

City of Seal Beach



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# ***Growth Management Element***



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## Introduction

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The City of Seal Beach is part of a large, fast-growing region. Assuring adequate levels of public service and maintaining a desirable quality of life through regulation of growth is the only option available to the City with certain jurisdictional, fiscal, and legal limits. A Growth Management Element establishes a plan for ensuring that future growth is coordinated with the provision of public services and facilities so that desirable levels of service standards and community qualities important to the citizens are maintained. This Element addresses growth management issues on a local level, but emphasizes the need for growth to be managed in a broader regional context. The goals, policies, and plan contained in this Element stem from considerable background research, which is summarized in the Growth Management Technical Report.

## Purpose

The primary purpose of the Growth Management Element is to ensure that growth and development are based on the City's ability to provide an adequate traffic circulation system pursuant to the Orange County Division, League of California Cities' County-Wide Traffic Improvement and Growth Management Plan Component. This Element guides Seal Beach's participation in inter-jurisdictional and intra-jurisdictional planning efforts and establishes a goal to balance jobs and housing.

Statewide, the Growth Management Element is an optional element of the General Plan. However, once adopted, this Element carries the same force and effect as a required element and must be internally consistent with other elements of the General Plan. The County of Orange mandates the adoption of a Growth Management Element in order to implement Measure M goals.

## Scope and Content

The Growth Management Element contains policies for planning and providing traffic improvements necessary for orderly growth and development. This Element presents policies and programs for establishing specific traffic level of service (LOS)



standards, developing mitigation programs, and developing phasing policies. Also presented are goals and policies related to coordinating and cooperating with other jurisdictions to manage growth, and goals and policies related to the balance between jobs and housing in the City.

This Element satisfies the growth management requirement of the Revised Traffic Improvement and Growth Management Ordinance (Measure M) of Orange County, and conforms to the guidelines for Growth Management Elements as set forth in the Countywide Growth Management Program Implementation Manual prepared by the County of Orange in April 1991.

Seal Beach is a largely developed community with most of its infrastructure already in place. For this reason it is considered a “developed community” for the purposes of Measure M. As a result, this Element does not need to address certain infrastructure issues, such as fire, police, and library facilities, required to be addressed by developing communities.

### Consistency with Other General Plan Elements and Related Programs

A major goal of the Growth Management Element is to ensure that planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City. While this goal is a high priority, it must be achieved while maintaining internal consistency among the other elements of the General Plan as required by state law. Therefore, the Growth Management Element does not replace or supersede any of the other General Plan Elements; instead the Element addresses, amplifies, and supports the goals and policies that are included in the other General Plan elements and establishes new goals and policies where necessary.

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



### Related Plans and Programs

Many federal, state, regional, and Orange County plans and laws affect growth management in the City. Broadly, they include:

- The Orange County Growth Management Plan
- The Southern California Association of Governments (SCAG) Growth Management Plan
- The South Coast Air Quality Management Plan (AQMP)
- State Assembly Bill 471 (Proposition 111 - Congestion Management)
- Measure M (Orange County)

Of all of these measures, Measure M will have the most direct and significant impact on the City's Growth Management Element. Each of these plans and/or systems is described below.

### Orange County Growth Management Plan Element

The stated purpose of the Orange County Growth Management Plan Element is to ensure that planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of Orange County. The plan sets forth goals, objectives, policies, and implementation programs for growth management. The goals of the plan are summarized as follows:

... to reduce traffic congestion, ensure that adequate transportation facilities, public facilities, equipment and services are provided for existing and future residents and to protect the natural environment of Orange County.

Of the seven major policies in the Plan, the following five apply to the City of Seal Beach:

1. ***Development Phasing.*** Development will be phased according to Comprehensive Phasing Plans (CPPs) adopted by the County. Phasing will be linked to roadway and public facility capacities.
2. ***Balanced Community Development.*** Development will be balanced to encourage employment of local residents in employment and employee housing, in the County generally, and in individual Growth Management Areas (GMAs).



3. ***Traffic Level of Service:*** This policy requires developers to make improvements to intersections significantly impacted by development. A Level of Service “D” must be attained at affected intersections. A “significant impact” is generally defined in terms of increases in intersection capacity utilization and levels of service. The policy also establishes a “deficient intersections list” and establishes a developer fee program to pay for improving affected intersections on a pro-rata basis.
4. ***Traffic Improvement Programs:*** The Plan provides for the establishment of a comprehensive traffic improvement program to ensure that all new development provides necessary transportation facilities and intersection improvements as a condition of development approval.
5. ***Public Facility Plans:*** The Plan requires comprehensive public facility plans for fire, sheriff/police, and library services. New development shall participate on a pro-rata basis.

To implement its policies, the Plan sets forth four implementation programs, including:

1. ***Growth Management Areas (GMAs):*** The plan calls for the establishment of growth management areas to implement the comprehensive phasing plans.
2. ***Facility Implementation Plans (FIPs):*** These plans address the financing of transportation, police/sheriff, fire, library facilities, and flood control for each GMA in accordance with the goals, objectives, and policies of the Growth Management Plan Element.
3. ***County-wide Implementation of Growth Management Plan:*** This involves an annual evaluation of compliance with development phasing, planned roadway and/or public facility development, and maintenance of service levels.
4. ***Traffic Improvements/Facility Development Agreements:*** This program requires that any public service or traffic improvements implemented through development agreements must be consistent with the overall Orange County Growth Management Plan.

The Orange County Growth Management Plan Element further provides that additional implementation programs may be developed as deemed necessary by the County.



### SCAG Growth Management Plan

The SCAG Growth Management Plan recommends ways to redirect the region's growth to minimize congestion and better protect the environment. While SCAG has no authority to mandate implementation of its Growth Management Plan, some of the Plan's principal goals (such as improved jobs/housing balance) are being implemented through the Air Quality Management Plan (AQMP) under the authority of the South Coast Air Quality Management District.

### South Coast Air Quality Management Plan

The South Coast Air Quality Management Plan mandates a variety of measures to reduce traffic congestion and improve air quality. Each iteration of the plan is an update of the previous plan and has a 20-year horizon. The 1997 Air Quality Management Plan was adopted by the Governing Board on November 15, 1996, and represents the current policy for achieving clean air objectives. A 2003 Draft Air Quality Management Plan is currently under review. The City is subject to all AQMD requirements for local jurisdictions.

### Assembly Bill 471 (Proposition 111)

Assembly Bill (AB) 471, as subsequently modified by Assembly Bill 1791, requires every urbanized city and county with a population of 50,000 or more to adopt a Congestion Management Plan (CMP) to reduce traffic congestion. A city or county that does not comply with the CMP requirement will lose gasoline sales tax revenues to which it would otherwise be entitled. Seal Beach completed a CMP for its 1991 submittal to Orange County, and will continue to work with the County on annual updates to the CMP.

The CMP requirements include traffic level of service (LOS) standards, a trip reduction program, and a 7-year capital improvement program for traffic and transit. Many of the AB 471 requirements are the same as or similar to the requirements of Measure M (discussed immediately below). The County has attempted to reconcile overlapping requirements through the Measure M implementation guidelines (see County-wide Growth Management Program Revised Traffic Improvement and Growth Management Ordinance Implementation Manual).



### Measure M

Orange County voters approved Measure M in 1990 to allocate additional funds to provide needed transportation facilities in Orange County. Measure M specifically authorized a half cent retail sales tax increase for 20 years effective April 1, 1991. The monies received from Measure M will be returned to local jurisdictions for use on local and regional transportation improvements and maintenance projects. The tax is estimated to raise approximately \$3.1 billion County-wide over the 20-year period.

The County of Orange is divided into 11 GMAs, and that portion of the City of Seal Beach north of the San Diego (I-405) Freeway is currently contained within GMA #2 along with the cities of Los Alamitos, Cypress, La Palma, Stanton, and portions of Westminster, Garden Grove, Anaheim, and Santa Ana. In addition, that portion of the City south of the I-405 Freeway is located within GMA #6 along with the cities of Huntington Beach, Fountain Valley, and portions of Westminster. The estimated average annual allocation per GMA is between \$450,000 and \$850,000. To qualify for these revenues, Measure M requires each city to comply with the Orange County Division, League of California Cities County-Wide Traffic Improvement and Growth Management Program, which was included by reference in the Measure M Ordinance. The County-wide Growth Management Program is designed to achieve a cooperative process among local Orange County jurisdictions to coordinate and implement traffic improvements and achieve stronger planning on a County-wide basis.

Through September 30, 2002, the City received \$2,196,016 in Measure M funding.

To receive its allocation of Measure M funds, the City must submit a statement of compliance with the Growth Management components, which are summarized as follows:

- Adoption of a Growth Management Element that includes:
  - Traffic Level of Service (LOS) standards.
  - Development Mitigation Program.
  - Development Phasing and Annual Monitoring Program.
- Participation in Inter-Jurisdictional Planning Forums.
- Development of a 7-Year Capital Improvement Program.
- Address Housing Options and Job Opportunities.



- Adopt a Transportation Demand Management Ordinance.



## Planned Transportation Improvements

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As the City of Seal Beach and the entire southern California region continue to grow, additional demands will be placed on the transportation network within the City. The following major transportation programs and projects have been identified as part of the Seal Beach General Plan to help alleviate future traffic congestion:

- Efficient utilization of existing roadway capacity through Transportation System Management (TSM) strategies.
- Promotion of increased ridership through alternate means of travel, such as expansion of public transit routes, van-pooling, and carpooling.
- Coordination of circulation system improvements with adjoining cities through the Inter-Jurisdictional Forum (IJF) process.
- Widening the overpass of Seal Beach Boulevard at the I-405 Freeway.
- Adoption of the recommendations presented in the 2002 Traffic Study by Kunzman & Associates as revised in March, 2003 for the City of Seal Beach, which study forms the basis for the updated Circulation Element of the City's General Plan.



## Growth Management Issues, Needs, Opportunities, and Constraints

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While the City of Seal Beach has nearly reached its capacity for new development, it must be recognized as part of a large, fast-growing region. The pace of City and regional new development has begun to outstrip the ability of infrastructure to adequately support that development. The Growth Management Element addresses issues associated with rapid growth, traffic congestion, and traffic facilities.

- The County's constant rate of growth and the impacts of growth in adjacent jurisdictions throughout Los Angeles and Orange Counties have created a necessity for a regional approach to transportation growth management.
- A significant portion of transportation problems in the County stems from the inadequate capacity of the freeway system to serve peak period travel demands. This lack of capacity results in poor levels of service characterized by severe congestion and low travel speeds during peak hours. The most severe local congestion occurs at the junction of the I-405 and the I-605 Freeways.
- Arterial highways are intended to handle the bulk of intra-regional traffic and complement the freeway system and local street network. As congestion increases on the freeways, more drivers utilize the arterial system, particularly those that parallel the freeway or those arterials serving the same trip destination as the freeway. Consequently, these arterials, such as Westminster Avenue and Pacific Coast Highway are becoming increasingly congested and receive heavy traffic volumes well in excess of their designed capacity. This situation is of special concern on those arterials that provide access to the freeway system.
- The City's transportation system is greatly influenced by impacts on the I-405 Freeway and State Route 1 (Pacific Coast Highway) which run through the City.
- Traffic congestion in Seal Beach is as much a regional problem as it is a local problem. The development that occurs in neighboring jurisdictions and throughout the Los Angeles/Orange County region affects the freeways and many of the major arterial streets that traverse the City of Seal Beach. Thus, it is not possible for the City to



fully address growth management issues in isolation, but requires cooperation with adjoining jurisdictions.



## Goals and Policies

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The following goals and policies are designed to meet all the Growth Management Element requirements for developed communities as set forth by Measure M and elaborated on by the County-wide Growth Management Program Implementation Manual.

### Traffic Congestion

Traffic congestion is a problem on local streets, as well as arterials and regional freeways. In particular, heavy traffic volumes in Seal Beach exist along Westminster Avenue, Pacific Coast Highway, and Seal Beach Boulevard north of the San Diego (I-405) Freeway. Traffic volumes along the I-405 corridor are also extremely heavy and cause significant slowing near the intersection with the I-605 Freeway.

#### Goal 1: Reduce Traffic Congestion

- Policy 1.1 - Within one year of the issuance of the first building permit for a development project, or within two years of the issuance of the first grading permit for said development project, whichever occurs first, ensure that the necessary improvements to transportation facilities to which the project contributes measurable traffic are constructed and completed to attain level of service (LOS) “D” at the intersections under the sole control of the City. Intersections under the jurisdiction of another city, the county, the state, or those included on the deficient intersection list established by the City and compiled by the Growth Management Areas (GMAs) in which the City participates (see Policy 3.1) are exempt from this requirement.
- Policy 1.2 - Level of service (LOS) will be measured by the Traffic Level of Service Policy Implementation Manual established by the local transportation authority.
- Policy 1.3 - All development contributing measurable impacts to intersections on the deficient intersection list and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection shall be assessed a mitigation fee determined by the jurisdictions in



the GMA and locally administered as part of the City's capital improvement program.

- Policy 1.4 - All development contributing measurable impacts to intersections on the City's Traffic Impact Fee Study and all projects contributing cumulatively, or individually, 5% or more of the traffic using an intersection shall be assessed a mitigation fee determined by the City and locally administered as part of the City's capital improvement program.
- Policy 1.5 - Promote traffic reduction strategies through transportation demand management (TDM) measures as adopted by City ordinance, currently impacting employers of 100 or more persons.
- Policy 1.6 - Investigate traffic reduction strategies through Transportation Demand Management (TDM) measures adopted by City ordinance to ultimately require businesses employing more than 25 persons to be subject to those provisions.

## Adequate Transportation Facilities

Many of the regional transportation facilities are not adequately sized to accommodate existing and projected growth. Largely in response to this situation, Orange County voters approved Measure M in 1990 to allocate additional funds to provide needed transportation facilities.

### **Goal 2: Ensure Adequate Transportation Facilities Are Provided for Existing and Future Inhabitants of the City**

- Policy 2.1 - Require all new development to pay its share of the street improvement costs associated with the development, including regional traffic mitigation.
- Policy 2.2 - New revenues generated from Measure M shall not be used to replace private developer funding that has been committed for any development project.
- Policy 2.3 - The City will develop mechanisms to collect Transportation System Improvement Program (TSIP) fees for improvements within its boundaries and shall work with adjacent jurisdictions to determine acceptable impact fees within the growth management areas. These fees may



be assessed as necessary, in addition to the City's TSIP fees, to cover shortfalls that may not be generated by the established fee program.

- Policy 2.4 - A deficient intersection fund shall be established by the City to make improvements to those intersections necessary to achieve the LOS standard established in this Element.
- Policy 2.5 - All new development shall be required to establish a development phasing program that phases approval of development commensurate with required improvements to roadway capacity. A phasing plan shall include an overall buildout development plan that can demonstrate the ability of the infrastructure to support the planned development.
- Policy 2.6 - Development phasing of new projects shall be a component of the development review and entitlement process and shall be approved prior to issuance of building or grading permits.
- Policy 2.7 - The City shall monitor the implementation of the development phasing program of each of the new development projects on an annual basis and prepare a report indicating the status of development approval and required traffic improvements and relationships between them.
- Policy 2.8 - A performance monitoring program shall be developed to provide an annual evaluation of compliance with development phasing and evaluation of the maintenance of transportation service levels.
- Policy 2.9 - A seven-year capital improvement program shall be adopted and maintained in conformance with the provisions of Measure M for the purpose of maintaining adopted level of service standards established in this Element. The City currently adopts a seven-year capital improvement program for Measure M funded programs and projects and a five-year Capital Improvement Program/Budget for non-Measure M funded projects.



## Inter-Jurisdictional Coordination/Cooperation

Traffic congestion in Seal Beach is both a regional and local problem. The development that occurs in neighboring jurisdictions and throughout the County has effects on the freeways and many of the major arterials that traverse the City of Seal Beach. Thus, the City cannot fully address growth management issues in isolation from other jurisdictions.

### Goal 3: Cooperate with Neighboring Jurisdictions and the County of Orange and County of Los Angeles to Achieve Reduction in Regional Traffic Congestion

- Policy 3.1 - The City shall participate in inter-jurisdictional planning forums within its established growth management areas as adopted by the Regional Advisory Planning Council and will continue to participate in forums with neighboring or affected jurisdictions to address transportation or other planning issues.
- Policy 3.2 - The City will continue to cooperate with the County of Orange in annually updating its Congestion Management Plan pursuant to the requirements of AB 471 in order to continue to receive its share of state gasoline sales tax revenues.

## Jobs/Housing Balance

One of the major causes of traffic congestion is land use patterns that hinder the ability of people to live and work in the same area. Long commutes can over-burden traffic infrastructure and diminish quality of life. Creating communities where people can live *and* work in relatively close proximity shortens commutes and encourages the use of alternative forms of transportation to and from employment.

### Goal 4: Strive to Develop and Maintain a Balance between Jobs and Housing in Seal Beach

- Policy 4.1 - To the extent feasible, utilize information on the jobs/housing balance in the City and region as a factor in land use decision-making.



- Policy 4.2 – The City shall adopt all goals and policies as set forth in the Housing Element of its General Plan.

## Consistency with General Plan Elements

### **Goal 5: Assure Consistency with the Goals and Policies Reflected in the Circulation and Land Use Elements of the City of Seal Beach General Plan**

- Policy 5.1 - The City will implement the goals and policies defined in these elements to ensure a circulation system that adequately serves the development intensity anticipated in the Land Use Element.



# The Growth Management Plan

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The City's Growth Management Plan includes all of the components required for developed communities by Measure M, the Traffic Improvement and Growth Management Ordinance. Additional implementation programs independent of this Element will be required to implement the Growth Management Plan.

## Traffic Level of Service Goals

Policy 1.1 of this Element requires developers to make necessary improvements to the circulation system, which are affected by their development, so as to maintain acceptable LOS at intersections and on roadway links under City control. Roadway expansions will be planned as part of the capital improvement program and phased according to the Comprehensive Phasing Program. The LOS goals will be enforced through coordination of approval conditions and monitored annually through a Performance Monitoring Program.

Achievement of the adopted levels of service standard and implementation of exacted transportation improvements shall take into consideration extraordinary transportation circumstances that may impact identified intersections and/or timing of the required improvements. An example of an extraordinary circumstance would be when arterial roadways serve as substitute freeway access (thus impacting LOS performance) while planning and construction of additional freeway improvements are underway.

## Development Mitigation Program

The City has established a Development Mitigation Program based on Orange County Transportation Authority (OCTA) time tables ensuring that all new development pays its share of needed transportation improvements to the City's roadway network associated with that development. Participation shall be on a pro-rata basis and will be required of all development projects except where an increased level of participation exceeding these requirements is established through development agreements or



other negotiated agreements. This monitoring is facilitated via a project specific mitigation plan.

The City will work to facilitate coordination of this Program through inter-jurisdictional forums to determine minimally acceptable impact fees for application within the growth management areas. The City will receive credit for existing traffic mitigation fee programs with regard to the GMA base level fee.

### Comprehensive Phasing Program

The City shall prepare a Comprehensive Phasing Program (CPP) based on Orange County Transportation Authority time tables. The purpose of this Program is to assure, to the extent feasible, that adequate infrastructure (roadways and utilities) is constructed as development occurs by linking the ability of the development to proceed to:

- construction of the improvement(s) by others,
- construction of the improvement(s) by the developer, or
- by the developer's timely provision of the appropriate funding to the City so that the provision of these facilities is in balance with the demand for need.

While the Comprehensive Phasing Program will provide plans for new facilities, the Performance Monitoring Program will provide annual evaluation of compliance with phasing plans in order for development to continue. The CPP shall provide reasonable lead time (one year from first building permit or two years from first grading permit) to design and construct specific transportation improvements.

### Performance Monitoring Program

The City shall prepare a Performance Monitoring Program based on OCTA time tables. The Performance Monitoring Program will establish a system for annual evaluation of compliance with development phasing allocations. Under this Program, roadway and other transportation facility improvements or funding must actually be provided in order for new development to continue. If the improvements/ funding are not provided, development shall be deferred until compliance with the provisions of this Program is achieved.



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

### Capital Improvement Program

The City shall establish a Capital Improvement Program (CIP) for transportation system improvements based on OCTA time tables. The purpose of the Capital Improvement Program is to estimate future development over a seven-year period and determine the necessary infrastructure and costs required for new development. The Capital Improvement Program will be closely linked with the Comprehensive Phasing Plans.

The City will determine the capital projects needed to meet and maintain the City's adopted traffic level of service and performance standards. Capital financing programming will be based on proposed development to be constructed during (at a minimum) the following seven-year period.

### Inter-Jurisdictional Cooperation

The City of Seal Beach will continue to be involved in inter-jurisdictional coordination for various purposes, including:

- Cooperating with the County of Orange, the Orange County Transportation Authority (OCTA), and other local jurisdictions through the Regional Advisory and Planning Council (RAPC), or other appointed bodies, on the implementation of Measure M and the development of future revisions.
- Working with inter-jurisdictional forums (such as the City-County Coordinating Committee and Southeast Los Angeles/West Orange County Coordinating Committee) to make sure the City's fees are consistent with minimally acceptable impact fees for application within the larger growth management areas.
- Participating in the inter-jurisdictional planning forums at the growth management area (GMA) level to discuss implementation of traffic improvements, cooperative land



use planning, and appropriate mitigation measures for developments with multi-jurisdictional impacts.

- Working with the inter-jurisdictional forums to develop strategies to bring about greater jobs/housing balance at the sub-regional level.
- Cooperating with the County of Orange in implementing the Facility Implementation Plans and collaborating in the Development Monitoring Program.
- Cooperating with state, county, and local governments in planning and implementing the City's Circulation Element, and coordinating efforts to ensure orderly development.
- Coordinating population, housing, employment, and land use projections with the State Department of Finance, the Southern California Association of Governments, the Orange County Development Monitoring Program, and appropriate school and water districts.

### Comprehensive Development Plans for Proposed Larger Projects

Seal Beach will require that any proposed new, large development prepare a comprehensive development plan and environmental impact analysis. A Specific Plan is an example of a comprehensive development plan for large projects. This will allow the City to anticipate the impacts of large projects prior to development of any portion of the project, and permit more time to plan for public services and facilities needed to support the project.

### Coordination with Adjacent Jurisdictions

Apart from coordination with sub-regional inter-jurisdictional forums (such as the City-County Coordinating Committee and the Southeast Los Angeles/West Orange County Coordinating Committee), the City will work separately with other cities and agencies in the immediate area to develop mutual agreements for review and possible conditioning of development projects.





# Appendix A

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## Definitions

For the purposes of the Growth Management Element, the following terms are defined below:

1. ***Capital Improvement Program (CIP)*** shall mean a listing of capital projects needed to meet, maintain, and improve a jurisdiction's adopted Traffic Level of Service and Performance Standards. The CIP shall include approved projects and an analysis of the costs of the proposed projects, as well as a financial plan for providing the improvements.
2. ***Comprehensive Phasing Program (CPP)*** shall mean a road and public facilities improvement and financing plan that attains the level of service requirements of this element. With regard to road improvements, a CPP must include level of service requirements and take into account measurable traffic impacts on the circulation system.
3. ***Critical Movement*** shall mean any of the conflicting through or turning movements at an intersection which determine the allocation of green signal time.
4. ***Development Phasing Program*** shall mean a program that establishes the requirement that building and grading permits shall be approved or issued in a manner that assures implementation of required transportation and public facility improvements. The City shall specify the order of improvements and the number of dwelling units based, at a minimum, on mitigation measures adopted in conjunction with environmental documentation and other relevant factors.
5. ***Deficient Intersection Fund*** shall mean a trust fund established to implement necessary improvements to existing intersections that do not meet the Traffic Level of Service Policy.
6. ***Deficient Intersection List*** shall mean a list of intersections that:



- a. Do not meet the Traffic Level of Service Policy for reasons that are beyond the control of the City (e.g., ramp metering effects, traffic generated outside the City's jurisdiction, etc.); and
  - b. Are not brought into compliance with the LOS standard in the most current Seven-Year Capital Improvement Program. Additional intersections may be added by the City to the Deficient Intersection List only as a result of ordinances that are beyond the control of the City.
7. ***Growth Management Area (GMAs)*** shall mean subregions of the County established by the City-County Coordination Committee (or successor) to promote inter-jurisdictional coordination in addressing infrastructure concerns and implementing needed improvements.
8. ***Growth Management Element*** shall mean the Growth Management Element of the City General Plan as required by the Revised Traffic Improvement and Growth Management Ordinance (Measure M).
9. ***Local Transportation Authority*** as currently designated by the Board of Supervisors shall mean the Orange County Transportation Authority.
10. ***Measurable Traffic*** shall mean a traffic volume resulting in a 1% increase in the sum of the critical movements at an intersection.
11. ***Performance Monitoring Program (PMP)*** shall mean a comprehensive road improvement and financing plan that monitors the level of service requirements in this Element while taking into account measurable traffic impacts on the circulation system. This Program will annually review the status of public and private roadway improvements associated with the Seven-Year Capital Improvement Program and Development Phasing Programs to assure that appropriate actions are being taken to achieve the Level of Service standards set forth in this Element.
12. ***Sole Control*** shall mean under the direct control of the single public agency; for purposes of this Element, the City of Seal Beach is the single public agency exercising sole control over certain transportation system improvements.



## Appendix B

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### Sources

1. Assembly Bill 471 (Proposition 111) as amended by AB 1791.
2. *"Countywide Growth Management Program Implementation Manual,"* Orange County, April 1991.
3. *"Countywide Traffic Improvement and Growth Management Plan Component,"* Orange County Division, League of California Cities, 1989.
4. *"Development Monitoring Program, Vol. II,"* County of Orange, 1991.
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6. *"General Plan Issue Analysis - Growth/Congestion Management,"* City of Seal Beach, April 6, 1992.
7. *"Growth Management Element,"* County of Orange General Plan.
8. *"Growth Management Element - Technical Report,"* City of Seal Beach, April 10, 1992.
9. *"Growth Management and Transportation Demand Working Paper,"* Southern California Association of Governments, January 1992.
10. *"Growth Management and Transportation Demand Task Force Final Report,"* Southern California Association of Governments, June 1990.
11. *"Public Facilities/Growth Management Element,"* City of Dana Point, January 1991.
12. *"Regional Growth Management Plan,"* Southern California Association of Governments, 1989.



13. *“Revised Traffic Improvement and Growth Management Ordinance, (Measure M),”* Orange County, November 1990.
14. *“South Coast Air Quality Management Plan,”* South Coast Air Quality Management District, July 1997.
15. *“Traffic Impact Fee Study, Final Report,”* City of Seal Beach, prepared by DKS Associates, December 6, 1991.
16. *“Traffic Analysis”* prepared by Kunzman and Associates for Seal Beach Circulation Element, March 2003.

