



Agenda Date: 01/13/2015
Agenda Item: 5.5

STAFF REPORT

Date: Tuesday, January 13, 2015
To: Bryan H. Montgomery, City Manager
From: Kevin Rohani, P.E. Public Works Director/ City Engineer

Approved and Forwarded to City Council:


Bryan H. Montgomery, City Manager

SUBJECT: Approval of the City of Oakley's Contra Costa Transportation Authority (CCTA) Growth Management Program Compliance Checklist for Allocation of Fiscal Year 2013/14 and 2014/15 Local Street Maintenance and Improvement Funds

Background and Analysis

In order to be eligible for the Measure J funds, municipalities in Contra Costa County are required to submit a biennial self-certifying checklist to the Contra Costa Transportation Authority (CCTA) that details how the requirements of Measure J have been complied with. Measure J funds are provided on a fiscal year basis, while the checklist covers a calendar year. Each checklist addresses a specific fiscal year period and a different reporting period. For instance, the current checklist is for Fiscal Years 2013-14 and 2014-15 but the reporting period is for calendar years 2012 and 2013.

When the City of Oakley incorporated, the self-certification process was done annually. However, in 2000 the CCTA switched to a biennial reporting format. City of Oakley has been found in compliance with CCTA requirements for each reporting submittal.

Measure J guidelines require that the checklist be approved by the City Council prior to it being forwarded to CCTA for consideration. Staff has prepared the attached checklist package and attachments for consideration by City Council and is recommending that the City Council adopt the resolution authorizing the Mayor to sign the checklist and forward it to CCTA prior to their June 30, 2015 submittal deadline. CCTA will then process the checklist pursuant to CCTA procedures and will notify the City that the checklist has been approved. This process typically takes several months to complete.

Fiscal Impact

If the City of Oakley does not submit the checklist to CCTA, the City will not be eligible to receive its allocation of Measure J funds.

Staff Recommendation

Staff recommends that the City Council adopt the resolution authorizing the Mayor to sign the checklist and submit it to CCTA for consideration.

Attachments

- 1) Resolution
- 2) Checklist with Exhibits
- 3) Compliance Checklist

RESOLUTION NO. __ - 15

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY, CALIFORNIA
AUTHORIZING THE MAYOR TO SIGN THE CALENDER YEAR 2012 AND 2013 GROWTH
MANAGEMENT PROGRAM CHECKLIST AND FORWARD IT TO THE CONTRA COSTA
TRANSPORTATION AUTHORITY**

WHEREAS, the Contra Costa Transportation Authority Measure J allocates 18% of its revenues to the local municipalities for the maintenance and improvements of local streets and roads; and

WHEREAS, to be eligible for the Fiscal Year 2013-14 and 2014-15 Measure J disbursement, the City must submit a biennial self-certifying checklist to the Contra Costa Transportation Authority by June 30, 2015; and

WHEREAS, prior to submitting to the Contra Costa Transportation Authority, the City Council must review the checklist and find that it is in conformance with the requirements for compliance.

NOW, THEREFORE, BE IT RESOLVED AND ORDERED, by the City Council of the City of Oakley that Calendar Year 2012 and 2013 Growth Management Program checklist is found to be in conformance with the City of Oakley policies and programs for compliance with the Contra Costa Transportation Authority Improvement and Growth Management Program.

BE IT FURTHER RESOLVED AND ORDERED, that the Mayor is authorized to sign the checklist and forward it to the Contra Costa Transportation Authority for consideration.

PASSED AND ADOPTED by the City Council of the City of Oakley, California this 13th day of January, 2015 by the following vote:

AYES:
NOES:
ABSTENTIONS:
ABSENT:

APPROVED:

Doug Hardcastle, Mayor

ATTEST:

Libby Vreonis, City Clerk

Date

City of Oakley

Measure J Growth Management Program Compliance Checklist

For Fiscal Years 2013-14 and 2014-15

List of Exhibits:

- A.) Resolution No. 11-14 - Annual Progress Report on Implementation of Housing Element for City of Oakley
- B.) Annual Housing Element Implementation Progress Report
- C.) Resolution No. 26-13 - Approval of General Plan Amendment for the land use of property at 111 Carol Lane
- D.) Resolution No. 02-13 - Adoption of Complete Street Policy
- E.) Standard Conditions of Approval (Residential)
- F.) Standard Conditions of Approval (Commercial / Industrial)
- G.) Resolution No. 62-14 - City of Oakley CIP for FY 2014-15 through 2018-19
- H.) Resolution No. 76-02 - Adoption of the Oakley 2020 General Plan and related mitigation findings regarding alternatives, a statement of overriding considerations, and a Mitigation Monitoring Program
- I.) Resolution No. 92-08 - Adoption of the Contra Costa County Measure L Urban Limit Line (ULL)
- J.) Resolution No. 33-10 - Oakley Downtown Specific Plan

RESOLUTION NO. 11-14**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY MAKING FINDINGS AND APPROVING THE ANNUAL PROGRESS REPORT ON IMPLEMENTATION OF THE HOUSING ELEMENT FOR THE CITY OF OAKLEY**

WHEREAS, in November 1998, the voters approved the incorporation of the City of Oakley, to be effective July 1, 1999; and

WHEREAS, on July 1, 1999, the City of Oakley was incorporated; and

WHEREAS, after incorporation, the City adopted the Contra Costa County General Plan for the Oakley Area as its General Plan, the County's subdivision ordinance as its subdivision Ordinance, and the County's zoning ordinance as its zoning ordinance (Ordinance Nos. 1-99, 17-99, 22-99). Since that time, the City has prepared its own General Plan, as required by Government Code Section 65360; and

WHEREAS, in December 2002, the Oakley City Council adopted the Oakley 2020 General Plan; and as part of the General Plan the City developed a 2001-2007 Housing Element, which was certified by The State Department of Housing and Community Development (HCD) in 2005; and

WHEREAS, in August 2009, the Oakley City Council adopted the 2007-2014 Housing Element,

WHEREAS, the City is required to provide housing opportunities for all income groups. HCD reviews the Housing Element portion of the General Plan, and requires an Annual Progress Report on the Implementation of the Housing Element; and

NOW, THEREFORE, on the basis of the above findings of fact and the entire Record, the City Council makes the following additional findings in support of the approvals:

1. The City has completed an Annual Progress Report (Attachment 1), which outlines the progress the City has made on the goals and policies outlined in the Housing Element:
 - a. The City shall meet the State Department of Housing and Community Development Department (HCD) requirements to ensure the City is providing adequate housing types for all income groups.
 - b. Compliance with HCD requirements will provide for orderly, well balanced growth within the City.

PASSED AND ADOPTED: by the City Council of the City of Oakley at a meeting held on the 11th day of March 2014, by the following vote: 5-0

AYES: Burgis, Hardcastle, Pope, Rios, Romick

NOES:

ABSENT:

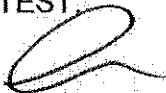
ABSTENTIONS:

APPROVED:



Randy Pope, Mayor

ATTEST:



Libby Vreonis, City Clerk



Date

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

Jurisdiction City of Oakley
 Reporting Period 1/1/2013 - 12/31/2013

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

Housing Development Information								Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions	
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No. or project name or address)	Unit Category	Tenure R-Residential D-Commercial	Affordability by Household Income				Total Units per Project	Ext. F. (Ext. Units)	Assistance Programs for Each Development See Instructions	Deed Restriction Units See Instructions	Note: Enter the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the project's affordability was made affordable. Refer to instructions.
			Very Low Income	Low Income	Moderate Income	Above- Moderate Income					
Corporation for Better Housing	5+	R	18	11	1		30		TCAC	DB	
(9) Total of Moderate and Above Moderate from Table A3					199	3	200				
(10) Total by income Table A/A3			18	11	200	3					
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

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

Jurisdiction City of Oakley
 Reporting Period 1/1/2013 - 12/31/2013

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

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

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low Income*	Very Low Income	Low Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	Most of the facilities are relatively new and maintained. Rehabilitation is not needed at this time.
(2) Preservation of Units At-Risk				0	Currently no units are at risk.
(3) Acquisition of Units				0	No additional units were acquired in the one year time frame from January 1, 2013 to December 31, 2013.
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

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

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate	196		1			197	
No. of Units Permitted for Above Moderate	3					3	

* Note: This field is voluntary

Jurisdiction	City of Oakley		
Reporting Period	1/1/2013	-	12/31/2013

Regional Housing Needs Allocation Progress

[illegible]

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

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

Jurisdiction City of Oakley
 Reporting Period 1/1/2013 - 12/31/2013

Table C
 Program Implementation Status

Program Description (By Housing Element Program Names)		Housing Programs Progress Report - Government Code Section 65583. Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.	
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
1.1 Provision of Adequate Sites to Meet Remaining RHNA Need.	Provision of Adequate sites to accommodate remaining RHNA need of 88 Extremely Low Income Units	August-10	The 6.52-acre portion of the 17.95-acre affordable housing community, owned by Corporation for Better Housing, continues to be available for future affordable housing construction. That site has the capacity to provide for an additional 85 affordable housing units. There continues to be adequate sites and capacity available to meet the Extremely Low Income subcategory if funding sources become available.
1.2 Rezoning for Consistency with the General Plan	Complete rezoning program for consistency with the General Plan	June-10	The City completed the rezoning of residential properties to be consistent with the City of Oakley 2020 General Plan by adopting Ordinances 07-11, 08-11, 09-11, 20-11, 21-11, and 23-11.
1.3 Amend Density Bonus Ordinance	Review and revise existing Density Bonus ordinance as required by recent legislation and any future revisions to State Density Bonus Law	June-10	The City revised the Density Bonus Ordinance to be consistent with State Law. Ordinance No. 11-10 was adopted in September 2010.
1.4 Review and Revise Development Fees	Aim to reduce constraints on development	June-10	Development fees were reviewed and revised as part of the Fee Schedule Update approved in August 2009. Generally the development fees were reduced or remained the same. Additionally, the City has adopted a temporary program that cuts the Development Impact Fees by almost 40 percent.
1.5 Promote Energy-Conserving Programs	Develop a Strategy for Efficient Use of Energy Resources	June-10	The City has adopted the California Energy Code and performs plan reviews to ensure projects meet the codes intention for efficient energy use.
1.6 Encourage Residential Development in Areas Served by Public Transit	Encourage Residential Development near current or planned Transit	Establish proximity criteria by June 2010	The City adopted the Downtown Specific Plan which is within 1/2 mile of public transit. The DSP allows for reduced parking in order to facilitate the redevelopment of downtown. Additionally, the General Plan has policies that encourage high density development near transit, and the City has made a consistent effort to locate higher density development along existing transit corridors.

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

Jurisdiction		City of Oakley	
Reporting Period		1/1/2013 - 12/31/2013	
1.7 Develop an Inventory of Available Land Resources	Inventory of Available Land Resources	June-10	The City has developed a comprehensive map of vacant and underutilized parcels. The list includes both vacant parcels and parcels that have infill potential. The information was recently updated prior to the adoption of the 2007-2014 Housing Element.
1.8 Inclusionary Housing Requirements	Implementation of Inclusionary Ordinance	Ongoing and Annual Monitoring	Since 2007, 434 units have been constructed within what was the RDA boundary. All 434 units fall within the Extremely Low, Very Low, Low, and Moderate Income Categories, providing capacity for above moderate income units to be constructed in accordance with the percentages set forth in the Inclusionary Ordinance. The City will be focusing attention on implementing the Downtown Specific Plan. One of the goals of the Downtown Specific Plan is to revitalize the historic downtown, including providing infill and mixed use residential opportunities. The impressive accomplishments in constructing affordable units will allow efforts to be focused on providing higher end, market rate residential units as part of the downtown revitalization efforts.
1.9 Encourage Infill Development	Encourage infill as a means to provide additional opportunities for construction	December-10	The city continues to encourage infill development. The City, as well as several other agencies have reduced the Development Impact Fees to encourage development. The City has adopted a Downtown Specific Plan which specifically provides for infill and mixed use residential opportunities within the City.
1.10 Job Housing Balance Evaluation	Analyze the status of jobs and housing within the community and then provide to large employers within the community	Develop info materials by Dec. 2010	The city has a comprehensive list of approved and developed subdivisions within the City. This list is readily available to large employers within the City.
1.11 Annual Review and Reporting of Housing Element Progress	Complete reporting requirements	Report due to HCD Annually	The Annual Report is scheduled for Council review and approval at the March 11, 2014 City Council Meeting. Thereafter, the Annual Report will be forwarded to HCD prior to April 1, 2014.
1.12 Affordable Housing Overlay	Review and Revise Affordable Housing Overlay	June-10	The City has revised the Affordable Housing Overlay District to make it consistent with the City's adopted Housing Element. Ordinance No. 12-10 was adopted in September 2010.
GOAL 2 - Rehabilitation of Existing Housing Stock			

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

Jurisdiction City of Oakley
 Reporting Period 1/1/2013 - 12/31/2013

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
2.1 Rehabilitation of Existing Housing Stock	Continue to provide information on housing rehabilitation assistance	2014	The City has provided access on the web site to the full list of programs available with the County and HUD, as well as links to appropriate web sites
2.2 Proactive Code Enforcement	Develop a Proactive Code Enforcement Strategy	June-10	Staff has developed, adopted and implemented a Property Maintenance Program, as well as a Residential Rental Inspection Program.
2.3 Infrastructure Preservation Program	Provide Adequate Infrastructure	Ongoing	The City annually adopts a capital improvement program as part of its budget to plan and schedule infrastructure improvements throughout Oakley. Based on those adopted priorities and funding plans the City aggressively implements capital improvement projects. There are currently 15 capital improvement projects in various stages of implementation throughout the City.
GOAL 3 - Monitor Assisted Housing Units			
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
3.1 Monitor Assisted Housing Units	Monitor units to identify at risk units and insure current units compliance	Ongoing and Annual Monitoring	The City requires fiscal year financial and proof of certification to be reported 90 days after the end of the prior fiscal year. These reports are then audited. The City also maintains active relationships with owners and management.
3.2 Encourage Development of New Affordable Rental Housing for Remaining RHNA Need	Encourage Affordable Rental Housing Development to meet remaining RHNA need of 88 Extremely Low Income Units	2014	Active Program (See also Status of Implementation of Goal 1.1)
GOAL 4 - Increase Access to Housing Opportunities			
Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
4.1 Increase Access to Homeownership	Disseminate information about the available programs for Affordable Housing through offices, library or City website	June-10	The City website has the following information: where existing affordable family and senior housing projects within the City are located as well as submitted development applications, a link to the 211 program, and the County Section 8 Program.
4.2 Promote Fair Housing Standards	Continue to encourage the enforcement of federal and state fair housing standards	December-10	The City currently posts resources on the web site, plus disseminates information through the housing department and the police department. A guide to tenants and landlords rights is kept on hand as well.

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

Jurisdiction		City of Oakley	
Reporting Period		1/1/2013 - 12/31/2013	
4.3 Development of Housing for Extremely-Low Income Households	Encourage housing to meet RHNA need of 88 Extremely-Low Income units	2014	The City is working cooperatively with affordable housing developers to explore incentives. Although the City does not have available funds, staff has explored funding sources from other agencies in efforts to find ways to achieve the program goals to attain Extremely-Low Income units. The City has had numerous meetings and discussions with developers to explore incentives during this annual report time frame.
4.4 Development of Housing for Large Families	Increase Housing for Large Families	Ongoing	The City continues to focus on achieving a balance to accommodate various needs for housing.
4.5 Reasonable Accommodation Procedures	Continue reasonable accommodation procedures	Ongoing	Staff continues to ensure that projects meet the State's newest accessibility requirements by identifying deficiencies at plan review stage. City also works with a Certified Access Specialist for plan reviews and inspections.
4.6 Compliance with SB2	Comply with SB 2	August-10	The City has adopted an ordinance that complies with SB 2 in regard to transitional and supportive housing. The recently adopted Downtown Specific Plan provides a zone district and site to allow an Emergency Shelter by-right.
4.7 Pursue Outside Funding Sources	Monitor sources of development financing through federal, state and private sources to assist affordable and special needs housing	Ongoing/Annually	The City is working cooperatively with affordable housing developers to explore outside funding sources. Although the City does not have available funds, staff has explored funding sources from other agencies in efforts to find ways to achieve the program goals to attain Extremely-Low Income units instead of Very-Low and -Low. The City has had numerous meetings and discussions in the past with developers to explore incentives and creative financing.
4.8 Provide Comprehensive Housing Information	Evaluate the effectiveness of existing community outreach and develop a comprehensive strategy	June-10	The City is continuing to enhance the community outreach strategy, which includes the use of e-mail, e-mail blasts, participation at community events, articles in publications/newspapers and on web sites. This is an ongoing process, and as more resources become available to the City, they are added to the community outreach strategy.
4.9 Zoning to Encourage and Facilitate Single Room Occupancy Units (SROs)	Zoning for SRO's	June-10	The City has adopted an ordinance that will encourage and facilitate the development of SRO's. Ordinance No. 13-10 was adopted in September 2010.

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

Jurisdiction	City of Oakley		
Reporting Period	1/1/2013	-	12/31/2013

General Comments:

The City of Oakley has had the following successes in implementation of its Housing Element:

- * The City welcomed 433 new affordable housing units which started construction in 2008.
- * The City is making excellent progress achieving its RHNA.
- * The City has demonstrated significant progress to accomplishing the goals within the first three years of the 2007-2014 Housing Element.
- * The City has continued development of housing in a difficult economy, with the permitting of 199 moderate and 3 above moderate income units in 2013.
- * The City continues to assist citizens in finding local affordable housing opportunities.

RESOLUTION NO. 26-13

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY MAKING FINDINGS AND APPROVING THE GENERAL PLAN AMENDMENT TO AMEND THE LAND USE OF A .38 ACRE PROPERTY LOCATED AT 111 CAROL LANE (APN 037-132-037) FROM SINGLE-FAMILY HIGH RESIDENTIAL (SH) TO COMMERCIAL (CO)

FINDINGS

WHEREAS, on July 1, 1999, the incorporation of the City of Oakley took effect; and

WHEREAS, after incorporation, the City adopted the Contra Costa County General Plan for the Oakley Area as its general plan, the County's subdivision ordinance as its subdivision ordinance, and the County's zoning ordinance as its zoning ordinance (Ordinance Nos. 1-99, 17-99, 22-99). Since that time, the City has prepared its own general plan, as required by Government Code Section 65360; and

WHEREAS, in December 2002, the Oakley City Council adopted the Oakley 2020 General Plan; and

WHEREAS, on November 5, 2012, The City of Oakley (herein referred to as "City"), initiated an application for a General Plan Amendment and Rezone for a .38-acre City owned parcel located at 111 Carol Lane (herein referred to as the "Project") APN: 037-132-037; and

WHEREAS, the City has initiated a project to amend the General Plan Designation of the property from Single-Family High Residential (SH) to Commercial (CO); and

WHEREAS, the City prepared an Initial Study/ Negative Declaration dated February 2013, which was circulated for public review and comment from February 19, 2013 to March 20, 2013. The Notice of Intent to Adopt a Negative Declaration and Initial Study/ Negative Declaration were filed with the County Clerk and Governor's Office of Planning and Research State Clearinghouse, on February 15, 2013 and February 19, 2013 respectively; and

WHEREAS, on March 15, 2013, the Notice of Public Hearing for the Project was duly noticed in the Contra Costa Times, a newspaper of general distribution. The Notice of Public Hearing was also mailed to all property owners within 300 feet of the project site. The Notice of Public Hearing was also posted at Oakley City Hall, Freedom High School, and at 204 2nd Street (City Annex); and

WHEREAS, on March 26, 2013, the City Council opened the public hearing at which it received a report from City Staff, oral and written testimony from the public, and deliberated on the project. At the conclusion of its deliberations, the City Council took a

vote and adopted this resolution to approve the project, as revised by the City Council during its deliberations; and

WHEREAS, these Findings are based on the City's General Plan and the City's Zoning Ordinance, and the information submitted to the City Council at its March 26, 2013 meeting, both written and oral, as reflected in the minutes of such meetings, together with the documents contained in the file for the Project (hereafter the "Record").

NOW, THEREFORE, on the basis of the above findings of fact and the entire Record, the City Council makes the following findings regarding the General Plan Amendment as shown in "Exhibit A" of this resolution in support of the recommended approvals:

1. The change in Land Use Designation will provide for the orderly, well planned and balanced growth within the City:

The General Plan Amendment to Commercial (CO) will help to ensure the long-term economic success of the area by locating commercially designated land adjacent to arterial streets and promoting the location of neighborhood commercial centers (G.P. Policies 2.3.3 and 2.3.6), thereby continuing the orderly, well planned and balanced growth within the City.

In addition, The Commercial (CO) land use designation allows for a "broad range of commercial uses typically found adjacent to residential neighborhoods, downtowns, and freeways. The particular form of commercial zoning for different areas of the City will depend, among other factors, on the characteristics of surrounding land uses. General types of commercial uses include retail and service facilities, and limited office uses. Through sensitive design, commercial uses can be located near single-family residences with minimal disruption or impact. Typical uses will vary widely in size and purpose and include large-scale retail, regional-serving retail, grocery and convenience stores, salons, professional offices, restaurants, drug stores, dry cleaners, post office facilities, banks, and other uses of similar character and impacts." Although there is no development proposed at this time, the General Plan does recognize that commercial land uses may be placed next to residential land uses through sensitive design, which include the placement of the buildings and the parking area on the lot, minimizing the hours of operations, and using sound walls and parking lot light shields to minimize noise and light from spilling onto adjacent properties. All of these site design areas will be looked at when a future development project is proposed.

BE IT FURTHER RESOLVED THAT, on the basis of the foregoing Findings and the entire Record, the City Council hereby approves the amendment to the General Plan as shown in "Exhibit A" of this resolution.

PASSED AND ADOPTED by the City Council of the City of Oakley at a meeting held on the 26th of March, 2013 by the following vote:

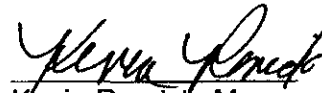
AYES: Burgis, Hardcastle, Pope, Rios, Romick

NOES:


ABSTENTIONS:

ABSENT:

APPROVED:


Kevin Romick, Mayor

ATTEST:

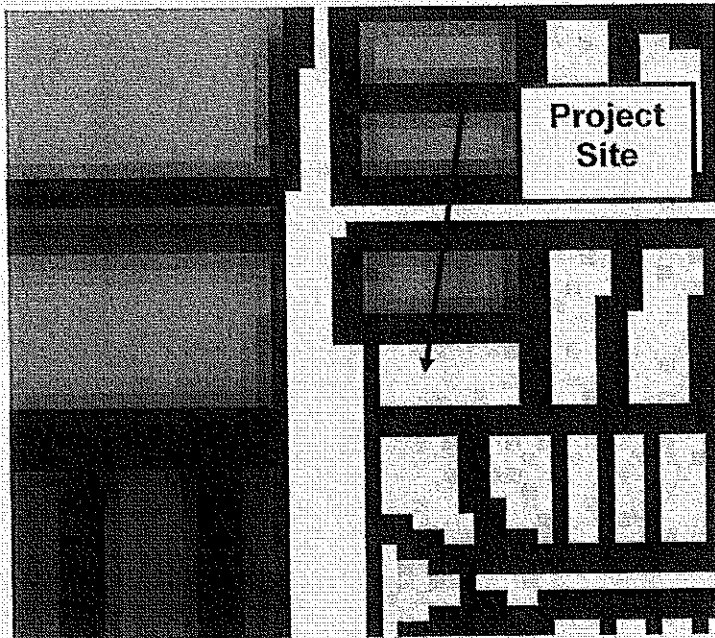

for Libby Vreonis, City Clerk

3-27-2013
Date

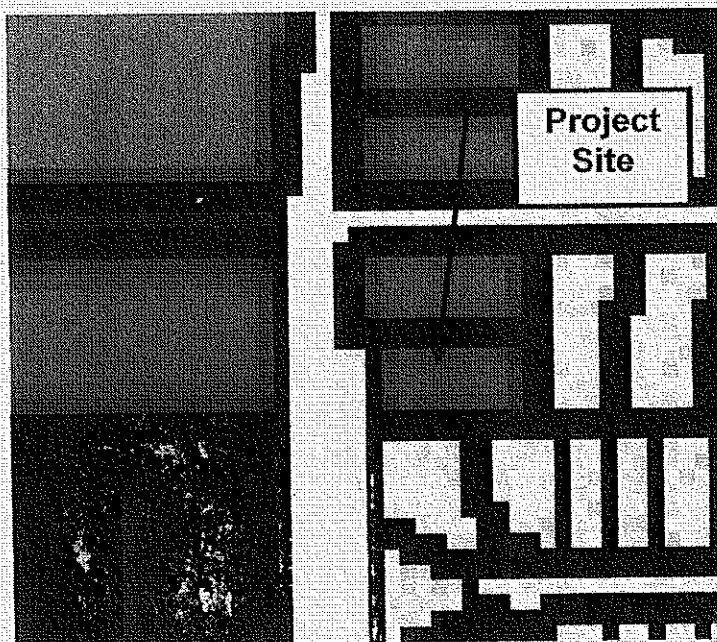
Exhibit A

Parcel Number (APN)	Address	Existing General Plan Designation	Proposed General Plan Designation
037-131-037	111 Carol Lane	Single Family High (SH)	Commercial (CO)

Existing General Plan Designation



Proposed General Plan Designation



RESOLUTION NO. 02-13**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY ADOPTING
A COMPLETE STREETS POLICY****FINDINGS**

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, families, and other significant local users; and

WHEREAS, the City of Oakley acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and using public transportation; and

WHEREAS, the City of Oakley recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings; public health; and environmental sustainability; and

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system"; and

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking; and

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities; and

WHEREAS, the City of Oakley therefore, in light of the foregoing benefits and considerations, wishes to improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe,

equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards; and

NOW, THEREFORE, BE IT RESOLVED THAT on the basis of the above findings of fact and the entire Record, the City Council makes the following additional findings in support of the approvals:

- A. The City of Oakley City Council adopts the Complete Streets Policy attached hereto as Exhibit A, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
- B. That the next substantial revision of the City of Oakley General Plan Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

PASSED AND ADOPTED by the City Council of the City of Oakley at a meeting held on the 8th of January, 2013 by the following vote:

AYES: Burgis, Hardcastle, Pope, Romick

NOES:

ABSENT: Rios

ABSTENTIONS:

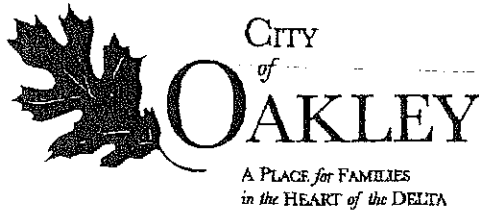
APPROVED:


Kevin Romick, Mayor

ATTEST:


Libby Vreonis, City Clerk

1-14-13
Date



CITY OF OAKLEY COMPLETE STREETS POLICY

Adopted by Resolution No. 02-13 by the City of Oakley City Council on January 8, 2013.

A. Complete Streets Principles

1. **Serve all Users:** All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, wherever possible while promoting safe and accessible operations for all users.
2. **Context Sensitivity:** The planning and implementation of transportation projects will reflect conditions within and surrounding the project area, whether the area is a residential, commercial, industrial, open space, or agricultural zoning district. Project planning, design and construction of complete streets projects should include working with residents and merchants to ensure that a strong sense of place is maintained.
3. **Complete Streets in all Departments:** All departments within the City of Oakley must incorporate a complete streets approach into the review and implementation of their projects and activities. Potential Complete Streets opportunities could apply to projects such as, transportation projects, road rehabilitation, new development, utilities, etc.
4. **All Projects/Phases:** The policy will apply to all roadway projects including those involving new construction, reconstruction, retrofits, repaving, rehabilitation, or changes in the allocation of pavement space on an existing roadway, as well as those that involve new privately built roads and easements intended for public use.

B. Implementation

1. **Plan Consultation:** Any proposed improvements should be evaluated for consistency with all local bicycle, pedestrian and/or transportation plans and any other plans that affect the right of way should be consulted for consistency with any proposed improvements.
2. **Street Network/Connectivity:** The transportation system should provide a connected network of facilities accommodating all modes of travel. This includes

looking for opportunities for repurposing rights-of-ways to enhance connectivity for cyclists, pedestrians and transit users. A well connected network should include non-motorized connectivity to schools, parks, commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).

3. Bicycle and Pedestrian Advisory Consultation (BPAC): Input shall be solicited from local BPACs or similar advisory group in an early project development phase to verify bicycling and pedestrian needs for projects. (MTC Resolution 875 requires that cities of 10,000 or more create and maintain a BPAC or rely on the county BPAC to receive TDA-3 funds.)
4. Evaluation: City will establish a means to collect data and indicate how the jurisdiction is evaluating their implementation of complete streets policies. For example tracking the number of miles of bike lanes and sidewalks, numbers of street crossings, signage etc.

C. Exceptions

1. Process: Plans or projects that seek exemptions from implementing the City of Oakley Complete Streets policies outlined in prior sections must provide written findings of why accommodations for all modes were not included in the project. The memorandum should be signed off by the Public Works Director or equivalent high level staff.

Draft
STANDARD CONDITIONS OF APPROVAL
RESIDENTIAL

Exhibit E

Applicant shall comply with the requirements of Municipal Code. Any exceptions must be stipulated in these Conditions of Approval. Conditions of Approval are based on the site plan received by the Community Development Department on _____.

THE FOLLOWING PLANNING AND BUILDING CONDITIONS OF APPROVAL SHALL BE SATISFIED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT UNLESS OTHERWISE NOTED:

Planning Division Conditions

General:

1. This _____ is approved, as shown on the revised plans, date stamped by the Community Development Department on _____, and as modified by the following conditions of approval, subject to final review and approval by the Community Development Director.
2. This approval shall be effectuated within a period of _____ () years from the effective date of this resolution by the recording of a final map and if not effectuated shall expire on _____. Prior to said expiration date, the applicant may apply for an extension of time pursuant to the provisions of the Municipal Code.
3. All construction drawings submitted for plan check shall be in substantial compliance with the plans presented to and approved by the Planning Commission on _____.
4. All conditions of approval shall be satisfied by the owner/developer. All costs associated with compliance with the conditions shall be at the owner/developer's expense.
5. Noise generating construction activities, including such things as power generators, shall be limited to the hours of 7:30 a.m. to 5:30 p.m. Monday through Friday, and shall be prohibited on City, State and Federal Holidays. The restrictions on allowed working days and times may be modified on prior written approval by the Community Development Director.
6. Should archaeological materials be uncovered during grading, trenching or other on- site excavation(s), earthwork within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society of Professional Archaeology (SOPA) has had an

opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), if deemed necessary.

7. All mitigation measures addressed in the environmental document shall be complied with and addressed as outlined in the Mitigation Monitoring Program approved for this project (incorporated as Exhibit A), per the review and approval of the Community Development Director.
8. The applicant shall indemnify, defend, and hold harmless the City of Oakley, the City Approving Authorities, and the officers, agents, and employees of the City from any and all claims, damages and liability (including, but not limited to, damages, attorney fees, expenses of litigation, costs of court).
9. The applicant shall post a copy of the City of Oakley General Plan 2020 Land Use Diagram, in a conspicuous place, within the model homes or sales office.

Development Standards:

10. The _____ zone district shall have the following standards:

Parks and Landscaping:

11. This project has a park requirement of ____-acres (neighborhood and community). The applicant shall provide ____ acres on-site and pay in-lieu fees for the remainder.
12. The applicant shall work with the Community Development Department with the design, construction and completion of the park concurrent with the development of the subdivision. As part of the plan check process for the park, the applicant shall develop a park construction schedule approved by the Community Development Director to provide for the timely completion of the park concurrent with development.
13. A mix of evergreen and deciduous trees as well as shrubs and ground cover shall be planted along the street frontage as specified in the Residential Design Guidelines per the review and approval of the Community Development Director.
14. A landscaping and irrigation plan for all areas shown on the landscape plan shall be submitted for review and approval of the Community Development Director prior to the issuance of building permits. Landscaping shall conform to the Oakley Landscape Guidelines and the City's Water Conservation Landscape Ordinance 82-26 and shall be installed prior to final occupancy. The plan shall be prepared by a licensed landscape architect and shall be certified to be in compliance with the City's Water Conservation Ordinance.

15. California native drought tolerant plants shall be used as much as possible. All trees shall be a mix of fifteen-gallon and 24" box; all shrubs shall be a minimum five-gallon size, except as otherwise noted.
16. All landscaped areas not covered by shrubs or groundcover shall be covered with bark or acceptable alternative as reviewed and approved by the Community Development Director. On slopes greater than 3 to 1, the applicant shall use an alternative to bark per the review and approval of the Community Development Director.
17. Each residential lot shall have a minimum of two trees along the street frontage, with the exception of corner lots, which shall have four.
18. The applicant shall maintain all private landscaping until occupancy.
19. A street tree plan shall be submitted for review prior to issuance of Building Permits. The street trees shall be inter-mixed throughout the subdivision, so there are a variety of trees on every street, per review of the Community Development Department.

Fences and Walls:

20. Within the subdivision good neighbor fences shall be constructed of six-foot high wood fences with metal posts or acceptable alternative as reviewed and approved by the Community Development Director. Corner lots or any good neighbor fence facing a street shall provide a fence or wall constructed of a durable material such as, but not limited to, masonry, vinyl, enhanced wood, composite or other durable material as approved by the Community Development Director. All wood fencing visible from the street shall be stained or painted on both sides to prevent water damage to the satisfaction of the Community Development Director.
21. A ____-foot masonry wall shall be located along the perimeter of the site adjacent to _____. The wall shall be of _____ construction per the review and approval of the Community Development Director. In the locations where cul de sacs or front loaded streets are adjacent to the arterial and collector streets, wrought iron or 42" picket fences shall be constructed to provide open views per the review and approval of the Community Development Director.
22. Sound walls shall attenuate, not just deflect sound. The use of sound absorbing material should be used for the construction of sound walls per the review and approval of the Community Development Director.
23. Anti-graffiti techniques shall be used on sound walls.

Subdivision Design:

24. The neighborhood entries shall be identified by accent paving, project monument signage and accent planting per the review and approval of the Community Development Director.

25. Driveway openings shall be a maximum 18' in width or up to 25% of a lot's frontage (except on cul de sacs).
26. The street names shall be approved by the Community Development Department and the East Contra Costa Fire District.

Subdivision Disclosures:

27. The model home complex shall have a copy of the City of Oakley's General Plan land use map posted within the sales office or included with the informational material provided to prospective home buyers.
28. Where a lot/parcel is located within 300' of a high voltage electric transmission line, the applicant shall record the following notice:

"The subject property is located near a high voltage electric transmission line. Purchasers should be aware that there is ongoing research on possible potential adverse health effects caused by the exposure to a magnetic field generated by high voltage lines. Although much more research is needed before the question of whether magnetic fields actually cause adverse health effects can be resolved, the basis for such a hypothesis is established. At this time no risk assessment has been made."

When a Final Subdivision Public Report issued by the California Department of Real Estate is required, the applicant shall also request that the Department of Real Estate insert the above note in the report.

29. The following statements shall be recorded at the County Recorder's Office for each parcel to notify future owners of the parcels that they own property in an agricultural area:

"This document shall serve as notification that you have purchased land in an agricultural area where you may regularly find farm equipment using local roads; farm equipment causing dust or blowing sand; crop dusting and spraying occurring regularly; burning associated with agricultural activities; noise associated with farm equipment such as zon guns and aerial crop dusting and certain animals, including equestrian trails as well as flies may exist on surrounding properties. This statement is again, notification that this is part of the agricultural way of life in the open space areas of the City of Oakley and you should be fully aware of this at the time of purchase.

30. The following statement shall be recorded at the County Recorder's Office for each parcel to notify the future owners of

the parcel that they are within the Antioch School District and shall be prominently displayed in sales office's for the public to view:

This document shall serve as notification that you have purchased land within the Antioch Unified School District. Properties located within Antioch Unified School District boundaries are subject to Mello Roos tax. Potential property owners should be fully aware of this at the time of purchase."

Design Review:

- 31. All windows and doors shall be trimmed on all four sides.
- 32. Sixty percent of the garage doors throughout the subdivision, that face the street, shall have windows.
- 33. The use of stone or brick veneer shall be carried to the fence line or change in wall plane per the review of the Community Development Director.
- 34. All houses that side or back onto a road shall have additional architectural embellishments on the side and rear elevations.
- 35. Front yard setbacks shall vary from those of adjacent lots by at least 5 feet, for every three lots.

Energy Efficiency:

- 36. Water heaters shall provide an energy efficiency factor of 0.62 or better.
- 37. Dual zone air conditioning shall be provided on all two-story residential units.
- 38. Air conditioning condenser units shall be located to take advantage of natural shade. Condensers should not be placed on the west or south elevation of a home, unless shade is provided. The location of the condenser shall be added to all plot plans for review and approval of the Community Development Director.
- 39. Design and site units so as to take advantage of natural heating and cooling, sun and wind exposure, and solar energy opportunities.

Waste Management Plan:

- 40. The applicant shall submit a Waste Management Plan that complies with the City of Oakley Construction and Demolition Debris Recycling Ordinance.

Building Division Conditions

41. Plans shall meet the currently adopted Uniform Codes as well as the newest T-24 Energy Requirements per the State of California Energy Commission. To confirm the most recent adopted codes please contact the Building Division at (925) 625 – 7005.
42. An Automatic Life Safety Sprinkler System shall be required in all new residential occupancies pursuant to Ordinance 22-06. The Automatic Life Safety Sprinkler Systems in one-family and two-family dwellings and attached and detached garages shall be designed and installed to the standards and requirements found in the most recent version of the NFPA (National Fire Protection Association), Standard 13D. A minimum of two sprinkler pilot heads shall be installed in a dwelling's attic area, if applicable.
43. Prior to requesting a *Final Inspection* from the Building Division all Conditions of Approval required for occupancy must be completed.

Public Works and Engineering Conditions

THE FOLLOWING PUBLIC WORKS AND ENGINEERING CONDITIONS OF APPROVAL SHALL BE SATISFIED PRIOR TO THE APPROVAL OF A FINAL MAP UNLESS OTHERWISE NOTED:

General:

44. Submit improvement plans prepared by a registered civil engineer to the City Engineer for review and approval and pay the appropriate processing costs in accordance with the Municipal Code and these conditions of approval. The plans shall be consistent with the Stormwater Control Plan for the project, include the drawings and specifications necessary to implement the required stormwater control measures, and be accompanied by a Construction Plan C.3 Checklist as described in the Stormwater C.3 Guidebook.
45. Submit a final map prepared by a licensed land surveyor or qualified registered civil engineer to the City Engineer and pay appropriate fees in accordance with the Code and these conditions of approval.
46. Submit grading plans including erosion control measures and revegetation plans prepared by a registered civil engineer to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.
47. Submit landscaping plans for publicly maintained landscaping, including planting and irrigation details, as prepared by a licensed landscape architect to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.
48. Execute any agreements required by the Stormwater Control Plan which pertain to the transfer of ownership and/or long term maintenance of

stormwater treatment mechanisms required by the plan prior to the final inspection of the first house within the subdivision.

49. Building permits for house construction shall not be issued until the subdivision streets serving the lots have been paved.

Roadway Improvements:

50. Construct the frontage of _____ to City public road standards for a 36-foot wide roadway within a 56-foot right-of-way, including curb, five-foot monolithic sidewalk (width measured from curb face), necessary longitudinal and transverse drainage, pavement widening to a minimum of 28 feet, and conforms to existing improvements. The face of curb shall be located 18 feet from the centerline and any conforms to existing improvements must take place outside of the limits of the project. [Residential Street condition]
51. Construct the frontage of _____ to City public road standards for a 40-foot wide roadway within a 76-foot right of way, including curb, six-foot detached sidewalk (parallel to the curb face and offset from the face of curb by six feet), right of way landscaping, necessary longitudinal and transverse drainage, pavement widening to a minimum of 28 feet, and conforms to existing improvements. The face of curb shall be located 20 feet from the centerline and any conforms to existing improvements must take place outside of the limits of the project. [Collector Street condition]
52. Construct the frontage of _____ to City public road standards for a 82-foot wide roadway within a 126-foot right of way, including curb, six-foot detached sidewalk (meandering within the landscape area so that the minimum landscape width is no less than six feet), right of way landscaping, a sixteen foot wide landscaped median, necessary longitudinal and transverse drainage, pavement widening to a minimum of 28 feet, and conforms to existing improvements. The face of curb shall be located 41 feet from the centerline and any conforms to existing improvements must take place outside of the limits of the project. [Arterial Street condition]
53. Construct a bus turnout on the _____ side of _____ just _____ of _____. The turnout shall be consistent with Tri Delta Transit and City standards and shall include any necessary shelters and appurtenances. The right of way adjacent to the turnout shall be widened so that the landscaping width is consistent with the remainder of the frontage.
54. Construct the project streets to City public road standards and as shown on the Tentative Map with the following exceptions:
- A. The minimum street grade may be lowered from the standard 1% to 0.75% provided that the project proponent demonstrates that the City's drainage standards can be achieved.

- B. Submit a turning radius exhibit to the City Engineer for review and approval to illustrate that the ninety-degree turns of project streets can accommodate the largest expected vehicle to use the streets without the inclusion of City standard elbows. If the exhibit illustrates that elbows are necessary to accommodate the expected traffic then they shall be included in the improvement plans.
55. Install traffic calming measures consistent with the City's Neighborhood Traffic Management Program including _____. The traffic calming measures shall be included on the improvement plans and are subject to the review and approval of the City Engineer.
56. Install traffic control devices such as stop signs and other signing and striping on the project streets to the satisfaction of the City Engineer.
57. Install standard street barricades at the terminus of _____. The barricades shall include a sign notifying residents that the streets are planned to be extended in the future, and a deed notification shall be recorded for Lots _____ advising those owners of the possibility for future extension.
58. Construct emergency vehicle accesses from _____ to _____. The design and configuration of the accesses shall be per the current City standard and shall be subject to the review and approval of the City Engineer.
59. Construct an asphalt concrete overlay for the entire width of _____ adjacent to the project. The City Engineer shall determine the depth and extent of the overlay.
60. Design all public and private pedestrian facilities in accordance with Title 24 (Handicap Access) and the Americans with Disabilities Act.
61. Submit a phasing plan for the project streets to the City Engineer for review if the street improvement will be phased. The plan shall include provisions for emergency vehicle access, temporary turn-around facilities, and access to the occupied lots.

Road Alignment/Sight Distance:

62. Submit a preliminary plan and profile to the City Engineer for review showing all required improvements to _____. The sketch plan shall be to scale, show horizontal and vertical alignments, transitions, curb lines, lane striping and cross sections and shall provide sight distance for a design speed of ___ miles per hour. The plan shall extend a minimum of 150 feet ± beyond the limits of the proposed work.

Road Dedications:

63. Convey to the City, by Offer of Dedication, the right of way for the project streets.

64. Convey to the City, by offer of dedication, the right of way for _____ for the planned future half width of ____-feet along the project frontage.
65. Convey to the City, by offer of dedication, the required off-site road rights of way for _____. Alternatively the applicant can enter into an agreement with the City to fund the City efforts to obtain the off-site rights of way including all staff, legal, consultant, administrative, and acquisition costs.
66. Relinquish abutter's rights of access along all non-primary frontages to the satisfaction of the City Engineer.
67. Vacate the portion of public right of way on the _____ side of _____ in excess of the required half-width of ____-feet.
68. Furnish necessary rights of way, rights of entry, permits and/or easements for the construction of off-site, temporary or permanent, public and private road, utility and drainage improvements.

Street Lights:

69. Install streetlights along all project streets and the project _____ frontage. The City Engineer shall determine the final number and location of the lights, and the lights shall be on an LS2-A rate service. The lights on the project streets shall be decorative per City standards, and the lights along _____ shall be General Electric spun aluminum "cobra head" style.

Grading:

70. Submit a geotechnical report to the City Engineer for review that substantiates the design features incorporated into the subdivision including, but not limited to grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections.
71. At least one week prior to commencement of grading, the applicant shall post the site and mail to the owners of property within 300 feet of the exterior boundary of the project site notice that construction work will commence. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be kept current at all times and shall consist of persons with authority to indicate and implement corrective action in their area of responsibility. The names of the individual responsible for noise and litter control shall be expressly identified in the notice. The notice shall be reissued with each phase of major grading activity. A copy of the notice shall be concurrently transmitted to the City Engineer. The notice shall be accompanied by a list of the names and addresses of the property owners noticed, and a map identifying the area noticed.

72. Dust control measures shall be provided for all stockpiling per the review and approval of the City Engineer.
73. Grade all pads so that they drain directly to the public street at a minimum of one percent without the use of private drainage systems through rear and side yards.
74. Grade any slopes with a vertical height of four feet or more at a slope of 3 to 1. Retaining walls that may be installed to reduce the slope must be masonry and comply with the City's building code.
75. Submit a dust and litter control plan to the City Engineer prior to beginning any construction activities.
76. Submit a haul route plan to the City Engineer for review and approval prior to importing or exporting any material from the site. The plan shall include the location of the borrow or fill area, the proposed haul routes, the estimated number and frequency of trips, and the proposed schedule of hauling. Based on this plan the City Engineer shall determine whether pavement condition surveys must be conducted along the proposed haul routes to determine what impacts the trucking activities may have. The project proponents shall be responsible to repair to their pre-construction condition any roads along the utilized routes.
77. Prior to commencement of any site work that will result in a land disturbance of one acre or more, the applicant shall provide evidence to the City Engineer that the requirements for obtaining a State General Construction Permit have been met. Such evidence may be a copy of the Notice of Intent letter sent by the State Water Resources Control Board. The WDID Number shall be shown on the grading plan prior to approval by the City Engineer.
78. Submit an updated erosion control plan reflecting current site conditions to the City Engineer for review and approval no later than September 1st of every year while the Notice of Intent is active.
79. Submit a Letter of Map Revision application or the appropriate application to FEMA to remove the building pads that are currently within the Special Flood Hazard Area Zone ___ from the flood zone. FEMA must issue no less than a Conditional Letter of Map Revision prior to the City issuing building permits for the lots affected by the Zone ___ designation. The applicant should be aware of the requirements of the Federal Flood Insurance Program and the City Floodplain Management Ordinance as they pertain to future construction of any structures on this property.
80. Grade all pad elevations or install levees to satisfy Chapter 914-10 of the City's Municipal Code, including the degree of protection provisions.
81. The burying of any construction debris is prohibited on construction sites.

Utilities/Undergrounding:

82. Underground all new and existing utility distribution facilities, including those along the frontage of _____. The developer shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer.
83. All utility boxes shall be installed underground and all wires and cables must be installed in conduits. Compliance with this condition shall be at the discretion of the City Engineer.
84. Above ground utility boxes shall be camouflaged per the review and approval of the City Engineer.

Drainage Improvements:

85. Collect and convey all stormwater entering and/or originating on this property, without diversion and within an adequate storm drainage facility, to an adequate natural watercourse having definable bed and banks, or to an existing adequate public storm drainage facility that conveys the storm waters to an adequate natural watercourse consistent with the plans for Drainage Area ____ as prepared by the Contra Costa County Flood Control and Water Conservation District.
86. Submit a final hydrology and hydraulic report including 10-year and 100-year frequency event calculations for the proposed drainage system and stormwater pond to the City Engineer for review and approval.
87. Design and construct all storm drainage facilities in compliance with the Municipal Code and City design standards.
88. Prevent storm drainage from draining across the sidewalk(s) and driveway(s) in a concentrated manner.
89. Dedicate a public drainage easement over the drainage system that conveys storm water run-off from public streets.
90. Submit a long-term operational and maintenance plan for the stormwater pond and pump stations to the City Engineer for review. The plan must include a level of effort estimate for staffing and maintenance requirements as well as an operational and life cycle budget analysis.

Landscaping in the Public Right of Way:

91. Install public right of way landscaping along _____ prior to the issuance of the building permit for the ____th unit or concurrently with the construction of the sound wall. Public right of way landscaping along the

project streets shall be installed prior to occupancy of homes adjacent to that street.

92. Maintain all landscaping within the public right of way until such time that the adjacent roadway improvements have been accepted for maintenance.

National Pollutant Discharge Elimination System (NPDES):

93. Comply with all rules, regulations and procedures of the National Pollutant Discharge Elimination System (NPDES) for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board, the Regional Water Quality Control Board (Central Valley - Region IV), including the Stormwater C.3 requirements as detailed in the Guidebook available at www.cccleanwater.org.

Compliance shall include developing long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long-term BMP's in accordance with the Contra Costa Clean Water Program for the site's storm water drainage:

- Offer pavers for household driveways and/or walkways as an option to buyers.
- Minimize the amount of directly connected impervious surface area.
- Delineate all storm drains with "No Dumping, Drains to the Delta" permanent metal markers per City standards.
- Construct concrete driveway weakened plane joints at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
- Distribute public information items regarding the Clean Water Program to buyers.
- Other alternatives as approved by the City Engineer.

Fees/Assessments:

94. Comply with the requirements of the development impact fees listed below, in addition to those noticed by the City Council in Resolution 85-00 and 08-03. The applicant shall pay the fees in the amounts in effect at the time each building permit is issued.
- A. Traffic Impact Fee (authorized by Ordinance No. 14-00, adopted by Resolution 49-03);
 - B. Regional Transportation Development Impact Mitigation Fee or any future alternative regional fee adopted by the City (authorized by Ordinance No. 14-00, adopted by Resolution No. 73-05);

- C. Park Land Dedication In-Lieu Fee (adopted by Ordinance No. 03-03);
- D. Park Impact Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 19-03);
- E. Public Facilities Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 18-03);
- F. Child Care Facilities "In Lieu" Fee (adopted by Ordinance No. 18-99 and 23-99);
- G. Fire Facilities Impact Fee, collected by the City (adopted by Ordinance No. 09-01);
- H. South Oakley Infrastructure Master Plan Fee (adopted by Resolution No. 52-03); and
- I. General Plan Fee (adopted by Resolution No. 53-03)
- J. East Contra Costa County Habitat Conservation Plan Fee (adopted by Resolution No. 112-07 & 124-07)

The applicant should contact the City Engineer prior to constructing any public improvements to determine if any of the required improvements are eligible for credits or reimbursements against the applicable traffic benefit fees or from future developments.

- 95. The applicant shall be responsible for paying the County Recorder's fee for the Notice of Determination as well as the State Department of Fish and Game's filing fee.
- 96. Annex the property to the City of Oakley Landscape and Lighting District No. 1 for citywide landscaping and park maintenance, subject to an assessment for maintenance based on the assessment methodology described in the Engineer's Report. The assessment shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. Any required election and/or ballot protest proceedings shall be completed prior to approval of the final map. The Applicant shall apply for annexation and provide all information and documents required by the City to process the annexation. All costs of annexation shall be paid by Applicant.
- 97. Annex the property to the City of Oakley Landscape and Lighting District No. 1 for citywide street lighting costs and maintenance, subject to an assessment for street light maintenance based on the assessment methodology described in the Engineer's Report. The assessment shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. Any required election and/or ballot protest proceedings shall be completed prior to filing of the final map. The applicant shall apply for annexation and

provide all information and documents required by the City to process the annexation. All costs of annexation shall be paid by Applicant.

98. Annex the property to the City of Oakley Landscape and Lighting District No. 1 for project specific landscaping maintenance, subject to an assessment for landscape operation and maintenance based on the assessment methodology described in the Engineer's Report. The assessment shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. Any required election and/or ballot protest proceedings shall be completed prior to filing of the final map. The applicant shall apply for annexation and provide all information and documents required by the City to process the annexation. All costs of annexation shall be paid by Applicant.
99. Participate in the provision of funding to maintain police services by voting to approve a special tax for the parcels created by this subdivision approval. The tax shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. The election to provide for the tax shall be completed prior to filing of the final map. Should the homes be occupied prior to the City receiving the first disbursement from the tax bill, the project proponent shall be responsible for paying the pro-rata share for the remainder of the tax year prior to the City conducting a final inspection.
100. Participate in the formation of a mechanism to fund the operation and maintenance of the storm drain system, including storm water quality monitoring and reporting, stormwater ponds and any proposed pump stations, as well as any levees proposed to be maintained by the City. The appropriate funding mechanism shall be determined by the City and may include, but not be limited to, an assessment district, community services district, or community facilities district. The funding mechanism shall be formed prior to filing of any final or parcel map, and the project proponent shall fund all costs of the formation.
101. Participate in the formation of an assessment district for the construction of off-site improvements such as _____ and/or the pre-payment of all or a portion of eligible development impact fees should the City deem such a mechanism necessary. The assessment district shall be formed prior to the filing of any final or parcel map, and the project proponent shall fund all costs of formation.
102. Applicant shall comply with the drainage fee requirements for Drainage Area ____ as adopted by the County Board of Supervisors. The applicant shall pay the fee in effect at the time of final map approval. Certain improvements required by the Conditions of Approval for this development or the Code may be eligible for credit or reimbursement against the drainage area fee. The developer should contact the City Engineer to personally determine the extent of any credit or reimbursement for which they might be eligible. Any credit or

reimbursements shall be determined prior to filing the final map or as approved by the Flood Control District.

103. Participate in the City's South Oakley Infrastructure Master Plan both by cooperating with the City's consultant team in the design and implementation of specific infrastructure projects and by providing this project's fair share contribution to the costs of preparing the study. The fair share contribution shall be paid in accordance with Resolution 52-03.
104. Participate in the assessment district to fund parks, including any off-site parks that will serve this development.

ADVISORY NOTES

THE FOLLOWING ADVISORY NOTES ARE PROVIDED TO THE APPLICANT AS A COURTESY BUT ARE NOT A PART OF THE CONDITIONS OF APPROVAL. ADVISORY NOTES ARE PROVIDED FOR THE PURPOSE OF INFORMING THE APPLICANT OF ADDITIONAL ORDINANCE REQUIREMENTS THAT MUST BE MET IN ORDER TO PROCEED WITH DEVELOPMENT.

- A. The applicant/owner should be aware of the expiration dates and renewing requirements prior to requesting building or grading permits.
- B. The project will require a grading permit pursuant to the Ordinance Code.
- C. Applicant shall comply with the requirements of Ironhouse Sanitary District.
- D. The applicant shall comply with the requirements of the Diablo Water District.
- E. Comply with the requirements of the East Contra Costa Fire Protection District.
- F. Comply with the requirements of the Building Inspection Division. Building permits are required prior to the construction of most structures.
- G. This project may be subject to the requirements of the Department of Fish and Game. It is the applicant's responsibility to notify the Department of Fish and Game, P.O. Box 47, Yountville, California 94599, of any proposed construction within this development that may affect any fish and wildlife resources, per the Fish and Game Code.
- H. This project may be subject to the requirements of the Army Corps of Engineers. It is the applicant's responsibility to notify the appropriate district of the Corps of Engineers to determine if a permit is required, and if it can be obtained.
- I. The applicant shall obtain an encroachment permit for construction within existing City rights of way.

- J. The applicant shall obtain an encroachment permit from Caltrans for construction within the State right of way.

Draft
STANDARD CONDITIONS OF APPROVAL
COMMERCIAL/INDUSTRIAL

Exhibit F

Applicant shall comply with the requirements of Municipal Code. Any exceptions must be stipulated in these Conditions of Approval. Conditions of Approval are based on the site plan received by the Community Development Department on _____.

THE FOLLOWING CONDITIONS OF APPROVAL SHALL BE SATISFIED PRIOR TO THE ISSUANCE OF A BUILDING PERMIT UNLESS OTHERWISE NOTED:

Planning Division Conditions

General:

1. This _____ is approved, as shown on the revised plans, date stamped by the Community Development Department on _____, and as modified by the following conditions of approval, subject to final review and approval by the Community Development Director.
2. This approval shall be effectuated within a period of _____ () years from the effective date of this resolution by pulling a building permit and if not effectuated shall expire on _____. Prior to said expiration date, the applicant may apply for an extension of time pursuant to the provisions of the Zoning Code.
3. All construction drawings submitted for plan check shall be in substantial compliance with the plans presented to and approved by the Planning Commission on _____.
4. All conditions of approval shall be satisfied by the owner/developer. All costs associated with compliance with the conditions shall be at the owner/developer's expense.
5. Noise generating construction activities, including such things as power generators, shall be limited to the hours of 7:30 a.m. to 5:30 p.m. Monday through Friday, and shall be prohibited on City, State and Federal Holidays. The restrictions on allowed working days and times may be modified on prior written approval by the Community Development Director.
6. Should archaeological materials be uncovered during grading, trenching or other on- site excavation(s), earthwork within 30 yards of these materials shall be stopped until a professional archaeologist who is certified by the Society of Professional Archaeology (SOPA) has had an

opportunity to evaluate the significance of the find and suggest appropriate mitigation(s), if deemed necessary.

7. All mitigation measures addressed in the environmental document shall be complied with and addressed as outlined in the Mitigation Monitoring Program approved for this project (incorporated as Exhibit A), per the review and approval of the Community Development Director.
8. The applicant shall indemnify, defend, and hold harmless the City of Oakley, the City Approving Authorities, and the officers, agents, and employees of the City from any and all claims, damages and liability (including, but not limited to, damages, attorney fees, expenses of litigation, costs of court).

Site Plan:

9. All parking stall striping shall be double striped. Parking stalls shall be 9 feet wide by 19 feet deep and all drive aisles shall be a minimum 24 feet in width as reviewed and approved by the Community Development Director.
10. A lighting and photometric plan shall be submitted prior to the issuance of building permits. The minimum requirement shall be one foot of candle light within public parking areas and pedestrian pathways.
11. Light poles shall be a maximum height of ___feet and shall provide glare shields where adjacent to existing residences per the review and approval of the Community Development Director.
12. Trash enclosures shall match Oakley Disposal and City standards and shall provide adequate space to accommodate both trash and recycling. Also, trash enclosures shall be constructed with a roof to match the building design and materials, have metal gates, and when appropriate be surrounded by landscaping with climbing vines on three sides per the review and approval of the Community Development Director.
13. Storage shall be contained inside the building. Storage containers are not allowed and pallets, boxes, cardboard etc. shall not be stored outside.

Architecture:

14. Roof-mounted equipment shall be architecturally screened from view.
15. The light fixtures on the commercial building shall be decorative fixtures per the review and approval of the Community Development Director.

Landscaping Requirements:

16. A landscaping and irrigation plan for all areas shown on the site plan shall be submitted for review and approval of the Community Development Director prior to the issuance of building permits. The landscaping plan shall include the project's frontage and side yards. Landscaping shall conform to the Oakley Water Efficient Landscape Ordinance and the Guidelines for

Implementation of the City of Oakley Water Efficient Landscape Ordinance and shall be installed prior to final occupancy. The plan shall be prepared by a licensed landscape architect and shall be certified to be in compliance with the City's Water Conservation Ordinance.

17. California native drought tolerant plant or shall be used as much as possible. All trees shall be a mix of fifteen-gallon, 24-inch box and 36-inch box, all shrubs shall be a minimum five-gallon size, except as otherwise noted.
18. Parking lot trees shall provide 50 percent shading of the parking areas at tree maturity.
19. Prior to occupancy, an on-site inspection shall be made of privately owned lands by a licensed landscape architect to determine compliance with the approved landscape plan. A signed certification of completion shall be submitted to the Community Development Director for review and approval.
20. If occupancy is requested prior to the installation of the landscape and irrigation improvements, then either a cash deposit or a letter of credit shall be delivered to the City for 125 percent of the estimated cost of the uncompleted portion of the landscape and irrigation improvements. If compliance is not achieved after six months of occupancy as determined by the Community Development Director, the City shall contract for the completion of the landscaping and irrigation improvements to be paid for by the held sum. The City shall return the unused portion within one year of receipt or at the completion of all work.
21. Landscaping shall be maintained as shown on the landscape plan in perpetuity.

Sound Walls

22. Walls shall attenuate, not just deflect sound. The use of sound absorbing material should be used for the construction of sound walls per the review and approval of the Community Development Director.
23. Anti-graffiti techniques shall be used on sound walls.

Signage:

24. The proposed signage shall meet the requirements of the City's Zoning Ordinance. All proposed signage shall be reviewed by the Planning and Building Divisions.
25. A Sign Plan shall be provided for the site. Only the following signs shall be allowed, subject to final review and approval by the Community Development Director prior to the issuance of a building permit for signs:

- To be determined with each project.
26. The wall signs shall be constructed of individual channel letters.
 27. All signs shall be on permanent structure and of design and material to compliment the proposed commercial building. No signs on the premises shall be animated, rotating or flashing. No flags, pennants, banners, pinwheels or similar items shall be permitted on the premises, with the exception of a United States flag and California state flag.
 28. Temporary signage for such things as special events and grand openings, shall require a Temporary Use Permit per the review and approval of the Community Development Director.

Building Division Conditions

29. Plans shall meet the currently adopted Uniform Codes as well as the newest T-24 Energy Requirements per the State of California Energy Commission. To confirm the most recent adopted codes please contact the Building Division at (925) 625 – 7005.
30. An Automatic Life Safety Sprinkler System shall be required in all new construction pursuant to Ordinance 22-06. The Automatic Life Safety Sprinkler Systems in commercial and industrial buildings shall be designed and installed to the standards and requirements found in the most recent version of the NFPA (National Fire Protection Association). Automatic Life Safety Sprinkler Systems in hotels and apartments shall be installed to the standards and requirements found in the most recent version of the NFPA, Standard 13R.
31. Prior to requesting a Certificate of Occupancy from the Building Division all Conditions of Approval required to occupancy must be completed.

Public Works and Engineering Conditions

General:

32. Submit improvement plans prepared by a registered civil engineer to the City Engineer for review and approval and pay the appropriate processing costs in accordance with the Municipal Code and these conditions of approval. The plans shall be consistent with the Stormwater Control Plan for the project, include the drawings and specifications necessary to implement the required stormwater control measures, and be accompanied by a Construction Plan C.3 Checklist as described in the Stormwater C.3 Guidebook.
33. Submit grading plans including erosion control measures and revegetation plans prepared by a registered civil engineer to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.

34. Submit landscaping plans for publicly maintained landscaping, including planting and irrigation details, as prepared by a licensed landscape architect to the City Engineer for review and pay appropriate processing costs in accordance with the Code and these conditions of approval.
35. Execute any agreements required by the Stormwater Control Plan which pertain to the transfer of ownership and/or long term maintenance of stormwater treatment mechanisms required by the plan prior to the final inspection of the first house within the subdivision.

Roadway Improvements:

36. Construct the frontage of _____ to City public road standards for a 82-foot wide roadway within a 126-foot right of way, including curb, six-foot detached sidewalk (meandering within the landscape area so that the minimum landscape width is no less than six feet), right of way landscaping, a sixteen foot wide landscaped median, necessary longitudinal and transverse drainage, pavement widening to a minimum of 28 feet, and conforms to existing improvements. The face of curb shall be located 41 feet from the centerline and any conforms to existing improvements must take place outside of the limits of the project. [Arterial Street condition]
37. Design all public and private pedestrian facilities in accordance with Title 24 (Handicap Access) and the Americans with Disabilities Act.

Road Alignment/Sight Distance:

38. Submit a preliminary plan and profile to the City Engineer for review showing all required improvements to _____. The sketch plan shall be to scale, show horizontal and vertical alignments, transitions, curb lines, lane striping and cross sections and shall provide sight distance for a design speed of ___ miles per hour. The plan shall extend a minimum of 150 feet \pm beyond the limits of the proposed work.
39. Locate the project signs so as to not obstruct sight distance at the intersection of _____ and _____ and the project driveways. The design speed for _____ shall be ___ mph.

Road Dedications:

40. Convey to the City, by offer of dedication, the right of way for _____ for the planned future half width of ___-feet along the project frontage.
41. Convey to the City, by offer of dedication, the required off-site road rights of way for _____. Alternatively the applicant can enter into an agreement with the City to fund the City efforts to obtain the off-site rights of way including all staff, legal, consultant, administrative, and acquisition costs.

42. Relinquish abutter's rights of access along _____ except for the _____ approved driveway locations.

Access to Adjoining Property:

43. Furnish necessary rights of way, rights of entry, permits and/or easements for the construction of off-site, temporary or permanent, public and private road and drainage improvements.
44. Obtain an encroachment permit from Caltrans for construction of any improvements within the State right of way.
45. Applicant shall only be allowed access to the project site at the _____ locations shown on the approved site plan.
46. Develop for the City's review and approval and enter into a private joint access agreement that allows the adjacent parcels within the project to utilize common drive aisles.

On-Site Improvements:

47. Provide a minimum outside turning radius of 45 feet and a minimum inside turning radius of 28 feet within the parking lot.
48. Develop for the City's review and approval and enter into a private maintenance agreement that ensures that joint use drive aisles, parking areas, and common landscaping will be maintained to a standard agreed upon by the City and that each separate parcel shall share in the funding of the maintenance.

Landscaping in the Public Right of Way:

49. Enter into an agreement with the City that requires the right of way landscaping adjacent to the site to be maintained as part of the on-site landscaping at the property owner's expense to a standard acceptable and agreed upon by the City.

Street Lights:

50. Install streetlights along the project _____ frontage. The City Engineer shall determine the final number and location of the lights, and the lights shall be on an LS2-A rate service. The lights on the project streets shall be decorative per City standards, and the lights along _____ shall be General Electric spun aluminum "cobra head" style.

Grading:

51. Submit a geotechnical report to the City Engineer for review that substantiates the design features incorporated into the subdivision including, but not limited to grading activities, compaction requirements, utility construction, slopes, retaining walls, and roadway sections.

52. At least one week prior to commencement of grading, the applicant shall post the site and mail to the owners of property within 300 feet of the exterior boundary of the project site notice that construction work will commence. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be kept current at all times and shall consist of persons with authority to indicate and implement corrective action in their area of responsibility. The names of the individual responsible for noise and litter control shall be expressly identified in the notice. The notice shall be reissued with each phase of major grading activity. A copy of the notice shall be concurrently transmitted to the City Engineer. The notice shall be accompanied by a list of the names and addresses of the property owners noticed, and a map identifying the area noticed.
53. Dust control measures shall be provided for all stockpiling per the review and approval of the City Engineer.
54. Grade all pads so that they drain directly to the public street at a minimum of one percent without the use of private drainage systems through rear and side yards.
55. Grade any slopes with a vertical height of four feet or more at a slope of 3 to 1. Retaining walls that may be installed to reduce the slope must be masonry and comply with the City's building code.
56. Submit a dust and litter control plan to the City Engineer prior to beginning any construction activities.
57. Submit a haul route plan to the City Engineer for review and approval prior to importing or exporting any material from the site. The plan shall include the location of the borrow or fill area, the proposed haul routes, the estimated number and frequency of trips, and the proposed schedule of hauling. Based on this plan the City Engineer shall determine whether pavement condition surveys must be conducted along the proposed haul routes to determine what impacts the trucking activities may have. The project proponents shall be responsible to repair to their pre-construction condition any roads along the utilized routes.
58. Prior to commencement of any site work that will result in a land disturbance of one acre or more, the applicant shall provide evidence to the City Engineer that the requirements for obtaining a State General Construction Permit have been met. Such evidence may be a copy of the Notice of Intent letter sent by the State Water Resources Control Board. The WDID Number shall be shown on the grading plan prior to approval by the City Engineer.
59. Submit an updated erosion control plan reflecting current site conditions to the City Engineer for review and approval no later than September 1st of every year while the Notice of Intent is active.

60. Submit a Letter of Map Revision application or the appropriate application to FEMA to remove the building pads that are currently within the Special Flood Hazard Area Zone ___ from the flood zone. FEMA must issue no less than a Conditional Letter of Map Revision prior to the City issuing building permits for the lots affected by the Zone ___ designation. The applicant should be aware of the requirements of the Federal Flood Insurance Program and the City Floodplain Management Ordinance as they pertain to future construction of any structures on this property.
61. Grade all pad elevations or install levees to satisfy Chapter 914-10 of the City's Municipal Code, including the degree of protection provisions.
62. The burying of any construction debris is prohibited on construction sites.

Utilities/Undergrounding:

63. Underground all new and existing utility distribution facilities, including those along the frontage of _____. The developer shall provide joint trench composite plans for the underground electrical, gas, telephone, cable television and communication conduits and cables including the size, location and details of all trenches, locations of building utility service stubs and meters and placements or arrangements of junction structures as a part of the Improvement Plan submittals for the project. The composite drawings and/or utility improvement plans shall be signed by a licensed civil engineer.
64. All utility boxes shall be installed underground and all wires and cables must be installed in conduits. Compliance with this condition shall be at the discretion of the City Engineer.
65. Above ground utility boxes shall be camouflaged per the review and approval of the City Engineer.

Drainage Improvements:

66. Collect and convey all stormwater entering and/or originating on this property, without diversion and within an adequate storm drainage facility, to an adequate natural watercourse having definable bed and banks, or to an existing adequate public storm drainage facility that conveys the storm waters to an adequate natural watercourse consistent with the plans for Drainage Area ___ as prepared by the Contra Costa County Flood Control and Water Conservation District.
67. Submit a final hydrology and hydraulic report including 10-year and 100-year frequency event calculations for the proposed drainage system and stormwater pond to the City Engineer for review and approval.
68. Design and construct all storm drainage facilities in compliance with the Municipal Code and City design standards.

69. Prevent storm drainage from draining across the sidewalk(s) and driveway(s) in a concentrated manner.
70. Dedicate a public drainage easement over the drainage system that conveys storm water run-off from public streets.

National Pollutant Discharge Elimination System (NPDES):

71. Comply with all rules, regulations and procedures of the National Pollutant Discharge Elimination System (NPDES) for municipal, construction and industrial activities as promulgated by the California State Water Resources Control Board, the Regional Water Quality Control Board (Central Valley - Region IV), including the Stormwater C.3 requirements as detailed in the Guidebook available at www.cccleanwater.org.

Compliance shall include developing long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long-term BMP's in accordance with the Contra Costa Clean Water Program for the site's storm water drainage:

- Utilize pavers or other pervious materials for driveways, walkways, and parking areas wherever feasible.
 - Minimize the amount of directly connected impervious surface area.
 - Delineate all storm drains with "No Dumping, Drains to the Delta" permanent metal markers per City standards.
 - Construct concrete driveway weakened plane joints at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
 - Install filters in on-site storm drain inlets.
 - Sweeping the paved portion of the site at least once a month utilizing a vacuum type sweeper.
 - Use of landscape areas, vegetated swales, pervious pavement, and other infiltration mechanisms to filter stormwater prior to entering the storm drain system.
 - Provide a sufficient amount of on-site trash receptacles.
 - Distribute public information items regarding the Clean Water Program to customers.
 - Other alternatives as approved by the City Engineer.
72. Submit a fuel spillage containment plan and long-term water quality plan for the gas station portion of the project.

Fees/Assessments:

73. Comply with the requirements of the development impact fees listed below, in addition to those noticed by the City Council in Resolution 00-85 and 08-03. The applicant shall pay the fees in the amounts in effect at the time each building permit is issued.

- A. Traffic Impact Fee (authorized by Ordinance No. 14-00, adopted by Resolution 49-03);
- B. Regional Transportation Development Impact Mitigation Fee or any future alternative regional fee adopted by the City (authorized by Ordinance No. 14-00, adopted by Resolution No. 73-05);
- C. Park Land Dedication In-Lieu Fee (adopted by Ordinance No. 03-03);
- D. Park Impact Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 19-03);
- E. Public Facilities Fee (authorized by Ordinance No. 05-00, adopted by Resolution No. 18-03);
- F. Child Care Facilities "In Lieu" Fee (adopted by Ordinance Nos. 18-99 and 23-99);
- G. Fire Facilities Impact Fee, collected by the City (adopted by Ordinance No. 09-01);
- H. South Oakley Infrastructure Master Plan Fee (adopted by Resolution No. 52-03);
- I. General Plan Fee (adopted by Resolution No. 53-03); and
- J. East Contra Costa County Habitat Conservation Plan Fee (adopted by Resolution No. ____)

The applicant should contact the City Engineer prior to constructing any public improvements to determine if any of the required improvements are eligible for credits or reimbursements against the applicable traffic benefit fees or from future developments.

- 74. The applicant shall be responsible for paying the County Recorder's fee for the Notice of Determination as well as the State Department of Fish and Game's filing fee.
- 75. Annex the property to the City of Oakley Landscape and Lighting District No. 1 for citywide landscaping and park maintenance, subject to an assessment for maintenance based on the assessment methodology described in the Engineer's Report. The assessment shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. Any required election and/or ballot protest proceedings shall be completed prior to issuance of a certificate of occupancy. The Applicant shall apply for annexation and provide all information and documents required by the City to process the annexation. All costs of annexation shall be paid by Applicant.

76. Annex the property to the City of Oakley Landscape and Lighting District No. 1 for citywide street lighting costs and maintenance, subject to an assessment for street light maintenance based on the assessment methodology described in the Engineer's Report. The assessment shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. Any required election and/or ballot protest proceedings shall be completed prior to issuance of a certificate of occupancy. The applicant shall apply for annexation and provide all information and documents required by the City to process the annexation. All costs of annexation shall be paid by Applicant.
77. Participate in the provision of funding to maintain police services by voting to approve a special tax for the parcels created by this subdivision approval. The tax shall be the per parcel annual amount (with appropriate future cost of living adjustment) as established at the time of voting by the City Council. The election to provide for the tax shall be completed prior to filing of the final map. Should the building be occupied prior to the City receiving the first disbursement from the tax bill, the project proponent shall be responsible for paying the pro-rata share for the remainder of the tax year prior to the City conducting a final inspection.
78. Participate in the formation of a mechanism to fund the operation and maintenance of the storm drain system, including storm water quality monitoring and reporting. The appropriate funding mechanism shall be determined by the City and may include, but not be limited to, an assessment district, community services district, or community facilities district. The funding mechanism shall be formed prior to issuance of a certificate of occupancy, and the project proponent shall fund all costs of the formation.
79. Applicant shall comply with the drainage fee requirements for Drainage Area ____ as adopted by the County Board of Supervisors. The applicant shall pay the fee in effect at the time of building permit issuance. Certain improvements required by the Conditions of Approval for this development or the Code may be eligible for credit or reimbursement against the drainage area fee. The developer should contact the City Engineer to personally determine the extent of any credit or reimbursement for which they might be eligible. Any credit or reimbursements shall be determined prior to filing the final map or as approved by the Flood Control District.
80. Participate in the City's South Oakley Infrastructure Master Plan both by cooperating with the City's consultant team in the design and implementation of specific infrastructure projects and by providing this project's fair share contribution to the costs of preparing the study. The fair share contribution shall be paid in accordance with Resolution 52-03.

ADVISORY NOTES

PLEASE NOTE ADVISORY NOTES ARE ATTACHED TO THE CONDITIONS OF APPROVAL BUT ARE NOT A PART OF THE CONDITIONS OF APPROVAL. ADVISORY NOTES ARE PROVIDED FOR

THE PURPOSE OF INFORMING THE APPLICANT OF ADDITIONAL
ORDINANCE REQUIREMENTS THAT MUST BE MET IN ORDER TO
PROCEED WITH DEVELOPMENT.

- A. The applicant/owner should be aware of the expiration dates and renewing requirements prior to requesting building or grading permits.
- B. The project will require a grading permit pursuant to the Ordinance Code.
- C. Comply with the requirements of the Ironhouse Sanitary District.
- D. Comply with the requirements of the East Contra Costa Fire Protection District.
- E. Comply with the requirements of the Diablo Water District.
- F. Comply with the requirements of the Building Inspection Department. Building permits are required prior to the construction of most structures.
- G. This project may be subject to the requirements of the Department of Fish and Game. It is the applicant's responsibility to notify the Department of Fish and Game, PO Box 47, Yountville, California 94599, of any proposed construction within this development that may affect any fish and wildlife resources, per the Fish and Game Code.
- H. This project may be subject to the requirements of the Army Corps of Engineers. It is the applicant's responsibility to notify the appropriate district of the Corps of Engineers to determine if a permit is required, and if it can be obtained.

RESOLUTION NO. 62-14**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY
ADOPTING THE FY 2014-2015 RECOMMENDED BUDGET, STATEMENT OF
FINANCIAL POLICIES, APPROPRIATIONS LIMIT AND 5 YEAR CAPITAL
IMPROVEMENT PLAN (CIP) FOR FISCAL YEARS 2014-2015 THROUGH 2018-2019
AND MAKE FINDINGS RELATED THERETO**

WHEREAS, the City Council is required by law to adopt a budget and appropriations limit prior to the beginning of its new fiscal year, which is July 1, 2014; and

WHEREAS, the City desires to annually review and adopt a 5 year Capital Improvement Plan and comprehensive Statement of Financial Policies; and

WHEREAS, the City Manager and Staff have developed and the City Manager has presented Preliminary Operating and Capital Budgets, Statement of Financial Policies, Appropriations Limit, and 5 Year Capital Improvement Plan; and

WHEREAS, that the City Council did on May 27, hold a workshop to discuss these Preliminary documents and provide additional direction to the City Manager for the preparation of a final set of documents; and

WHEREAS, the City Manager has this day presented to the City Council for adoption a Recommended Budget document, including the updated Statement of Financial Policies, Recommended Operating and Capital Budgets, Fiscal Year 2014-2015 Appropriations Limit Calculation, and a separate Recommended 5 Year Capital Improvement Plan for Fiscal Years 2014-2015 through 2018-2019; and

WHEREAS, the City Council is currently serving in the role of the city's Planning Authority; and

WHEREAS, Section 65401 of the Government Code requires the Planning Authority of cities and counties to review any Capital Improvement Program (CIP) in their jurisdiction for conformance with the reviewing agency's adopted General Plan; and

WHEREAS, potentially adverse impacts of the CIP were adequately discussed in the Environmental Impact Report (EIR) for the Oakley 2020 General Plan, and project-by-project environmental assessments will be prepared when necessary; and

WHEREAS, the Recommended 5 Year Capital Improvement Plan for Fiscal Years 2014-2015 through 2018-2019 for the City of Oakley has been submitted and reviewed as to its conformance with the adopted Oakley General Plan by the Planning Authority; and

WHEREAS, the projects proposed reflect the major need for roadways, public utilities and other community facilities during the next five years in concert with anticipated growth areas as noted in the adopted General Plan.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Oakley:

1) Acting as the Planning Authority of the City, hereby adopts the City's Recommended 5 Year Capital Improvement Plan for FY's 2014-2015 through 2018-2019 and confirms the Plan is consistent with the adopted Oakley General Plan; and

2) As the City Council, hereby adopts the FY 2014-2015 Recommended Budget, Statement of Financial Policies, FY 2014-2015 Appropriations Limit, and 5 Year Capital Improvement Plan for FY's 2014-2015 through 2018-2019.

PASSED AND ADOPTED by the City Council of the City of Oakley at a meeting held on the 30th of June, 2014 by the following vote: 4-0

AYES: Burgis, Pope, Rios, Romick

NOES:

ABSENT: Hardcastle

ABSTENTIONS:

ATTEST:


Libby Vreonis, City Clerk

APPROVED:


Randy Pope, Mayor

7 JUL 14

Date

5-Year Capital Improvement Program

For Fiscal Years 2014/15 to 2018/19

Recommended



CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is a major public infrastructure and planning tool for the City of Oakley and the CIP serves as a statement of the City's policies and financial abilities to manage the physical development of the community. The development of a five-year CIP provides a systematic plan for providing infrastructure improvements within a prioritized framework and with a general schedule within which the projects proceed. The first year reflects the adopted Budget for the upcoming fiscal year (FY). The remaining four years represent a schedule and estimate of future capital needs that may be funded given projected revenues.

There are several benefits for developing and adopting a Capital Improvement Program. Not only does the CIP become a management tool for the City Council and City staff, a CIP also provides valuable information to the citizens, developers, and businesses who are interested in the development of the community. The CIP document will assist in leveraging available resources through improved timing of projects, and coordinating City projects with the projects of other public or private entities.

Despite the many benefits of capital improvement programming, it is important to highlight the fact that this is a fluid document. Changes can occur for many reasons. Revenues can fluctuate as a result of changing economic conditions or shifts in City policy. Private economic decisions can also affect the timing, scale, and location of capital projects. The City of Oakley CIP reflects the strategic goals of the City Council and a critical investment in the community.

The focus of the proposed CIP for FY 2014/15 through 2018/19 is to maintain the core infrastructure of the City of Oakley while utilizing the most cost effective and creative approach; and continuing to build new infrastructure for the community which will enhance the quality of life for residents and promote the economic vitality and viability for the City. The CIP for FY 2014/15 is divided into specific projects to address unique needs for each component of the infrastructure system. This approach provides funding for both the infrastructure maintenance and construction of new improvements with a long range goal for protecting the quality of the public infrastructure system in the City of Oakley. The funding for the CIP projects are generally from the following sources: Measure J Sales Tax, Gas Tax, General Fund, Development Traffic Impact Fees, Park

Impact Fee, and Federal & State Grants. The reduction of Impact Fee revenues due to the economic recession and the building downturn has had an effect on the overall scope and magnitude of the CIP projects. With the focus of FY 2014/15 CIP on core infrastructure asset protection/maintenance, some projects will be deferred to future years as a strategic approach and to work within the available funding. The deferred projects include: the Rose Avenue/Laurel Road Intersection and Traffic Signal Construction Project, LED Streetlight Replacement Project, Traffic Signal Modernization Project, the and Thoroughfare Street Tree Replacement Project. These CIP projects can be included in future CIP programs as funding becomes available.

With the improved economic forecast, it is expected that the Impact Fee revenue will grow and be a larger part of the future funding of the projects. The increase in the level of private development activity will provide opportunities for the City to undertake projects with various infrastructure improvements in conjunction with the developments; and to construct roadway improvements that will be cost effective and timely.

Proposed Projects for FY 2014/15 CIP

Project 141, Main Street Median Landscape Rehabilitation – This project will reconstruct the existing medians along Main Street from Vintage Parkway to Empire Road to provide enhanced landscaping and tree planting instead of concrete filled medians. This section of Main Street serves as the gateway to the core downtown area and the rehabilitation of these medians will enhance downtown Oakley and beautify the Main Street. Total Budget- \$471,487 (\$287,000 FY 2013/14 carryover balance, \$125,000 General Capital Projects Fund, \$59,487 Measure J Fund))

Project 147, East Cypress Road Widening - The Emerson Ranch subdivision was conditioned during its planning process to widen the north side of Cypress Road along their subdivision frontage and install a portion of the median and landscaping. The responsibility of the developers is for curb, gutter, sidewalk and one travel lane. The second travel lane and the medians will be the responsibility of the City. The actual construction work will be performed by the developer; and the City's cost of the project is eligible for Traffic Impact Fee credits. The project is expected to go to construction in 2015. Fee credits will be based on actual construction costs and will be issued at the time of building permits. Total Budget- \$420,000 (\$420,000 Traffic Impact Fee)

Project 148, Cypress Grove Irrigation Well - When the Cypress Grove neighborhood was originally constructed, the design had configured the irrigation system to draw from the stormwater pond through a series of filters. The filters routinely clog with organic materials causing inefficient and unreliable irrigation that are very costly to repair. Constructing a dedicated well for irrigation eliminates the need to irrigate with pond water. The construction of irrigation well for Cypress Grove was included in the FY 2013/14 CIP at a cost of \$150,000. During the design and development of this project it was determined that the actual cost for this project would be approximately \$250,000. The project was deferred to FY 2014/15 to provide sufficient time to review the design in detail and construct the irrigation well in spring 2015. Total Budget- \$250,000 (\$250,000 Community Facility District)

Project 150, Civic Center Park Amphitheater Improvements - This project will construct a new stage and amphitheater style seating at the Civic Center Park for special events. The project will also install a pre-fabricated dual purpose concession and restroom building for use during special events in downtown. This project will complement those downtown street improvements that were constructed in 2013 and also the future Veterans Memorial to be constructed at the corner of Norcross Lane and Main Street. The design of this project was started in second quarter of FY 2013/14 with the intention to have the final construction completed by September 2014 and have the facility ready for the fall festivals. Total Budget- \$684,511 (\$407,511 Measure WW Grant, \$232,000 Main Street Fund, \$45,000 Park Impact Fee)

Project 151, FY 2014/15 Street Repair & Resurfacing - This project will repair the base and surface failures and resurface streets throughout the City as a part of a comprehensive program to maintain the streets for the community. The resurfacing project for FY 2014/15 will focus on subdivisions west of Empire Avenue between Oakley Road and El Monte Drive. Total Budget- \$850,000 (\$150,000 Traffic Impact Fee, \$150,000 Measure J, \$550,000 General Capital Projects Fund)

Project 152, FY 2014/15 Street Restriping- This project will restripe various City streets each year to help maintain the streets that are delineated and marked clearly for the public use for the motorists and pedestrians. The work performed under this project focus on the streets that are not in the plan for resurfacing in the next 2 years and need the striping for lane delineation (centerline, edge line, cross walk, pavement marking) to provide safe streets for the community. Total Budget- \$25,000 (\$25,000 Measure J)

Project 153, FY 2014/15 Curb, Gutter, and Sidewalk Repair and Reconstruction- This project will coordinate with the responsible property owners the repair and reconstruct damaged and broken concrete curbs, gutters, and sidewalk throughout the City to eliminate trip and fall hazard accidents caused by sidewalks and curbs uplifted by tree root overgrowth and to provide safe streets for the community. This project works in coordination with the 50-50 cost share program that helps the property owners in the City to address concrete sidewalk and curb and gutter uplifts caused by tree root overgrowth. Total Budget- \$40,000 (\$40,000 Gas Tax)

Project 154, FY 2014/15 Frontage Gap Closure Improvements - This project will construct localized curb, gutter, sidewalk, ADA ramps, and pavement widening improvements that are necessary for vehicular and pedestrian safety and will likely not be provided for by future private developments. Total Budget- \$50,000 (\$50,000 Gas Tax)

Project 155, FY 2014/15 Traffic Safety Improvements - This project will construct various traffic calming and safety improvements for the community. The scope of the work includes traffic calming measures such as speed bumps, electronic crosswalk warning systems, enhanced signage and striping near schools and public places. This project involves close coordination between the Police and Public Works Department to ensure the safest and most effective traffic safety measures are implemented for the community. Total Budget- \$50,000 (\$50,000 Measure J)

Project 156, FY 2014/15 Storm Drain Improvements - This project will construct storm drain systems on Main Street in the vicinity of O'Neal Court. This area does not have a formal storm drain system and experience chronic flooding during the rainy season. Total Budget- \$25,000 (\$25,000 Stormwater Fund)

Project 161, City Park Security Camera Installation - This project will provide funding for purchase and installation of digital security cameras at the following City Parks: Creekside, Summer Lake, Laurel, Crockett, Cypress, Civic Center, Laurel Ballfields, and Emerson Ranch. The vandalism and abuse of these parks has increased and the few existing cameras that are at some parks are old and not functioning properly and this project will replace the old cameras and install a uniform digital camera system that can be monitored in real time remotely and also will be in the same style and format that will be used by the Police Department for security system at selected streets and intersections. Total Budget- \$70,000 (\$70,000 General Capital Projects Fund)

Completed Projects in FY 2013/14

PROJECT LOCATIONS	
A Main Street Realignment & Downtown Plaza	F Citywide Street Name Sign Replacement Project
B O'Hara Avenue Widening (Covered Wagon to Laurel)	G Raye Avenue Improvement Project
C O'Hara Avenue Widening (Carpenter to Vintage)	H Pavement Rehabilitation Project
D Marsh Creek Restoration Project	
E Citywide Safety & Traffic Management Improvements	



A Main Street Realignment & Downtown Plaza Project

Main Street Realignment & Downtown Plaza Project

This project widened Main Street between Vintage Parkway and Norcross Lane, added on-street parking, and constructed a landscaped median to enhance the look and feel of Downtown Oakley. The Plaza included a fountain between the new restaurant buildings in the downtown.

The total project cost was \$6,200,000.



B O'Hara Avenue Widening (Covered Wagon to Laurel)

O'Hara Ave. Widening (Covered Wagon Dr. to Laurel Rd.)

This Project widened O'Hara Avenue as a four lane divided arterial from Laurel Road north across the CCWD canal and in front of the Moura parcel that included landscaped medians and LED street lighting.

The total project cost was \$2,128,000.



C O'Hara Avenue Widening (Carpenter to Vintage)

O'Hara Avenue Widening (Carpenter Rd. to Vintage Dr.)

This project included construction of the complete roadway improvements and construction of curb, gutter, and sidewalk, signalized intersection at Carpenter Road and O'Hara Avenue, and landscaping improvements.

The total project cost was \$1,370,000.



D Marsh Creek Restoration Project

Marsh Creek Restoration Project

This project widened Marsh Creek adjacent to Creekside Park to provide recreation opportunities and enhanced creek habitat. The project included a pedestrian bridge across Marsh Creek near the south end of Creekside Park.

The total project cost was \$815,000.



E Citywide Safety & Traffic Management Improvements

Citywide Safety & Traffic Management Improvements

This project included installing cross-walks, pavement markings and stop signs around the park in the Magnolia Park neighborhood.

The total project cost was \$8,500

Project 162, Main Street "Visioning" Concept Project - This project will create a conceptual design for the future of Downtown renovations to continue and complement the current improvements along Civic Center frontage from Norcross Lane to Second Street. This project will develop the layout of future improvements along Main Street that includes streetscape, curbs, sidewalks, parking, lighting and traffic circulation components. Architectural rendering will be a part of this project which will be used for marketing and promoting the downtown. Total Budget- \$80,000 (\$80,000 General Capital Projects Fund)

Project 163, Cypress, Big Break, & Rose Pavement Rehabilitation Project - This project will rehabilitate three streets in Oakley and will consist of repairing areas of failed street base and asphalt surface, update ADA ramps to meet new State and Federal codes, and placement of an asphalt overlay on the streets followed with new signing and striping. Total Budget- \$1,289,000 (OneBayAreaGrant - \$1,029,000 OBAG, Local Match Requirement \$260,000 Traffic Impact Fee)

Project 164, Main Street Resurfacing (Bridgehead Road to Big Break Road) - This project will repair the base and surface failures, repair and reconstruct damaged curb, gutter, and sidewalks, repair shoulders, and resurface and restripe. This project has been in the planning stage for a number of years and its final construction will greatly enhance one of the major gateways into the City of Oakley. Total Budget- \$1,600,000 (\$50,000 Measure J, \$1,150,000 Traffic Impact Fee, \$400,000 General Capital Projects Fund)

Project 166, Hwy 160-Main Street Gateway Sign & Landscaping Project - This project will landscape the area in between the Hwy 160 ramps and Main Street to provide an enhanced gateway to City of Oakley. This work will complement the new Hwy 160 improvements that provide connector ramps to Hwy 4. Conceptual design for the landscaping and gateway sign has been done previously and this project will refine that design and develop a final set of construction documents. This project will also complement the Main Street Resurfacing (Bridgehead Road to Big Break Road) that is part of FY 2014/15 budget. Total Budget- \$150,000 (\$150,000 General Capital Projects Fund)



F Citywide Street Name Sign Replacement Project

Citywide Street Name Sign Replacement Project

This project replaced the old black and white Contra Costa County street name signs with the new Oakley Standard street name signs in various neighborhoods within the City.

The total project cost was \$90,000

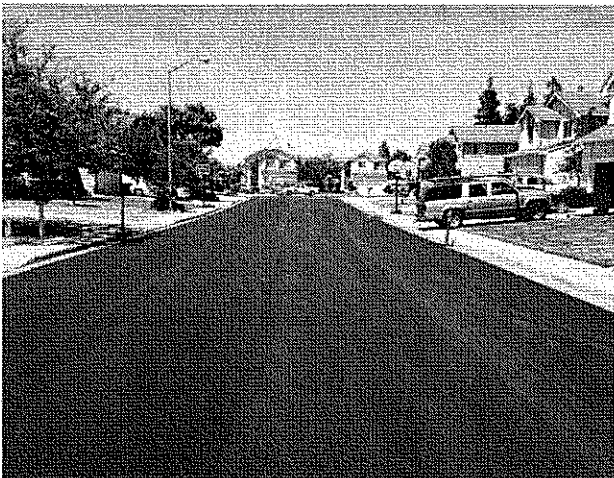


G Raye Avenue Improvement Project

Raye Avenue Improvement Project

This project installed 5 infiltration basins to alleviate the flooding in three locations on Raye Avenue. The infiltration basins capture the stormwater off the roadway providing a safer path of travel.

The total project cost was \$118,000.



H Pavement Rehabilitation

Pavement Rehabilitation Project

This project removed base failed areas followed by placing a thin rubberized overlay throughout the entire Heather Park Subdivision including added alternate streets Canopy Ln, Garden Ct., and Springbrook Ct. Finally striping was placed as the last item of work.

The total project cost was \$645,000.

City of Oakley
FY 2014/15 Project Summary
Capital Improvement Program for Fiscal Years 2014/15 to 2018/19

FY 14/15 Proposed Revenues

	General Capital Projects	Main Street Fund	TIF	Measure J	Gas Tax	CFD	Grant	Stormwater Fund	Park Impact Fee
FY 13/14 Fund Balance	\$ 325,000	\$ 134,000	\$ 978,000	\$ 125,354	\$ 2,000	\$ 1,110,000	\$ 2,511	\$ 1,004,000	\$ 47,000
FY 14/15 Revenues	\$ 1,075,000	\$ 100,000	\$ 1,200,000	\$ 513,433	\$ 920,930	\$ 251,000	\$ 1,434,000	\$ 460,000	\$ -
FY 14/15 Operational Expenditures	\$ 22,167	\$ 2,000	\$ 67,333	\$ 304,300	\$ 812,586	\$ 264,150	\$ -	\$ 582,020	\$ 2,000
Total Available for Capital Projects	\$ 1,377,833	\$ 232,000	\$ 2,110,667	\$ 334,487	\$ 110,344	\$ 1,096,850	\$ 1,436,511	\$ 881,980	\$ 45,000

FY 14/15 Proposed Expenditures

#	Project	14/15 Total	General Capital Fund	Main Street Fund	TIF	Measure J	Gas Tax	CFD	Grant	Stormwater Fund	Park Impact Fee
141	Main Street Median Landscape Rehabilitation	\$ 184,487	\$ 125,000			\$ 59,487					
147	East Cypress Road Widening	\$ 420,000			\$ 420,000						
148	Cypress Grove Irrigation Well	\$ 250,000						\$ 250,000			
150	Civic Center Amphitheater Project	\$ 684,511		\$ 232,000					\$ 407,511		\$ 45,000
151	FY 2014/15 Street Repair and Resurfacing	\$ 850,000	\$ 550,000		\$ 150,000	\$ 150,000	\$ -				
152	FY 2014/15 Street Restriping	\$ 25,000				\$ 25,000					
153	FY 2014/15 Curb, Gutter, and Sidewalk Reconstruction	\$ 40,000					\$ 40,000				
154	FY 2014/15 Frontage Gap Closure Improvements	\$ 50,000					\$ 50,000				
155	FY 2014/15 Traffic Safety Improvements	\$ 50,000				\$ 50,000					
156	FY 2014/15 Storm Drain Improvements	\$ 25,000				\$ -				\$ 25,000	
161	City Parks Security Camera Installation Project	\$ 70,000	\$ 70,000								
162	Main Street "Visioning" Concept Design	\$ 80,000	\$ 80,000								
163	Cypress, Big Break, & Rose Pavement Rehabilitation	\$ 1,289,000			\$ 260,000	\$ -	\$ -		\$ 1,029,000	\$ -	\$ -
164	Main Street Resurfacing (Bridgehead to Big Break)	\$ 1,600,000	\$ 400,000		\$ 1,150,000	\$ 50,000	\$ -				
166	Hwy 160-Main Street Gateway Sign and Landscaping Project	\$ 150,000	\$ 150,000								
	Total	\$ 5,767,998	\$ 1,375,000	\$ 232,000	\$ 1,980,000	\$ 334,487	\$ 90,000	\$ 250,000	\$ 1,436,511	\$ 25,000	\$ 45,000
	Remaining Unassigned Balances		\$ 2,833	\$ -	\$ 130,667	\$ -	\$ 20,344	\$ 846,850	\$ -	\$ 856,980	\$ -

RESOLUTION NO. 76-02**A RESOLUTION OF THE CITY COUNCIL
OF THE CITY OF OAKLEY ADOPTING THE OAKLEY 2020 GENERAL PLAN AND
RELATED MITIGATION FINDINGS, FINDINGS REGARDING ALTERNATIVES,
A STATEMENT OF OVERRIDING CONSIDERATIONS,
AND A MITIGATION MONITORING PROGRAM**

WHEREAS, in November 1998, the voters approved the incorporation of the City of Oakley, to be effective July 1, 1999, and the City was incorporated on July 1, 1999. After incorporation, the City adopted the Contra Costa County General Plan for the Oakley area as its general plan, the County's subdivision ordinance as its subdivision ordinance, and the County's zoning ordinance as its zoning ordinance (Ordinance Nos. 1-99, 17-99, 22-99). Since that time, the City has been in the process of preparing its own general plan, as required by Government Code Section 65360 (the "Project"); and

WHEREAS, in December 2000, the City Council directed staff to explore the possibility of expanding the City's sphere of influence, and the Contra Costa Local Agency Formation Commission directed the City to include in the environmental impact report for the Oakley 2020 General Plan the areas proposed to be included in the expanded sphere. As a result, the Project area boundaries include the current City and approximately 3,000 acres located east of the current City limits, described as the Expansion Areas in the General Plan; and

WHEREAS, in accordance with Section 65351 of the California Government Code, since December 2000, the City has facilitated public participation in the general plan adoption process through the following steps:

- On December 4, 2000, the City's consultant, Pacific Municipal Consultants (PMC) conducted a general plan vision workshop at which 55 members of the public, including the seven members of the Planning Commission, engaged in a series of exercises that allowed them to share information and opinions about such matters as existing City resources, circulation, land use, recreation, and local character.
- On February 5, 2001, the Planning Commission conducted a public workshop to identify large general issues of special interest to the community and to rank those concerns for treatment in the general plan. PMC distributed a list of 82 issues identified by City staff and asked the Commission to rank the relative importance of each one. PMC then computed the average rank that the Commissioners gave to each issue and used the results to construct a matrix of important topics to discuss in the general plan and how much weight to give each topic.
- PMC met with the City Council and Planning Commission in a general plan workshop on May 7, 2001, at which PMC presented to members of both bodies maps showing the existing land use designations for the entire City, and what the City would look like under several hypothetical build-out

scenarios. Members of the Council and Commission commented on the accuracy of the map of the existing City and provided general feedback about the visions represented by the others.

- On June 25, 2001, the City Council and Planning Commission met in a joint work session to consider land use alternatives prepared by PMC and provide guidance about the creation of a preferred land use alternative for environmental analysis.
- On July 9, 2001, the City Council and Planning Commission met in a joint work session to consider the continuation of agricultural land use designations in the general plan and the definition of such uses.
- On July 30, 2001, the City Council and Planning Commission held a joint special work session to continue their consideration of the land use alternatives prepared by PMC, including the definitions of land use designations and locations, so that they could decide upon a preferred alternative for the purpose of environmental analysis.
- On September 8, 2001, the City Council and Planning Commission met in a joint work session to continue discussions about land use alternatives, focusing particularly on agricultural, public and semi-public, business park, and utility district land uses. Members of the two bodies also discussed the format and appearance of the general plan. Finally, PMC distributed technical and background documents to the members of the Council and Commission for their review.
- On May 6, 2002, the City Council and Planning Commission held a joint work session to review the Draft General Plan Housing Element
- On September 7, 2002, the City Council and Planning Commission held a joint work session to review the Draft General Plan discussed below.

This public participation program informed the public of the on-going general plan process; obtained public input regarding major issues, community objectives, and plan policies; provided the public with opportunities to evaluate alternative plans and to participate in choosing the preferred alternative; informed decision makers of public opinions; and worked towards community consensus.

WHEREAS, various reports and documents also guided the preparation of an initial draft of the General Plan. A citywide land use inventory was prepared, updated traffic counts were assembled, and noise levels in different neighborhoods were monitored. Reports documenting local demographics, visual conditions, safety hazards, and natural resources were drafted. An Oakley 2020 General Plan Background Report was prepared; and

WHEREAS, the Draft General plan released to the public on September 13, 2002 consisted of the seven elements required by state law—Land Use, Transportation, Conservation, Open Space, Safety, Noise, and Housing—as well as two optional elements, Growth Management and Economic Development. The Draft General Plan contains goals, policies and programs to guide the physical development of the City and the conservation of its resources, generally over a 20-year planning horizon. Thus, the

Draft General Plan contains all content for the mandatory general plan elements as required by State law, including the proposed general distribution, location and extent of land uses in the Planning Area for residential, commercial, industrial, public, open space and parks and other categories of public and private uses of land, and including standards of population density and building intensity; and

WHEREAS, the City determined that an Environmental Impact Report ("EIR") should be prepared and circulated a Notice of Preparation dated March 25, 2002 to public agencies and interested parties for consultation on the scope of the EIR; and

WHEREAS, the City prepared a Draft EIR dated September 2002 (SCH No. 2002042134), which reflected the independent judgment of the City as to the potential environmental effects of the Project. The Draft EIR was circulated for the required 45 day public review period, from September 16, 2002 to October 30, 2002; and

WHEREAS, between September 16, 2002 and November 4, 2002, the Planning Commission held eight hearings on the General Plan and EIR, at which all interested parties were able to submit written and oral testimony. The Planning Commission recommended a number of changes to the Draft General Plan, which were summarized in a version dated November 12, 2002. Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project. Thus, for instance, staff verified that the changes would not result in land use incompatibilities or inconsistencies with the General Plan; that local and cumulative impacts to circulation, biological resources, open space, public safety, and noise would not be changed significantly; and that the City would be able to meet its regional share of affordable housing; and

WHEREAS, the Planning Commission received oral comments from the public at a hearing held on October 29, 2002 regarding the Draft EIR and reviewed all written comments received prior to the close of the public comment period. Staff prepared a preliminary analysis of comments received, which was presented to the Planning Commission on November 18, 2002, at which time all interested parties had an opportunity to comment. Staff's good faith, reasoned preliminary analysis concluded that no new information was received that would require recirculation of the Draft EIR under CEQA Guideline 15088.5. Staff, however, indicated to the Commission that it would recommend that the Council make changes to the General Plan based on those comments and the responses contained in the Final EIR; and

WHEREAS, a staff report, dated November 18, 2002, described and analyzed for the Planning Commission the Draft EIR and staff's conclusions regarding the public comments and responses; and

WHEREAS, the Planning Commission reviewed the staff report and the Draft EIR on November 18, 2002, at which time all interested parties had the opportunity to be heard; and

WHEREAS, the Draft General Plan was reviewed in accordance with the provisions of the California Environmental Quality Act through the preparation and review of an Environmental Impact Report. On November 12, 2002, at the conclusion of a properly noticed public hearing, the Commission unanimously moved by voice vote to recommend that the City Council certify the Environmental Impact Report, and that the Council approve the version of the General Plan of the same date. On November 18, 2002, at the conclusion of a properly noticed public hearing, the Commission adopted Resolution No. 02-06, which recommended that the Council certify the Environmental Impact Report, including the changes identified as necessary in the staff report discussing the EIR. It also adopted Resolution No. 02-05, which recommended that the Council approve the November 12, 2002 version of the General Plan; and

WHEREAS, on November 12, 2002, the City Council held a properly noticed public hearing on the Land Use and Circulation Elements of the Draft General Plan, including the revisions recommended by the Planning Commission. The City Council made preliminary changes to the wording of the Land Use Element and to the Land Use Diagram, Figure 2-2. (The changes are summarized in Attachment 1.) Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project, since, for instance, the population of the City at build-out would be slightly less than analyzed, and no land use incompatibilities would be introduced. Staff presented a red-lined version of the Land Use Element to the Council at its November 18, 2002 and December 3, 2002 hearings, and informed the Council of its conclusions; and

WHEREAS, on November 18, 2002, the City Council held a properly noticed public hearing on the Circulation and Health & Safety Elements, and continued the hearing on the Land Use Element. The City Council made preliminary changes to the wording of the Circulation and Health & Safety Elements. Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project, since, for instance, the level of service standards for roadway segments and intersections would be adequate and achieved. The only change to the Health & Safety Element was the addition of a program. (The changes are summarized in Attachment 1.) Staff provided additional information regarding a few specific roadways at the Council's November 25 and December 2, 2002 hearings. Staff presented a red-lined version of the Circulation and Health & Safety Elements to the Council at its December 3, 2002 hearings, and informed the Council of its conclusions; and

WHEREAS, on November 19, 2002, the City Council held a properly noticed public hearing on the Housing and Noise Elements, and continued the hearing on the Land Use, Circulation, and Health & Safety Elements. The City Council made preliminary changes to the wording of the Housing and Noise Elements. (The changes are summarized in Attachment 1.) Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project. With the changes, the Project would still result in the production of the City's share of the regional affordable housing allocation. Changes to the Noise

Element were not substantive; they merely clarified existing policies in the Draft General Plan. Staff presented a red-lined version of the Noise Element to the Council at its December 3, 2002 hearing. Staff presented a red-lined version of the Housing Element to the Council at its December 9, 2002 hearing and informed the Council of its conclusions regarding meeting affordable housing requirements; and

WHEREAS, on November 25, 2002, the City Council held a properly noticed public hearing on the Open Space & Conservation, Parks & Recreation, Growth Management, and Economic Development Elements, and continued the hearing on the Land Use, Circulation, Health & Safety, Housing, and Noise Elements. The City Council made preliminary changes to the wording of the Growth Management, Open Space & Conservation, and Parks & Recreation Elements. (The changes are summarized in Attachment 1.) Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project: the City would meet the requirements of Measure C, adequate open space would be preserved, and the identified parkland standard would be maintained. Staff presented a red-lined version of the Open Space & Conservation, Parks & Recreation, Growth Management, and Economic Development Elements to the Council at its December 3, 2002 hearing and informed the Council of its conclusions regarding the significance of the changes to the Project; and

WHEREAS, on December 2 and 3, 2002, the City Council held properly noticed public hearings to consider property owner special requests for land use designations in the General Plan. In response to some requests, the City Council made preliminary changes to the Land Use Diagram, Figure 2-2 in the General Plan. (The changes are summarized in Attachment 1.) Staff reviewed all recommended changes and determined that their qualitative and quantitative effect would not significantly change the Project, since, for instance, the population of the City at build-out would be slightly less than analyzed, no land use incompatibilities would be introduced, and the Project would meet the City's share of the regional affordable housing allocation; and

WHEREAS, comments from the Bay Area Air Quality Management District clarified that potential air emissions resulting from additional commutes and roadway congestion may possibly lead to a delay in attaining state and federal air quality standards. That impact would be significant and unavoidable. Approval of the 2020 General Plan must, therefore, include findings regarding alternatives, as set forth in Exhibit B, and must include a Statement of Overriding Considerations, which is attached as Exhibit C; and

WHEREAS, the Draft EIR identified several potentially significant impacts that will be reduced to insignificance with specified mitigation measures. Approval of the General Plan will therefore require adoption of mitigation findings, which are attached as Exhibit A; and

WHEREAS, on December 9, 2002, the City Council conducted a noticed public hearing on the Draft General Plan, as previously revised, at which time all interested

parties had the opportunity to be heard. The City Council considered the Environmental Impact Report, the Planning Commission recommendations, and all written and oral testimony submitted at the public hearing. The Council then adopted a motion of intent by voice vote to certify the EIR and to approve the General Plan, and directed staff to prepare resolutions consistent with that intent; and

WHEREAS, on December 16, 2002, the City Council adopted Resolution No. 75-02, incorporated herein by reference, certifying the Environmental Impact Report as adequate and complete pursuant to the California Environmental Quality Act.

NOW, THEREFORE, BE IT RESOLVED THAT:

1. The foregoing recitals are true and correct and made a part of this resolution.
2. The City Council hereby finds that, with the changes outlined above, the General Plan is internally consistent and, as fully implemented, will provide for compatible land uses and a number of affordable housing units that satisfy the City's share of the regional allocation. The Council additionally finds that, the changes to the General Plan described above will not significantly change the Project: no new impacts have been introduced and all significant and potentially significant impacts previously reduced to a less than significant level by the full implementation of the General Plan will still be adequately mitigated. The Council, therefore, finds that the General Plan is in the public interest and does hereby approve the General Plan as set forth in the Draft General Plan dated November 12, 2002, with revisions to the General Plan text, as identified.

BE IT FURTHER RESOLVED THAT the City Council adopts the mitigation findings set forth in Exhibit A, the findings regarding alternatives to the Project set forth in Exhibit B, and the statement of overriding considerations set forth in Exhibit C.

ADOPTED this 16th day of December, 2002 by the following vote:

AYES:	Anderson, Nix, Rios, Huffaker, Vanek
NOES:	None
ABSENT:	None
ABSTENTIONS:	None


MAYOR

ATTEST


CITY CLERK

CHAPTER

3

CIRCULATION ELEMENT

INTRODUCTION

Oakley's history and development have been closely tied to its circulation system. The Circulation Element provides an overview of existing and planned transportation programs and policies within Oakley for all major modes, including motor vehicles, pedestrians, public transit, and bicycles. An introductory section provides a context for the Circulation Element, followed by a section on Goals, Policies and Implementation Programs. The circulation plan section documents planned circulation improvements at build-out of this General Plan, and the setting section provides current conditions.

OVERVIEW

The Circulation Element outlines Oakley's plan for the provision of convenient and efficient travel within the community and between Oakley and the region. Key circulation issues for Oakley include:

- Prioritization and construction of roadway improvements necessary to improve circulation and levels of service;
- Establishment of a minimum Level of Service (LOS) standard for the community;
- Agreement on street design standards that will foster optimal living environments;

- Support for the realignment of Highway 4;
- Standardization of streetscape elements on major public streets;
- Identification of measures necessary to enhance pedestrian and bicycle safety;
- Development of minimum emergency access standards;
- Support for increased public transit use;
- Encourage increased bicycle usage;
- Enforcement of traffic laws; and
- Assurance of adequate funding for necessary circulation improvements

These issues are addressed in the Circulation Element sections that follow.

Organization of the Element

The Circulation Element is organized into four main sections; 1) an Introduction section that includes an overview of the element and its consistency with State law; 2) a Goals, Policies, and Implementation Programs section addressing all modes of travel and the relationship between transportation and land use; 3) a Circulation Plan; and 4) a setting section that describes current conditions.

3.0 – Circulation Element

CONSISTENCY WITH STATE LAW

Minimum Requirements

The circulation element is one of the seven mandated general plan elements identified in the State planning and zoning law. Section 65302(b) of the California Government Code specifies that each general plan must include “a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.” The Oakley Circulation Element meets these requirements.

California Government Code Section 65401 specifies public works projects must be in conformity with the General Plan. In practice, this will require that the City, during adoption of the Five-Year Capital Improvement Program (CIP), make findings that the proposed City of Oakley Five-Year CIP is in conformance with the General Plan, including the Circulation Element.

Relationship to Other General Plan Elements

According to state planning law, the Circulation Element must be consistent with the other General Plan elements, which are all interrelated to a degree. Certain goals and policies of one element may address issues that are primary subjects of other elements. This integration of issues throughout the General Plan creates a strong basis for the implementation of plans and programs and achievement of community goals. The Circulation Element is most directly related to the Land Use, Growth Management, and Economic Development Element.

CONSISTENCY WITH COUNTYWIDE PROGRAMS

As a participant in the Contra Costa County Measure C Growth Management Program and Congestion Management Program, Oakley must take certain circulation-related actions as conditions for ongoing compliance with the Growth Management Program. These actions are discussed in subsequent sections of the Circulation Element.

GENERAL GOALS, POLICIES, AND PROGRAMS

The following are the Goals, Policies, and Implementation Programs for each transportation mode and circulation topic area addressed within the General Plan Circulation Element. Additional supporting information is provided in the Setting and Circulation Plan sections of this element. The goals, which are overall statements of the community's desires, are broad statements of purpose and direction. The policies serve as guides for working with local and regional agencies on Oakley circulation issues. Implementation programs identify specific actions to achieve particular goals and policies.

ROADWAYS

Goal 3.1 Provide an efficient and balanced transportation system.

Policies

- 3.1.1 Strive to maintain Level of Service D as the minimum acceptable service standard for intersections during peak periods (except those facilities identified as Routes of Regional Significance).
- 3.1.2 For those facilities identified as Routes of Regional Significance, maintain the minimum acceptable service standards specified in the *East County Action Plan Final 2000 Update*, or future Action Plan updates as adopted.
- 3.1.3 Keep roadway facilities in optimal condition.
- 3.1.4 Consistent with the California Vehicle Code, direct trucks to appropriate truck routes.
- 3.1.5 Encourage a multi-modal circulation system that supports non-automobile travel.
- 3.1.6 Address future roadway needs through both new road construction and management of existing and planned roadway capacity.
- 3.1.7 Create and maintain fee and other programs adequate to assure sufficient financing and land to maintain and achieve prescribed Levels of Service.

3.1.8 Mitigate conflicts between new roadway improvements and existing rural roadways when the identified conflicts threaten public health, safety and welfare.

Programs

- 3.1.A Prior to approval of all projects, demonstrate that traffic levels of service and performance standards will be maintained, or that a funding mechanism and timeline has been established which will provide the infrastructure to meet the standards. Ensure that developers fund traffic impact studies that identify on-site and off-site effects and mitigations, and that they contribute appropriate funding for on-site and off-site improvements.
- 3.1.B If it cannot be demonstrated prior to project approval that levels of service will be met per Program 3.1.A, the City may consider the development but defer its approval until the standards can be met or assured. In the event that a signalized intersection exceeds the applicable level of service standard, the City may approve projects if the City can establish appropriate mitigation measures, or determine that the intersection or portion of roadway is subject to a finding of special circumstances, or is a route of regional significance, consistent with those findings and/or action plans adopted by the Contra Costa Transportation Authority pursuant to Measure C-1998. Mitigation measures specified in the action plans shall be applied to all projects that would create significant impacts on such regional routes, as defined by the Authority in consultation with local agencies and as permitted by law.
- 3.1.C Monitor intersection Levels of Service on a biannual basis at key reporting intersections.
- 3.1.D Implement circulation improvements required to mitigate the effects of

3.0 – Circulation Element

growth and to maintain the Level of Service standard. Prioritize roadway improvement projects based on traffic volume, traffic safety, pedestrian and bicyclist safety, availability of funding, and other measures of need as appropriate.

- 3.1.E Maintain a pavement management program, and identify and prioritize projects in the City's Capital Improvement Program to maintain the quality and integrity of the City's roadway system. Street maintenance should include regular cleaning and upkeep of bicycle routes to remove debris and alleviate poor pavement conditions that discourage bicycle riding.
- 3.1.F Install and maintain truck route signing and marking to direct truck traffic onto designated truck routes.
- 3.1.G During the planning and development review processes for new development and new roadways, incorporate provisions for bicycle, pedestrian, and public transit modes, where appropriate.
- 3.1.H Encourage and promote car pools, vanpools, alternative work hours, employee shuttles, and other incentives to reduce single-occupant vehicle trips.

BICYCLES AND PEDESTRIANS

Goal 3.2 Promote and encourage walking and bicycling.

Policies

- 3.2.1 Provide maximum opportunities for bicycle and pedestrian circulation on existing and new roadway facilities.
- 3.2.2 Enhance opportunities for bicycle and pedestrian activity in new public and private development projects.
- 3.2.3 Create a bicycle and pedestrian system that provides connections throughout Oakley and with neighboring areas, and serves both recreational and commuter users.
- 3.2.4 Design new roadway facilities to accommodate bicycle and pedestrian traffic. Include Class I, II, or III bicycle

facilities as appropriate. Through the Design Review process, provide sidewalks on all roads, except in cases where very low pedestrian volumes and/or safety considerations preclude sidewalks.

- 3.2.5 Promote the provision of bike lockers and bike racks at park and ride lots within the City.

Programs

- 3.2.A During the site plan review process, encourage new development to incorporate design features that support bicycling and walking, particularly in those areas that could provide access to and between major destinations. This could include: bicycle racks, lockers, showers, and other support facilities; continuous sidewalks; an internal pedestrian circulation plan; walkways for pedestrians and bicyclist between cul-de-sacs; and at least one major entrance adjacent to a sidewalk, wherever possible.
- 3.2.B Develop a comprehensive Bicycle and Pedestrian Master Plan, including design standards for bicycle and pedestrian facilities, evaluation of current bicycle promotion programs, analysis of bicycle and pedestrian accidents, and a capital improvement program to ensure adequate maintenance of bicycle and pedestrian facilities. Develop a strategic approach to pursuing state and federal funding for bicycle and pedestrian improvement projects, working closely with neighboring jurisdictions.
- 3.2.C Coordinate with the Antioch Unified School District, Liberty Union High School District, and Oakley Union Elementary School District to create well-designed Routes to Schools, maps for bicyclists and pedestrians, and to provide adequate facilities to park bicycles.
- 3.2.D Actively participate in the adoption and implementation of the Contra Costa Countywide Bicycle Plan.

PUBLIC TRANSPORTATION

Goal 3.3 Provide adequate, convenient, and affordable public transportation.

Policies

- 3.3.1 Design new roadways and facilities to accommodate public transit.
- 3.3.2 Ensure that new public and private development supports public transit.
- 3.3.3 Encourage transit providers to improve transit routes, frequency, and level of service to adequately serve the mobility needs of Oakley residents, including those dependent on public transit.

Programs

- 3.3.A When reviewing development proposals, coordinate with Tri-Delta Transit on appropriate standards for bus bays, bus turnouts, bus shelters, and other public transit amenities in new roadway design.
- 3.3.B Coordinate with the Antioch Unified School District, Liberty Union High School District, and Oakley Union Elementary School District to promote access and roadway designs that support school bus requirements.
- 3.3.C During the development review process, require provisions in site plans for public transit vehicle stops and turning maneuvers, where appropriate.
- 3.3.D Pursue opportunities to provide additional funding for public transit service within Oakley, and between Oakley and surrounding communities.
- 3.3.E Participate in the development of the Tri-Delta Transit Short Range Transit Plan to ensure that adequate fixed route transit service is provided within Oakley, and between Oakley and surrounding communities, and that the public transit system provides convenient transfers between transit services and other modes of travel.
- 3.3.F Explore potential locations for Park-and-Ride facilities within Oakley.
- 3.3.G Coordinate with the Bay Area Rapid Transit District (BART) and the Contra

Costa Transportation Authority regarding potential opportunities for BART or light rail service to Oakley.

NEIGHBORHOOD TRAFFIC MANAGEMENT

Goal 3.4 Minimize the intrusion of through traffic on residential streets.

Policies

- 3.4.1 Direct non-local traffic onto collector streets and arterials.
- 3.4.2 Maintain traffic speeds and volumes on neighborhood streets consistent with residential land uses.
- 3.4.3 Provide adequate capacity on collector and arterial streets to accommodate travel within the City.

Programs

- 3.4.A During the development review process, design neighborhood street systems to discourage motor vehicle "cut-through" traffic on residential streets.
- 3.4.B Design residential streets to balance vehicular movement and safety with slower speeds. Such measures should also be designed to avoid creating hazards for bicyclists.
- 3.4.C Identify and eliminate potential future "short-cut" routes. Ensure that there is sufficient vehicular capacity on collector streets and arterials to facilitate travel between neighborhoods and other areas. During the development review process, coordinate access from neighborhoods to collectors and arterials to minimize motor vehicle "cut-through" traffic.
- 3.4.D Develop traffic management guidelines for the City as a tool for consistent responses to neighborhood concerns about traffic speed and volume issues.

TRAFFIC SAFETY

Goal 3.5 Monitor, improve, and enhance traffic safety and reduce the potential for traffic accidents.

3.0 – Circulation Element

Policies

- 3.5.1 Provide consistent, comprehensive traffic safety law enforcement throughout Oakley.
- 3.5.2 Design a roadway system that maximizes safety for all users.
- 3.5.3 Maintain roadway facilities to maximize safety.

Programs

- 3.5.A Allocate adequate resources for traffic enforcement activities.
- 3.5.B As part of the Capital Improvement Program, identify and prioritize projects that enhance and improve vehicular, bicycle, and pedestrian safety.
- 3.5.C Ensure that new roadways are designed to minimize conflicts due to driveway access and parking.
- 3.5.D Ensure that adequate funding is available to maintain roadway marking, signs, and striping in optimal condition.
- 3.5.E Enhance safety at railroad grade crossings, including coordination with Contra Costa Water District, Diablo Water District, East Bay Regional Park District and Ironhouse Sanitary District in the construction at no cost to the City of a new controlled, at-grade crossing on the BNSF tracks by the northward extension of Rose Avenue.
- 3.5.F Coordinate with local fire protection and law enforcement agencies on emergency response routes and plans.

REGIONAL COORDINATION

- Goal 3.6** Participate in regional transportation and land use planning to promote and protect the interests and objectives of Oakley residents and workers.

Policies

- 3.6.1 Ensure that Oakley is represented in all East County regional and sub-regional forums.

- 3.6.2 Work with other agencies to address multi-jurisdictional issues affecting Oakley.

- 3.6.3 Ensure that roadway facilities that serve Oakley and neighboring communities are planned for consistency at City boundaries.

- 3.6.4 Ensure that Oakley obtains its fair share of regional improvements (such as the State Route 4 Bypass) that are funded from impact fees collected within Oakley.

- 3.6.5 Encourage implementation of Contra Costa County's East Contra Costa Bikeway Plan.

Programs

- 3.6.A Attend and participate in regularly scheduled TRANSPLAN meetings.

- 3.6.B Provide written comments on environmental documents, plans, and programs prepared by neighboring agencies.

- 3.6.C Secure representation on the Contra Costa Transportation Authority Board when appropriate.

- 3.6.D Actively participate in all activities related to the East Contra Costa Regional Fee and Financing Authority and the East County Transportation Improvement Authority.

- 3.6.E Coordinate with CCTA, Caltrans, and other transportation agencies to ensure that Oakley's transportation planning objectives are included during the roadway planning and design process.

- 3.6.F To maintain compliance with the Contra Costa Transportation Authority Growth Management Program, implement all actions assigned to Oakley in the *East County Action Plan*.

- 3.6.G Participate in sub-regional efforts towards transportation demand management, consistent with the *East County Action Plan*.

LAND USE COORDINATION

- Goal 3.7** Coordinate land use and transportation planning to

maximize use of limited transportation resources.

Policies

- 3.7.1 To the extent feasible, protect existing and future land uses from the noise, visual, and other impacts of major roadway construction projects.
- 3.7.2 Ensure that the density and mixture of future land uses (both public and private) encourage transit usage, walking and bicycling.
- 3.7.3 Provide sufficient parking, while considering the effect of parking supply on the use of alternate modes.
- 3.7.4 Mitigate development impacts and ensure that new development pays its own way.
- 3.7.5 New development should not result in inconsistent street frontage improvements along streets adjacent to and serving the project.
- 3.7.6 Mitigate potential circulation conflicts between new roadways and existing rural roadways adjacent to new development.
- 3.7.7 Encourage site planning that promotes all modes of transportation, and that minimizes vehicular trips between different land uses.
- 3.7.8 Pursue a mix of both new housing and additional jobs in Oakley, as part of the overall strategy to balance jobs and housing in East County.
- 3.7.9 Support the Metropolitan Transportation Commission's Safe Routes to Schools program.
- 3.7.10 Support and pursue Safe Routes to Schools projects to enhance pedestrian safety within Oakley.

Programs

- 3.7.A Work with public and private agencies to minimize the effect of major roadway construction projects, such as the State Route 4 Bypass, on nearby land uses.
- 3.7.B During the development review process, size streets and intersections to accommodate planned land uses consistent with the Level of Service

standard, to the extent feasible. Consider the effects of pedestrian-, bicycle-, and transit-oriented land uses when determining appropriate infrastructure size and configuration.

- 3.7.C Maintain compliance with the Contra Costa Transportation Authority Growth Management Program by reviewing Oakley General Plan Amendments for consistency with the *East County Action Plan Final 2000 Update*, or future Action Plan updates as adopted.
- 3.7.D Develop parking requirements that are consistent with the goals for increased use of alternative transportation modes; and that acknowledge opportunities for shared parking. During the development review process, ensure that development plans are consistent with the parking requirements in the Oakley zoning code.
- 3.7.E Collect development impact and other fees and require any necessary roadway improvements and property dedications to ensure that each development project contributes its fair share toward necessary transportation improvement projects.
- 3.7.F Develop streetscape design standards that recognize the role of streets not only as vehicle routes but also as part of an extensive system of public spaces where people live, neighbors meet, and businesses operate.
- 3.7.G Review site plans and area plans to encourage mixed uses, thereby decreasing the number of vehicle trips required between uses. Promote land use patterns that maximize trip-linking opportunities. Locate mixed uses within walking or bicycling distance, and ensure that there are not physical barriers to walking and bicycling.

CITY OF OAKLEY CITY COUNCIL**RESOLUTION NO. 92-08****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY ADOPTING THE CONTRA COSTA COUNTY MEASURE L URBAN LIMIT LINE (ULL) AS THE CITY'S ADOPTED ULL, FOR THE PURPOSES OF COMPLIANCE WITH MEASURE J TO ESTABLISH A VOTER-APPROVED ULL****FINDINGS**

WHEREAS, the Measure J (2004) Transportation Expenditure Plan includes a Growth Management Program (GMP) which contains an urban limit line component mandating that local jurisdictions must adopt and continuously comply with a voter approved urban limit line no later than April 1, 2009 in order to receive their shares of Measure J Local Street Maintenance and Improvement Funds and to be eligible to receive Measure J Transportation for Livable Community funds; and

WHEREAS, Measure J also includes Principles of Agreement for Establishing the Urban Limit Line (ULL Principles) as Attachment A to the GMP, incorporated therein by reference; and

WHEREAS, the ULL Principles, as amended by the Authority on November 15, 2006, state that a local jurisdiction may adopt a "County ULL," which is defined as the ULL adopted by the Contra Costa County Board of Supervisors and passed by the voters at a countywide election (after November, 2004); and

WHEREAS, Measure L (2006), the Contra Costa County Board of Supervisor ULL, was passed by a majority of voters in Contra Costa at the November 7, 2006 election; and

WHEREAS, the Measure L ULL was also approved by a majority of the voters in the City at the November 7, 2006 election, as certified by the County Clerk; and

WHEREAS, the City wishes to adopt the Measure L ULL (referred to hereinafter as the County ULL) as its ULL specifically as it applies to the City boundaries for the purpose of compliance with the Measure J GMP; and

WHEREAS, on July 25, 2006, the Contra Costa County Board of Supervisors, as the lead agency for the project under the California Environmental Quality Act ("CEQA"), adopted a Negative Declaration (State Clearinghouse No. 2006012134) on the "November 7, 2006 General Election, Urban Limit Line Ballot Measure Sponsored by Contra Costa County Board of Supervisors;" and

WHEREAS, the Negative Declaration determined that the adoption of the Measure L ULL would not have any significant impacts on the environment;

NOW THEREFORE, THE CITY COUNCIL OF THE CITY OF OAKLEY DOES RESOLVE AS FOLLOWS:

1. The City accepts, adopts, and approves, for the purposes of compliance with the Measure J GMP, the County ULL boundary for urban development as its applicable voter-approved ULL with regard to the boundaries of the City; and
2. Conditions for revising the physical boundary of the County ULL to allow the City to make adjustments of 30 or fewer acres, or to address issues of unconstitutional takings, or to conform to state and federal law, or other applicable regulations are set forth in Exhibit 1, which is attached hereto and made a part hereof; and
3. The City shall not make adjustments of greater than 30 acres to the physical boundary of the adopted County ULL unless those adjustments have been approved by the voters in accordance with the ULL Principles; and
4. The City has considered the environmental effects of the project as shown in the Negative Declaration prepared by the County and shall adopt a Notice of Determination in accordance with State CEQA Guidelines sections 15075 and 15096(i) within five working days after the approval of this resolution.

The foregoing resolution was introduced at a regular meeting of the Council of the City of Oakley held on the 9th day of September 2008, by Councilmember Romick, who moved its adoption, which motion being duly seconded by Councilmember Anderson, was upon voice vote carried and the resolution adopted by the following vote:

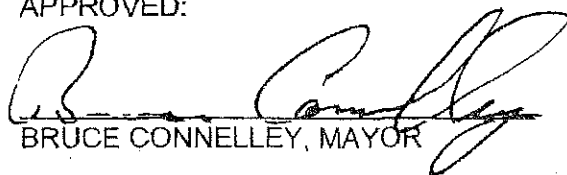
AYES: Anderson, Connelley, Nix, Rios, Romick

NOES: None

ABSTENTIONS: None

ABSENT: None

APPROVED:


BRUCE CONNELLEY, MAYOR

ATTEST:


NANCY ORTENBLAD, CITY CLERK

Exhibit 1
City Council Resolution No. 92-08

Conditions for revising the physical boundary of the urban limit line to allow adjustments of 30 or fewer acres, or to address issues of unconstitutional takings, or to conform to state and federal law:

1. To prevent the use of multiple boundary adjustments of 30 acres or less to avoid the more-than-30 acres limitation.
2. To allow adjustment of 30 acres or less within a limited set of conditions, provided those adjustments were non-contiguous (and not proximate to each other).
3. The term "nonconsecutive" is intended to mean that adjustments should not be proximate to each other, and that in combination, these adjustments shall not result in amassing a contiguous parcel (or parcels) in excess of 30 acres.
4. The local jurisdiction should avoid the creation of pockets of land outside the urban limit line, specifically to avoid the possibility of wanting to fill in those pockets later on through separate adjustments.
5. To allow consideration of more than one local voter approved urban limit line boundary adjustment, each of 30 acres or less, provided they are relatively isolated and well separated from each other.
6. Contiguous annexations totaling more than 30 acres would require further voter approval.
7. To allow a minor change in the urban limit line to accurately reflect topographic characteristics or legal boundaries (e.g. when a portion of a legal parcel is within the urban limit line).

RESOLUTION NO. 33-10

**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF OAKLEY
CERTIFYING THE OAKLEY DOWNTOWN SPECIFIC PLAN EIR (SCH. NO.
2008112089), MAKING CERTAIN FINDINGS CONCERNING MITIGATION
MEASURES, ADOPTING A MITIGATION MONITORING AND REPORTING
PROGRAM, MAKING FINDINGS CONCERNING ALTERNATIVES, AND
ADOPTING A STATEMENT OF OVERRIDING CONSIDERATION IN
CONNECTION WITH THE OAKLEY DOWNTOWN SPECIFIC PLAN.**

WHEREAS, on or about January 18, 2000, the City of Oakley ("City") began holding workshops and discussion regarding the future of the Oakley Downtown, which has led to evolved into preparation of the Oakley Downtown Specific Plan ("Specific Plan"); and

WHEREAS, pursuant to policies adopted as part of the City of Oakley 2020 General Plan (GP), the Specific Plan places substantial emphasis on the improvement of the downtown (GP Policy 2.8.1), includes regulations and design standards to allow the downtown to be developed at a pedestrian scale, with adequate sidewalks, street crossings, and pedestrian resources (GP Policy 2.8.1), contains design standards for streets trees (GP Policy 2.8.3), includes a conceptual parking plan (GP Policy 2.8.4), and contains regulations, design standards and guidance for architecture, signs, and uses (GP Implementation Program 2.8.C); and

WHEREAS, on November 20, 2008, the City published a Notice of Preparation for the Specific Plan, which identified potentially significant environmental impacts attributable to the Specific Plan, on which basis the City determined that an Environmental Impact Report ("EIR") was required for the Specific Plan; and

WHEREAS, the Notice of Preparation provided notice of the City's determination, and solicited public input on the proposed scope and content of the EIR for the Specific Plan; and

WHEREAS, on December 5, 2008 the City held a public scoping meeting to receive public comments on the scope and content of the EIR; and

WHEREAS, a Draft Environmental Impact Report (EIR) with Technical Appendices, was prepared by the City of Oakley and released for public review on September 10, 2009; and

WHEREAS, the Draft EIR was available for public comment for a period of at least 45 days as required by Section 21091 of the California Environmental Quality Act (CEQA), the close of the public comment period being October 28, 2009; and

WHEREAS, the City held a public comment meeting to receive public comments on the Draft EIR on October 13, 2009; and

WHEREAS, during the public comment period the City received six letters commenting on the Draft EIR; and

WHEREAS, the City prepared written responses to all written comments received on the Draft EIR, said responses being contained in the "Oakley Downtown Specific Plan Environmental Impact Report Response to Comments Document" (RTC) (State Clearinghouse Number 2008112089) prepared pursuant to Section 15089 of the CEQA Guidelines; and

WHEREAS, the RTC document and Draft EIR together make up the Oakley Downtown Specific Plan Final EIR (Final EIR); and

WHEREAS, the Final EIR was distributed and made available to the public at City Hall and on the City website on February 12, 2010, and consists of the Draft EIR, a list of commenters, copies of all written comments received, responses to those comments that raise environmental issues, and any revisions to the text of the Draft EIR made in response to the comments, as required by Section 15132 of the CEQA Guidelines; and

WHEREAS, the project under consideration would include approval of the following: a resolution certifying the EIR for the Oakley Downtown Specific Plan Project, adoption of an ordinance approving a Zoning Ordinance Amendment to create the SP-4 (Specific Plan-4) District, adoption of an ordinance approving a Rezone of the Project site to SP-4 (Specific Plan-4) District, and adoption of the Oakley Downtown Specific Plan; and

WHEREAS, CEQA requires that, in connection with the approval of a project for which an EIR has been prepared which identifies one or more significant environmental effects, the decision-making agency make certain findings regarding those effects; and

WHEREAS, the EIR identifies potentially significant environmental impacts and related mitigation measures and a Mitigation Monitoring and Reporting Program, which mitigation measures and a monitoring program shall apply to development in the Specific Plan Area; and

WHEREAS, the EIR also identifies potentially significant environmental impacts that cannot be avoided by mitigation and for which the City must adopt a Statement of Overriding Considerations pursuant to CEQA; and

WHEREAS, the Final EIR reflects the City's independent judgment and analysis on the potential for environmental impacts and constitutes the EIR for the Oakley Downtown Specific Plan; and

WHEREAS, the Draft EIR and RTC are separately bound documents, incorporated herein by reference, and are available for review in the City's Planning Division; and

WHEREAS, the City Council has received and considered the Final EIR, made up of the Draft EIR and RTC for the Oakley Downtown Specific Plan (SCH No. 2008112089) that analyzed the potential environmental effects of the proposed Specific Plan; and

WHEREAS, on February 23, 2010 the City Council held a duly noticed public hearing on the Specific Plan, including the Draft EIR and RTC (Final EIR), the Oakley Downtown Specific Plan, a Zoning Ordinance Amendment to create the SP-4 (Specific Plan-Downtown) District, and a Rezone of the Project site to SP-4 (Specific Plan-Downtown) District at which time all interested persons and parties had the opportunity to be heard. The City Council considered the February 23, 2010 staff report with all attachments, and all written and oral testimony, and reviewed and considered the Environmental Impact Report.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City of Oakley City Council make the following findings:

1. That, based on review and analysis of the EIR and other information in the record and has considered the information contained therein, including the written and oral comments received at the public hearings on the EIR and the Specific Plan, prior to acting upon or approving the Project; the EIR has been completed in compliance with CEQA; and that the EIR represents the independent judgment of the City of Oakley; and
2. That the Final EIR contains discussion of the potential impacts, level of significance of each impact, proposed mitigation for any impact found to be potentially significant, and factual findings relating to potential environmental impacts that could result from implementation of the Oakley Downtown Specific Plan. The City Council hereby refers to the Final EIR as support for findings and recommendations made by the Council as the City's findings under the California Environmental Quality Act ("CEQA") (Pub. Resources Code § 21000 et seq.) and the CEQA Guidelines (Cal. Code Regs., Title 14, §15000 et seq.) relating to the Project.
3. That the Final EIR provides the written analysis and conclusions of the City Council regarding the Specific Plan's environmental impacts, mitigation measures and alternatives to the Project, and shall be referenced as findings for all impacts

found to have no impact, be less than significant without mitigation incorporated, or be less than significant with mitigation incorporated.

4. That pursuant to Public Resources Code Section 21081 and CEQA Guidelines Sections 15091 *et seq.*, the City Council of the City of Oakley adopts and makes the following statement of overriding considerations regarding the remaining unavoidable impacts of the Project and the anticipated economic, social and other benefits of the Project.

a. Significant Unavoidable Impacts

With respect to the foregoing findings, and in recognition of those facts which are included in the record, the City has determined the following:

- The Specific Plan will cause significant, unavoidable impacts to Cultural Resources (historic architectural resources); and
- The Specific Plan will cause significant, unavoidable impacts to Transportation and Circulation (if Option #2 "Roundabout option" is chosen as the Main Street realignment option); however, the City Council is not choosing this option. Therefore, a Statement of Overriding Considerations has not been included for the significant and unavoidable impacts to Traffic and Circulation.
- These impacts cannot be avoided or substantially reduced by feasible changes or alterations to the Project, other than the changes or alterations already adopted.

b. Overriding Considerations

The City Council specifically adopts and makes this Statement of Overriding Considerations that this Project includes all feasible measures that would eliminate or substantially lessen the significant impacts of the Project on the environment, and that the remaining significant, unavoidable impacts of the Project are acceptable in light of the environmental, economic, social and other considerations set forth herein because the benefits of the Project outweigh the significant and adverse impacts of the Project. The City Council finds that each of the overriding considerations set forth below constitutes a separate and independent ground for finding that the benefits of the Project outweigh its significant adverse environmental impacts and sets forth an overriding consideration warranting approval of the Project. These matters are supported by evidence in the record.

c. Benefits of Proposed Project

The City Council has considered the EIR, the public record of proceedings on the proposed Specific Plan and other written materials presented to the City as well as oral and written testimony at all public hearings related to the Specific Plan, and does hereby determine that implementation of the Specific Plan as specifically provided in the Plan documents would result in the substantial public benefits set forth below.

The City Council has weighed the benefits of the proposed Project against its unavoidable environmental risks and adverse environmental effects identified in the EIR and hereby determines that those benefits outweigh the risks and adverse environmental effects and, therefore, further determines that these risks and adverse environmental effects are acceptable.

- i. The Project would improve Main Street's overall appearance through consistent sidewalks, street trees, pedestrian oriented lighting, and utility undergrounding; and
- ii. The Project would promote property renovation and redevelopment through a Façade Improvement Program for renovation, and pro-active redevelopment efforts; and
- iii. The Project would enhance the pedestrian environment through consistent design for installation of highly visible crosswalks, corner curb bulbouts, street furnishings, and sidewalk-directed lighting; and
- iv. The Project would focus pedestrian-oriented development toward the Downtown Core through allowance and limitations on the proper types of uses and adherence to design standards, as well as promoting higher density infill projects; and
- v. The Project would facilitate realignment of Highway 4/Main Street, which is an integral part of the revitalization efforts for the Downtown. The realignment will be a catalyst for investment, giving new life to Main Street by redirecting heavy truck and through traffic around the district, and creating newly accessible properties that enhance Downtown's ability to attract new development; and
- vi. The Project would allow the City to move closer to acquiring funding for the Highway 4/Main Street realignment right of way by providing an adopted plan that can be used in references for grants, etc. The City, combined with private development interests can use a consistent plan when planning for future project along the Main Street corridor; and

- vii. The Project will promote higher density infill development, which will support downtown's businesses and capitalize on the pedestrian-oriented environment created by the Specific Plan. Within the Downtown Core Area, this would be achieved through vertical mixed-use (residential above retail/office); and
 - viii. The Project will allow for interim revitalization efforts that are spelled out in the Specific Plan. This will allow steps to be taken to enhance the area without the need for immediate large projects or redevelopment efforts.
5. The Mitigation Monitoring and Reporting Program for the Oakley Downtown Specific Plan is incorporated and adopted as part of this resolution and attached herein as Exhibit "A". The Program identifies impacts of the Specific Plan, corresponding mitigation, designation of responsibility for mitigation implementation and the agency responsible for the monitoring action.
 6. The City Council hereby finds and recognizes that the Final EIR contains additions, clarifications, modifications and other information in its responses to comments on the Draft EIR. This Council hereby finds and determines that such changes and additional information are not significant new information as that term is defined under the provisions of the California Environmental Quality Act, because such changes and additional information do not indicate that any new significant environmental impacts not already evaluated would result from the Project and do not reflect any substantial increase in the severity of any environmental impact; that no feasible mitigation measures considerably different from those previously analyzed in the Draft EIR have been proposed that would lessen significant environmental impacts of the Project; and that no feasible alternatives considerably different from those analyzed in the Draft EIR have been proposed that would lessen significant environmental impacts of the Project. Accordingly, this Council hereby finds and determines that recirculation of the Final EIR for further public review and comment is not warranted; and
 7. The City Council does hereby designate the Community Development Director of the City of Oakley, at his office at 3231 Main Street, Oakley, California 94651 as the custodian of documents and record of proceedings on which the decision is based; and
 8. The City Council does hereby make the foregoing findings with respect to the significant effects on the environment of such Specific Plan, as identified in the Final EIR, with the stipulations that all information in these findings is intended as a summary of the full administrative record supporting the Final EIR, which full administrative record should be consulted for the full details supporting these findings, and that any mitigation measures and/or alternatives that were suggested by commenters to the Draft EIR and were not adopted as part of the

Final EIR are hereby expressly rejected for the reasons stated in the responses to the comments set forth in the Final EIR and elsewhere in the record.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Oakley that the foregoing resolution was adopted at a regular meeting of the City Council of the City of Oakley held on the 23rd day of February, 2010, by Romick, who moved its adoption, which motion being duly seconded by Frazier, was upon voice vote carried and the resolution adopted by the following vote:

AYES: Anderson, Connelley, Frazier, Rios, Romick

NOES: None

ABSTENTIONS: None

ABSENT: None

APPROVED:


Pat Anderson, Mayor

ATTEST:


 2/25/10
Nancy Ortenblad, City Clerk Date

Exhibit A – Oakley Downtown Specific Plan EIR – Mitigation, Monitoring and Reporting Program

Measure J Growth Management Program

Compliance Checklist

Reporting Jurisdiction: City of Oakley
 For Fiscal Years 2013-14 and 2014-15
 Reporting Period: Calendar Years 2012 & 2013

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

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Oakley

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

2. Transportation Mitigation Program	YES	NO
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
3. Housing Options and Job Opportunities	YES	NO
a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by: (1) comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional and countywide transportation system, including the level of transportation capacity that can reasonably be provided?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle and pedestrian access in new developments?	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Oakley

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

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

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

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Oakley

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

5. Participation in Cooperative, Multi-Jurisdictional Planning	YES	NO
d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways and trails; planned and improved development within the jurisdiction; and traffic patterns?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
6. Five-Year Capital Improvement Program	YES	NO
Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects)	<input checked="" type="checkbox"/>	<input type="checkbox"/>
7. Transportation Systems Management Program	YES	NO
Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base?	<input checked="" type="checkbox"/>	<input type="checkbox"/>
8. Maintenance of Effort (MoE)	YES	NO
Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.)	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Oakley

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9. Posting of Signs

YES NO N/A

Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds?

☐ ☐ ☒

10. Adoption of the Measure J Growth Management Element

YES NO N/A

Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME?

☒ ☐ ☐

11. Adoption of a Voter-Approved Urban Limit Line

YES NO N/A

a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter?

☒ ☐ ☐

b. If the jurisdiction has modified its voter-approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publically available?

☐ ☐ ☒

12. Other Considerations

YES NO N/A

If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

☐ ☐ ☒

Measure J GMP Checklist — Checklist

Reporting Jurisdiction: City of Oakley

For Fiscal Years 2013-14 and 2014-15

Reporting Period: Calendar Years 2012 & 2013

13. Review and Approval of Checklist

This checklist was prepared by:

Kevin R. Lami
Signature

12-9-14
Date

Name & Title (print)

Phone

Email

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

Certified Signature (Mayor or Chair)

Date

Doug Hardcastle, Mayor
Name & Title (print)

Attest Signature (City/Town/County Clerk)

Date

Libby Vreonis
Name (print)

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley

For Fiscal Years 2013-14 and 2014-15

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Supplementary Information (Required)

1. Action Plans

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

Regional Transportation Projects: Participated in regional meetings at TRANSPLAN, ECCRFFA, and CCTA to plan and advocate for funding for regional roadway improvement projects.

East County Transportation Mitigation Fee: Participated at ECCRFFA meetings and discussions in regards to administration and implementation of regional transportation mitigation fees.

Transportation and Traffic Improvements: The City of Oakley CIP planned and constructed a number of improvements including; Main Street reconstruction in downtown, Laurel Road Widening Project, and O'Hara Avenue Widening Project. The design for the reconstruction of Main Street (Bridgehead to Big Break) is currently underway and construction is anticipated by summer 2015. The City of Oakley has also started the work on the "Vision" for the Main Street and its improvements from downtown due east which will be implemented over the coming years.

Expand public bus stops: A new bus stop for Tri Delta Transit was constructed on Main Street at Big Break Road to better accommodate the residents using public transportation.

Encourage Walking and Bicycling: Planned and implemented a number of infrastructure improvements to construct sidewalks and bike lanes for the community. The Main Street and downtown "Vision" planning works towards creating pedestrian friendly downtown destination.

Job-Housing Balance: The City of Oakley has a new Economic Development Manager whose mission is to attract and retain businesses and commercial development in Oakley. The Development Manager participates in regional associations to promote

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley

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the Oakley community as a destination for commercial developments to complement the residential developments that are being constructed in Oakley.

Infrastructure Maintenance: The City of Oakley utilizes the MTC's pavement management program to track the pavement condition index for the streets in the community. The quality of public streets in Oakley rank in the very good category amongst the municipalities in the bay area. The City of Oakley utilizes a variety of funding sources to maintain and rehabilitate the public infrastructure which enhance the quality of life for Oakley residents.

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

During the reporting period the following General Plan Amendment was approved:

Resolution 26-13 - 111 Carol Lane General Plan Amendment (GPA)

The GPA approved by Resolution 26-13 changed the General Plan Land Use Designation of 111 Carol Lane from Single Family Residential High to Commercial in conjunction with a Rezone of the property from R-6 Single Family Residential to the General Commercial (C) District. As part of the public process and findings the City concluded that the 111 Carol Lane GPA did not affect its ability to meet GME standards or TSO's.

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley
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Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan.

The approved projects during the reporting period are:

Subdivision 9311 KT KB Oakley

Subdivision 9285 The Estates at Vineyard Acres

Subdivision 9284 The Ranchettes at Neroly Estates

2. Transportation Mitigation Program

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

The City of Oakley in 2003 adopted the Oakley Traffic Impact Fee to fund improvements to the local street network that were necessitated by new private development projects and still is in use. On the regional improvements, the City of Oakley had adopted the fees associated with the East Contra Costa Fee and Financing Authority (ECCRFFA), East County Transportation Improvement authority (ECTIA), and Regional Transportation Development Impact Mitigation (RTDIM) fees. City staff participates in various committees related to these fees and their board.

3. Housing Options and Job Opportunities

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

The most recent Housing Element Annual Progress Report from 2013 has been attached. This report shows that the City is committed to providing housing opportunities for all income levels, and has exceeded the RHNA allocation for the 2007-2014 Housing Element Cycle.

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley

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

4. Traffic Impact Studies

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

The City of Oakley did not review any Traffic Impact Studies as a result of a project during the specified reporting period.

5. Participation in Cooperative, Multi-Jurisdictional Planning

No attachments necessary.

6. Five-Year Capital Improvement Program

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

Resolution No. 62-14, dated June 30, 2014

7. Transportation Systems Management Program

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

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley
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Ordinance No. 78-11, dated December 16, 2002

8. Maintenance of Effort (MoE)

Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2009-10 and FY 2010-11). See the Instructions to identify the MoE requirements.

N/A

9. Posting of Signs

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

The City has not built any projects exceeding \$250,000 that was funded with Measure J funds.

10. Adoption of the Measure J Growth Management Element

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

11. Adoption of a voter-approved Urban Limit Line

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

In September 2008, the City Council adopted Resolution No. 92-08 Adopting the

Compliance Checklist Attachments

Reporting Jurisdiction: City of Oakley

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Contra Costa County Measure L Urban Limit Line. A copy of resolution is attached.

12. Other Considerations

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

There were no alternative methods necessary during the reporting period.