public land uses.**

**Policy 6.1:** Continue to strive towards achieving a balance of land uses.

**Policy 6.2:** Continue to provide employment opportunities within the City to allow residents living in the community to be able to work within the community.

# GROWTH MANAGEMENT AREAS

Orange County, California

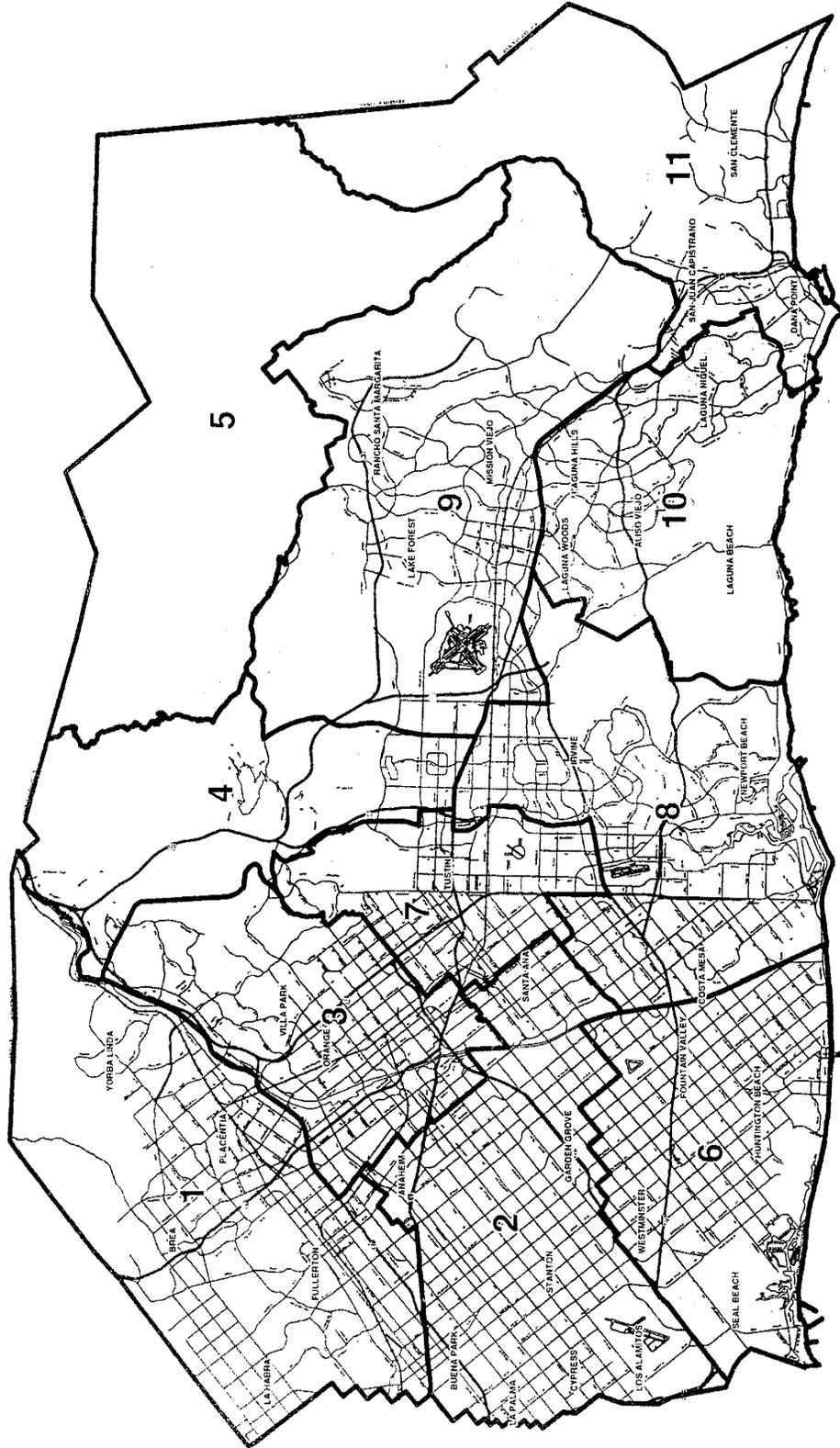


Figure GM-1: Orange County Measure M Growth Management Areas

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## RELATED GOALS AND POLICIES

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The goals and policies contained in this Element serve as a framework for the City's implementation of growth management provisions that are required by the Measure M Growth Management Program. The goals and policies contained in this Element also interface with policies from other General Plan elements, especially the Land Use Element and the Circulation Element. Recognizing that the Growth Management Element's goals and policies must be achieved while maintaining internal consistency among the other elements of the General Plan, it is noted that the Element does not replace or supersede any of the other General Plan elements. The Element serves to provide a structure to comprehensively address growth management policies that are contained in this Element, as well as those supporting goals and policies in other General Plan elements. Other elements containing policies that serve to support the aims expressed in this Element are identified in Table GM-1: Growth Management Policies by Element.

**TABLE GM-1  
GROWTH MANAGEMENT POLICIES BY ELEMENT**

ISSUE -AREA	POLICIES BY ELEMENT							
	Land Use	Housing	Circulation	Conservation /Open Space	Public Safety	Noise	Public Facilities	Economic Development
Transportation Capacity	2.1, 2.2	4.1	1.1, 1.6, 1.7, 1.12, 1.13, 1.15, 1.17, 3.3 – 3.8, 4.1 – 4.7, 5.2, 5.4 – 5.7, 7.2	1.13	8.7			2.1 – 2.4
Development Mitigation, Phasing and Monitoring	2.2 – 2.7, 2.13, 2.16	4.1	1.6, 1.7, 1.12, 1.13					2.2, 2.3
Traffic Impacts Generated from Development Outside the City			1.17, 2.1 – 2.5					
Area-wide Traffic Congestion	2.13, 2.16		2.1 – 2.5					2.3, 2.4
Jobs / Housing Balance	1.1, 1.3							3.0, 3.4, 3.6, 3.11, 3.12

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## THE GROWTH MANAGEMENT PLAN

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This section of the Growth Management Element includes an identification and discussion of the implementation programs by which the City can achieve its goals for growth management.

### GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK

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The Measure M Growth Management Program requires that each Orange County jurisdiction:

- Implement a Development Mitigation Program that ensures that new development pay its fair share of transportation costs associated with that development, including participation in adopted transportation fee programs;
- Implement a Development Phasing and Monitoring Program that provides mechanisms by which required transportation improvements are coordinated with anticipated new development; and further, to annually report the status of delivery of required transportation improvements;
- Adopt transportation demand management provisions that are applied to new nonresidential development, which has been achieved through the City of Mission Viejo Development Code; Chapter 9.24;
- Annually participate in inter-jurisdictional planning forums to address areawide transportation needs and adopt a priority list of transportation improvements for funding consideration; and,
- Promote a balance of housing opportunities and jobs opportunities to enable residents in the City to be able to work in the City, thereby minimizing extended job commuting patterns.

Achievement of coordinated land use development and transportation infrastructure provision requires a complementary commitment of actions. To execute these actions, the Measure M Growth Management Program emphasizes the use of existing processes and mechanisms, wherever possible, to eliminate duplication of effort.

The City of Mission Viejo implements a breadth of actions to execute the policies contained in the Growth Management Element. These implementation programs include city processes, actions and regulations, in addition to areawide processes and programs established by other agencies. To describe the relationship between each stated General Plan goal and related

policies, and link them with the corresponding implementation programs that exist to achieve the stated goals and policies, Table GM-2 is established.

Table GM-2 comprises the framework of the City's implementation of growth management provisions. Table GM-2 provides a correlation between each Growth Management goal and policy and identifies and discusses their applicable implementation actions. This table also identifies the objectives of conducting these implementation programs, in pursuing growth management considerations in land use and MPAH planning processes.

The Growth Management Plan also recognizes that new or amended implementation programs will continue to be developed, either by the City or by outside agencies. Thus, the Growth Management Plan serves as an evolving template of the City's growth management efforts.

**TABLE GM-2: GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p align="center"><b>Issue Area: Transportation Capacity</b></p>	<p align="center"><b>Growth Management Element (GME) Policies – To Support Achievement of the General Plan Goal</b></p>	<p align="center"><b>Programs That Implement GME Policies</b></p>	<p align="center"><b>Objectives of Programs that Implement GME Policies</b></p>
<p><u>TRANSPORTATION CAPACITY:</u> Preface: A well-planned transportation system facilitates the movement of people, products, and vehicles and provides safe and convenient access to the community and surrounding areas. The City of Mission Viejo has analyzed citywide circulation needs in conjunction with the adoption of its General Plan land use and circulation elements, and has identified levels of service standards for its arterial streets. To maintain these levels of service standards, the City requires development projects to conduct project-specific traffic assessments to: determine the impacts of the project’s additional trips upon the existing and planned circulation system; and, identify appropriate mitigation to achieve additional roadway capacity that would manage congestion and maintain desirable levels of service. Further, the requirement to analyze the impacts of land use decisions upon the local and regional transportation systems and to mitigate identified impacts achieves provisions of the statewide Congestion Management Program and the Orange County Measure M Growth Management Program.</p> <p><b>GOAL 1: Manage traffic congestion to maintain city-established levels of service standards.</b></p>	<p>Policy 1.1: Establish a Level of Service (LOS) standard of LOS “D” or better at arterial intersections under the sole control of the City of Mission Viejo. Along Crown Valley Parkway and El Toro Road—roadways on the adopted Congestion Management Program Highway System—establish a Level of Service (LOS) standard of LOS “E” for Crown Valley Parkway and El Toro Road arterial intersections.</p> <p>Policy 1.2: Require applicable development projects to evaluate potential traffic impacts upon the circulation system and upon established levels of service standards, both within and outside the city’s jurisdictional boundaries, in accordance with the traffic impact analysis procedures established by the Orange County Congestion Management Program and Measure M Growth Management Program provisions.</p> <p>Policy 1.3: Participate in Measure M Growth Management Area (GMA) multi-jurisdictional planning forums to identify existing and projected land uses and necessary transportation improvements supporting each jurisdiction’s General Plan development at the GMA level.</p> <p>Policy 1.4: Annually adopt and implement a Seven Year Capital Improvement Program to plan for transportation capacity improvements and programs.</p> <p>Policy 1.5: Promote traffic reduction strategies for new development through the City’s Transportation Demand Management (TDM) regulations.</p>	<p>City Development Review Process</p> <p>City Environmental Review Process</p> <p>City Development Code TDM regulations</p> <p>GMA Inter-Jurisdictional Planning Forums</p> <p>City 2-Year Capital Improvement Program Budget</p> <p>Public Works Department 7-Year CIP</p>	<p><u>City Development Review/Environmental Review:</u> Permits an evaluation of transportation impacts in conjunction with the project’s environmental determination, and identification of potential transportation improvements necessary to maintain city-adopted levels of service standards that are imposed through conditions of approval and/or environmental mitigation measures. Actions include:</p> <ul style="list-style-type: none"> <li>•Determination of traffic study requirements</li> <li>•Identification of recommended traffic improvements</li> <li>•Imposition of traffic improvements through conditions of approval and/or environmental mitigation measures</li> <li>•Assessment and imposition of TDM provisions</li> <li>•Transmittal of projects to OCTA for input on transit impacts and opportunities.</li> </ul> <p><u>City TDM regulations (Development Code; Chapter 9.24):</u> Permits implementation of project-specific, facilities-based improvements on new development to promote and encourage the use of alternatives to the single-occupant vehicle, such as ridesharing, public transit, walking and biking. Imposed as conditions of approval.</p> <p><u>GMA Inter-Jurisdictional Planning Forums:</u> The City of Mission Viejo participates in two inter-jurisdictional planning forums: GMA 9 and GMA 10. Technical and policy representatives from jurisdictions in each GMA meet annually to address multi-jurisdictional transportation issues and recommend funding for areawide transportation improvements, with a designated Lead Agency. Awarded projects are integrated into a City’s Capital Improvement Program.</p> <p><u>City Capital Improvement Programs:</u> Implements an adopted two-year budget and a seven-year planning horizon of transportation-related, capital improvements that identify city-administered improvement projects and funding needs to improve traffic conditions and assist in achieving the City’s levels of service objectives.</p>

**GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p align="center"><b>Issue Area: Development Mitigation, Phasing and Monitoring</b></p>	<p align="center"><b>Growth Management Element (GME) Policies – To Support Achievement of the General Plan Goal</b></p>	<p align="center"><b>Programs That Implement GME Policies</b></p>	<p align="center"><b>Objectives of Programs that Implement GME Policies</b></p>
<p><u>DEVELOPMENT MITIGATION:</u> Preface: To conduct responsible land use and transportation planning, the City of Mission Viejo recognizes that a local jurisdiction must understand how the additional traffic generated by new development will impact transportation levels of service within and outside the jurisdiction’s boundaries.</p> <p>Through this assessment, a local jurisdiction can subsequently identify circulation improvements that are necessary to accommodate the increased traffic and maintain the Levels of Service goals established in the Growth Management Element.</p> <p>As capacity improvement needs are identified, the City shall then ensure that new development pay its fair share contribution towards the identified transportation improvements. This forms the basis of Development Mitigation, as required by the Measure M Growth Management Program.</p> <p><b>GOAL 2: Maintain levels of service standards on city roadways by requiring new development to pay its fair share towards circulation improvements needed to accommodate project traffic (Development Mitigation).</b></p>	<p>Policy 2.1: Require new development to identify transportation improvements necessary to maintain adopted levels of service standards resulting from the additional traffic generated from new development.</p> <p>Policy 2.2: Require new development to pay its fair share contribution towards transportation improvements, including payment of fees towards adopted transportation fee programs, fair-share costs for transportation improvements located in neighboring jurisdictions, and fair-share costs for transportation improvements necessary to accommodate the buildout of the City’s General Plan.</p> <p>Policy 2.3: Require new development to construct those transportation improvements necessary to maintain adopted levels of service standards upon project buildout, for transportation improvements located in the City of Mission Viejo.</p> <p>Policy 2.4: Require that any development contributing measurable impacts to intersections on the Measure M Deficient Intersection list and all projects contributing cumulatively or individually, 10% or more of the traffic using an intersection, to be assessed a mitigation fee determined by the City and locally administered as part of the Capital Improvement Program.</p> <p>Policy 2.5: Require that Measure M sales tax revenues shall not be used to replace private developer funding which has been committed for any project or normal subdivision obligations.</p>	<p>City Development Review Process</p> <p>City Environmental Review Process</p> <p>City Master Plan of Roadways</p> <p>Adopted City and Areawide Fee Programs:</p> <ul style="list-style-type: none"> <li>•Foothill Circulation Phasing Program</li> <li>•Major Thoroughfare and Bridge Fee Program for the San Joaquin Hills Transportation Corridor (SJHTC)</li> <li>•Major Thoroughfare and Bridge Fee Program for the Foothill/Eastern Transportation Corridor (F/ETC)</li> <li>•Crown Valley Parkway Corridor Fee Program</li> <li>•El Toro Road Fee Program</li> <li>•Moulton Parkway/Laguna Niguel Road Fee Program</li> <li>•Santiago Canyon Road Fee Program</li> </ul> <p>GMA Inter-Jurisdictional Planning Forums:</p> <ul style="list-style-type: none"> <li>•adopted the SJHTC fee program as the minimally acceptable impact fee levels for development within GMA 9 and GMA 10</li> </ul> <p>City 2-Year Capital Improvement Program Budget/ Public Works Department 7-Year CIP</p> <p>Traffic Improvement/Public Facilities Development Agreements</p> <p>City Traffic Count Program</p>	<p><u>City Development Review/Environmental Review:</u> Provides the mechanism for ensuring that new development will contribute to the cost of roadway improvements needed to serve that development. Based upon project traffic study, city to require the implementation of appropriate mitigation measures/conditions of approval to ensure that new development pays its fair share of identified transportation improvement costs, to achieve the purpose of the Measure M Development Mitigation requirement and to maintain levels of service on the City Master Plan of Roadways.</p> <p><u>Adopted Fee Programs:</u> City, county, and areawide fee programs adopted by said agencies use the collected fees from new development to fund specific transportation improvements. The Development Review and Environmental Review process identifies the fee programs applicable to new development, and conditions new development to pay fees towards the appropriate fee program. City fee program projects are administered through the City’s Capital Improvement Program.</p> <p><u>Traffic Improvement/Public Facilities Development Agreement:</u> Legally binding agreement between a project applicant and the city that can also determine a project’s contribution towards transportation improvements.</p> <p><u>Traffic Count Program:</u> Maintains the City’s citywide annual traffic count program to ensure that current data is available for use in the planning and analysis of the City’s roadway system, and that levels of service on the city’s roadways is monitored.</p>

**GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p align="center"><b>Issue Area: - Development Mitigation, Phasing and Monitoring</b></p>	<p align="center"><b>Growth Management Element (GME) Policies – To Support Achievement of the General Plan Goal</b></p>	<p align="center"><b>Programs That Implement GME Policies</b></p>	<p align="center"><b>Objectives of Program that Implement GME Policies</b></p>
<p><u>DEVELOPMENT PHASING AND MONITORING</u> Preface: The Measure M Growth Management Program further requires that local jurisdictions ensure that transportation infrastructure is added as development proceeds, so that circulation improvements are in balance with traffic demand. This requirement is known as Development Phasing. Development Phasing requirements apply strictly to those roadway improvements that are under the sole control of a city. Any roadway improvements located outside the city, that are identified as necessary to accommodate new development within a city, are not subject to phasing requirements.</p> <p>An annual assessment of the status of transportation improvements delivery comprises the Development Monitoring requirements of Measure M.</p> <p><b>GOAL 3: Phase new development to the timing of transportation infrastructure necessary to accommodate project traffic, to maintain city-established levels of service standards on city transportation facilities impacted by new development (Development Phasing)</b></p>	<p>Policy 3.1: Require new development to be phased in concert with any required transportation improvements that are necessary to accommodate the traffic generated by new development.</p> <p>Utilize mechanisms such as conditions of approval, environmental mitigation measures, the City’s capital improvement program and development agreement provisions, to allow for the timely coordination and delivery of transportation improvements that are needed to maintain City levels of service standards.</p> <p>Intersections under the jurisdiction of another city, the County, the state, or those included on a Deficient Intersection List adopted by the City of Mission Viejo, shall be exempt from this timing requirement.</p> <p>Policy 3.2: Monitor the status and the implementation of phased circulation improvements that have been conditioned upon development projects, to ensure that roadway capacity provision is being provided in concert with development (Development Monitoring)</p>	<p>City Development Review Process</p> <p>City Environmental Review Process</p> <p>City Measure M Growth Management Program Annual Submittal</p> <p>City Congestion Management Program Biennial Submittal</p>	<p><u>City Development Review/Environmental Review:</u> Through the imposition of conditions of approval and mitigation measures, the City’s development and environmental review processes provide the mechanism to impose Development Phasing by conditioning the issuance of building or grading permits such that the completion of any required roadway improvements are coordinated with development entitlement.</p> <p>The phasing requirement applies only to those transportation facilities and improvements over which the city has sole control. The Measure M Growth Management Program recognizes that the application of development phasing is not appropriate to the timing of transportation improvements that are under the control of another entity, such as a freeway ramp modification construction conducted by Caltrans, or a roadway improvement being administered by a neighboring jurisdiction. In those situations, the payment of applicable fair-share contributions will satisfy the Development Mitigation/Phasing requirements.</p> <p><u>Development Monitoring:</u> The monitoring of roadway improvements implementation is achieved through several programs:</p> <ul style="list-style-type: none"> <li>•The City’s Measure M Growth Management Program Annual Submittal, and the City’s Biennial Congestion Management Program submittal. These submittals include an inventory/monitoring of all development projects with Measure M GMP-required traffic studies, which have been conditioned for transportation improvements, and identifies the status of those improvements delivery.</li> <li>•Mitigation Monitoring program requirements for environmental mitigation measures, as imposed by the California Environmental Quality Act and implemented in conjunction with the City’s environmental review process.</li> </ul>

**GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p><b>Issue Area: - Traffic Impacts Generated from Development Outside the City</b></p>	<p><b>Growth Management Element (GME) Policies To Support Achievement of the General Plan Goal</b></p>	<p><b>Programs That Implement GME Policies</b></p>	<p><b>Objectives of Programs that Implement GME Policies</b></p>
<p><u>TRAFFIC IMPACTS GENERATED FROM DEVELOPMENT OUTSIDE THE CITY</u>                      Preface:                      In Year 2003, the City of Mission Viejo is 98% built-out. However, arterial roadways in the City continue to serve as regional access points to freeways and tollroad facilities, due to the limited number of east-west arterials that access the freeway system. The impacts of development outside the City, which use transportation facilities within the city, are significant. City arterials built to their master-planned configuration are becoming constrained with more traffic demand.                      Active participation in the review of development projects proposed in adjacent jurisdictions, and review of proposed MPAH amendments allows the City of Mission Viejo to understand how outlying development could impact the city's circulation system. Through such review, the City of Mission Viejo can identify mitigation measures or funding contributions which are needed to improve the levels of service of city streets and intersections that are projected to be impacted by new development, land use changes, or MPAH amendments proposed in neighboring jurisdictions.                      For these reasons, the following goal and policies are established.  <b>Goal 4: Ensure that impacts to City of Mission Viejo streets and intersections caused by traffic generated from land use changes, new development, or MPAH amendment proposals in neighboring jurisdictions, are mitigated to allow the City to maintain its Levels of Service standards.</b></p>	<p>Policy 4.1: Monitor proposed development projects and land use changes in neighboring jurisdictions and ensure that transportation-related impacts to City of Mission Viejo roadways are mitigated to the extent feasible.</p> <p>Policy 4.2: Monitor amendments to the Orange County Master Plan of Arterial Highways that are proposed by neighboring jurisdictions, to ensure that any impacts to City of Mission Viejo roadways resulting from any changes/deletions to the MPAH, are analyzed.</p> <p>Policy 4.3: Participate in GMA 9 and GMA 10 Inter-Jurisdictional Planning Forums to discuss developments with multi-jurisdictional transportation impacts.</p>	<p>City Environmental Review Process</p> <p>OCTA MPAH Cooperative Study Process</p> <p>GMA Inter-Jurisdictional Planning Forums</p>	<p><u>City Environmental Review Process:</u>                      Continued review and comment on CEQA environmental determinations and technical documents for development proposals, land use changes and MPAH network changes in neighboring jurisdictions, to achieve an identification of recommended conditions of approval/mitigation measures for improvements to city streets impacted by proposed development and MPAH network changes, and mitigation measures and/or conditions of approval in conjunction with the City's CEQA response and public input to issued environmental documents.</p> <p><u>OCTA MPAH Cooperative Study Process:</u>                      Continued participation in any OCTA-sponsored MPAH Cooperative Study forum that is convened with affected local jurisdictions and agencies upon local jurisdiction submittal of a proposed MPAH amendment. The cooperative study process includes preparation of a traffic study to analyze the MPAH amendment's impact on regional traffic circulation, and OCTA board approval. City participation achieves an identification of local issues and concerns on proposed MPAH amendments, and identification of alternate circulation options and mitigation.</p> <p><u>GMA Inter-Jurisdictional Planning Forums:</u>                      Continued participation in regional planning forums including the Measure M Growth Management Area Inter-Jurisdictional Forums for GMA 9 and 10, to ensure that city comments on development projects with multi-jurisdictional transportation impacts are discussed, and areawide transportation improvements are identified.</p>

**GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p align="center"><b>Issue Area: Areawide Traffic Congestion</b></p>	<p align="center"><b>Growth Management Element (GME) Policies - To Support Achievement of the General Plan Goal</b></p>	<p align="center"><b>Programs That Implement GME Policies</b></p>	<p align="center"><b>Objectives of Programs that Implement GME Policies</b></p>
<p><u>AREAWIDE TRAFFIC CONGESTION</u> Preface: The state Congestion Management Program and the Orange County Measure M Growth Management Program require that local development decisions consider the effects of development upon affected jurisdictions as well as upon the local and regional transportation infrastructure. In Orange County, a cooperative framework for local jurisdictions to address areawide and regional land use and transportation concerns has been established.</p> <p>Geographic boundaries, known as Growth Management Areas (GMAs), have been adopted to facilitate multi-jurisdictional transportation needs and funding strategies, to allow Orange County jurisdictions to implement their respective General Plan land use elements while recognizing how the implementation of their respective General Plan land uses will impact circulation network capacities within the GMAs. In Orange County, the boundaries of eleven GMAs have been established, focusing on multi-jurisdictional, high volume planning areas. These GMAs are illustrated in Figure GM-1. The City of Mission Viejo is located in two GMAs: GMA 9 and GMA 10.</p> <p><b>GOAL 5: Participate with neighboring jurisdictions to address areawide and regional traffic congestion issues.</b></p>	<p>Policy 5.1: Participate in inter-jurisdictional planning forums within GMA 9 and GMA 10 to cooperatively:</p> <ul style="list-style-type: none"> <li>• address cumulative traffic impacts at the areawide and regional levels;</li> <li>• coordinate identification and funding of areawide and regional transportation improvements; and,</li> <li>• adopt and implement a fee for areawide traffic impact mitigation at the GMA-level,</li> </ul> <p>to address the cumulative impacts of GMA-level General Plan development on the regional transportation system.</p> <p>Policy 5.2: Adopt a seven-year City capital improvement program, in conformance with the provisions of Measure M Growth Management Program and the Congestion Management Program, for the purpose of identifying planned circulation improvements that will improve capacity needs of those segments of the Orange County MPAH and Congestion Management Program Highway System that are located in the City. Said 7-Year CIP shall include areawide transportation improvements approved at the GMA-level which the City shall serve as the Lead Agency for implementation.</p> <p>Policy 5.3: Adopt a two-year City capital improvement program that budgets funding for city capital improvement projects. Said two-year CIP shall include areawide transportation improvements approved at the GMA-level which the City shall serve as the Lead Agency for implementation.</p> <p>Policy 5.4: Pursue outside funding opportunities through countywide, state and federal funding programs to supplement transportation funding needs for areawide transportation improvements which the City shall serve as the Lead Agency for implementation.</p>	<p>GMA Inter-Jurisdictional Planning Forums:</p> <ul style="list-style-type: none"> <li>•Annual GMA adoption of a 5-year Transportation Capital Improvement Program and Priority List, for funding consideration under Measure M GMA funding allocations, to address cumulative regional traffic impacts of development.</li> <li>•adoption of the SJHTC fee program as the minimally acceptable impact fee level for development within GMA 9 and GMA 10.</li> </ul> <p>City Public Works Department 7-Year CIP City 2-Year Capital Improvement Program Budget</p> <p>Grant Funding Programs: •OCTA CTFP Freeway/Arterial Competitive Funding Programs: Federal and Local funds •State funding programs</p>	<p><u>GMA Inter-Jurisdictional Planning Forums:</u> Annually, 3.2 percent of Measure M net sales tax revenues will be allocated to the GMA program and distributed to each of the eleven Orange County GMAs.</p> <p>Through the GMA-level adoption of a 5-year Transportation Capital Improvement Program and Priority List, eligible candidate projects can be approved for funding consideration to address areawide transportation deficiencies or needs. Candidate transportation projects are assigned a sponsoring agency (e.g., city or County within the GMA) to manage the funding project. Candidate projects must benefit the GMA as a whole, or at minimum, more than one jurisdiction. Emphasis is also placed on projects that address existing deficiencies.</p> <p>The GMA’s elected officials approve the transportation project list by resolution, prior to submitting it to OCTA for funding consideration through the Measure M funding program process. The City of Mission Viejo has regularly been the lead agency for GMA transportation projects.</p> <p><u>City Public Works Department 7-Year CIP City 2-Year Capital Improvement Program Budget</u> Seven-year planning tool and two-year funding budget to implement capital improvement plans and projects that serve areawide transportation benefit. GMA-funded transportation projects for which the City serves as the Lead Agency, are included.</p> <p><u>Grant Funding Programs:</u> Competitive funding programs at the county, state and federal levels to secure outside funding for areawide transportation plans and projects.</p>

**GROWTH MANAGEMENT ELEMENT AND PLAN FRAMEWORK FOR IMPLEMENTATION**

<p align="center"><b>Issue Area: Jobs/Housing Balance</b></p>	<p align="center"><b>Growth Management Element (GME) Policies – To Support Achievement of the General Plan Goal</b></p>	<p align="center"><b>Programs That Implement GME Policies</b></p>	<p align="center"><b>Objectives of Programs that Implement GME Policies</b></p>
<p><u>JOBS/HOUSING BALANCE:</u> Preface: The quality of life for residents not only depends on the physical setting and social amenities afforded to individuals and families while at home, but also the convenience and availability of adequate job opportunities to support their home lifestyle. Increasing the availability of local employment opportunities consistent with local labor skills affords residents with realistic alternatives to extended job commuting patterns and enhances their quality of life within the community.</p> <p><b>GOAL 6:</b> <b>Recognizing the constraints of existing physical development, strive towards achieving balanced land uses in residential, non-residential and public land uses.</b></p>	<p>Policy 6.1: Continue to strive towards achieving a balance of land uses.</p> <p>Policy 6.2: Continue to provide employment opportunities within the City to allow residents living in the community to be able to work within the community.</p>	<p>City Development Process</p> <p>Orange County Projections Process</p> <p>SCAG Regional Transportation Plan Process</p>	<p><u>City Development Process</u> Approval of land use development consistent with the City’s Land Use Element continues to achieve a balanced distribution of land uses throughout the City and achieves a broad range of housing and business opportunities.</p> <p><u>Orange County Projections Process</u> <u>SCAG Regional Transportation Plan Process</u> The City actively participates in the Orange County Projections (OCP) and SCAG Regional Transportation Plan regional projections processes, whereby population, households and employment information for the city is developed and adopted in five-year forecasts for a 30-year horizon period for transportation and planning purposes.</p> <p>Through these processes, the City monitors an existing (base year) relationship between jobs and households, and forecasts a projection of jobs and households in future years. According to State employment statistics and the U.S. Census, in Year 2000, the City had 1.04 jobs to 1.0 households, which represents a respected balance of nonresidential to residential land uses, as compared to a countywide relationship of 1.9 jobs to 1.0 households.</p>