

VIII. GROWTH MANAGEMENT

INTRODUCTION AND BACKGROUND

General Plan Legislation

On November 6, 1990, Orange County voters passed a referendum known as “Measure M”, a revised Traffic Improvement and Growth Management Ordinance. In order to be eligible to receive new Measure M transportation revenues, the Measure required that each jurisdiction incorporate a Growth Management Element into its General Plan.

Purpose and Function

The purpose and function of the Growth Management Element is to direct that growth and development be based upon the City of Villa Park’s ability to provide an adequate circulation system and public facilities pursuant to the Orange County Division, League of California Cities “Countywide Traffic Improvement and Growth Management Plan Component.”

Relationship to Other General Plan Elements

A major goal of the Growth Management Element is to ensure that the planning, management, and implementation of traffic improvements and public facilities are adequate to meet the current and projected needs of the City of Villa Park. Although a high priority, this goal must be achieved while simultaneously maintaining 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 traffic level of service and public facility standards that are included in other General Plan elements, and establishes new standards where necessary. The Element also serves to augment development mitigation, development phasing, and annual monitoring discussions in other General Plan elements.

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 has been crafted to minimize duplicative Measure M and Congestion Management Program (CMP) requirements.

The Growth Management Element express’ the City of Villa Park’s most current growth management policies. Consequently, although certain General Plan elements overlap, the Growth Management element provides a key resource document for growth management concerns.

The Growth Management Element achieves consistency with other General Plan elements through the pursuit of common major goals such as traffic level of service and public facilities development as implemented through the specific directives that follow:

1. The Maps contained in the Land Use, Circulation, and Open Space and Conservation Elements shall provide General Plan policy guidance for implementing public facilities planning.
2. Major City of Villa Park public facilities shall conform to the adopted Noise and Seismic and Safety Elements.
3. Innovative financing, funding and implementation programs serving to minimize infrastructure costs, as well as housing costs, are in the Housing Element.
4. Regional transportation facilities are mapped in the Circulation Element.
5. Regional public facilities (excluding transportation) are mapped, to the extent feasible, in the Land Use Element.
6. Community facilities are mapped in the Land Use Element.
7. The Circulation Element Master Plan of Arterial Highways is the City of Villa Park's master plan for transportation providing general policy and program guidance for facility planning and citing.

ISSUES, OPPORTUNITIES AND OBJECTIVES

Issues

- With 99% of the City developed and no external Sphere-of-Influence for expansion of City boundaries, additional development potential is extremely limited.
- Development in the cities of Orange and Anaheim have, and will continue to, significantly affect established neighborhoods in Villa Park.
- The high cost of land in Villa Park restricts the range of potential development opportunities.
- Villa Park is adversely affected by pass-through traffic generated by sources outside of the City.

Opportunities

- Widening of select regional arterials highways can encourage traffic to avoid driving through residential neighborhoods.
- Synchronization of traffic signals will assist in minimizing vehicle congestion.
- The possible extension of Wanda Road south of Collins Avenue by the City of Orange would improve north-south traffic flow.

Objective

- Minimize the impacts of growth both within the City and within the region on the citizens and facilities of Villa Park.

GOALS, POLICIES AND PROGRAMS

Growth Management Goal #1: To work and cooperate with neighboring entities and regional bodies to alleviate impacts of surrounding area growth on Villa Park.

Growth Management Policies:

GM #1: Continue working cooperatively with surrounding jurisdictions.

GM #2: The City of Villa Park has and will continue to participate in Inter-Jurisdictional Planning Forums at the Growth Management Area (GMA) level to discuss developments with multi-jurisdictional impacts and appropriate mitigation measures.

Actions Program

1. Continue implementing the current Development Mitigation Program and ensure that standards meet acceptable impact fees for applications within the GMAs.

Growth Management Goal #2: To manage any growth within the City of Villa Park in such a manner so as not to adversely affect transportation facilities and other public facilities within the City or surrounding communities.

Growth Management Policies:

GM #3: Level of Service (LOS) "D" is the target standard for intersections under sole control of the City of Villa Park. To achieve this, it is the policy of the City of Villa Park that within 3 years of the issuance of the first building permit for a development project, or within 5 years of the first grading permit for said development project, whichever occurs first, any necessary improvements to transportation facilities, as defined by the intersection of 2 arterial highways on the County of Orange Master Plan of Arterial Highways (MPAH), to which the project contributes measurable traffic, are to be constructed and completed to attain level of service "D" at the intersections.

Intersections exempt from the above paragraph include facilities under the jurisdiction of another City/County or the State. However, it is the policy of the City of Villa Park that all development contributing measurable impacts to intersections and all projects contributing cumulatively, or individually, 10% or more of the traffic using an intersection will be assessed a mitigation fee determined by the involved jurisdictions and locally administered as a part of the Capital Improvement Program.

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

- GM #4: All development projects shall participate in comprehensive public facilities financing plans as established by the City Council as a condition of development approval except where an increased level of participation exceeding those requirements is established through negotiated legal mechanisms.
- GM #5: It is the policy of the City of Villa Park that all new development pays its share of the costs associated with that development, including regional traffic mitigation.
- GM #6: It is the policy of the City of Villa Park to impose a traffic impact mitigation fee for improvements within its boundaries and to work with other jurisdictions to determine minimally acceptable impact-free levels for applications within the Growth Management Area which includes Villa Park.
- GM #7: All development shall be phased in accordance with any applicable Comprehensive Phasing Program adopted by the City of Villa Park. Comprehensive Phasing Programs shall include development phasing plans which establish both a phasing allocation of development commensurate with roadway and public facilities capabilities and an overall build-out development plan which can be supported by implementation of the planned infrastructure system.

- GM #8: It is the policy of the City of Villa Park to continue to balance land use, whereby residential, non-residential and public land uses are proportionally balanced.
- GM #9: It is the policy of the City of Villa Park that new revenues generated from any potential locally approved increased sales tax measure shall not be used to replace private developer funding which has been committed for any project.

Action Programs

2. Continue implementing the current Comprehensive Phasing Program to ensure that infrastructure is added as development proceeds so that the provision of road improvements and public facilities is in balance with demand.
3. Continue implementing the current Performance Monitoring Program established to provide an annual evaluation of compliance with development phasing allocations established pursuant to policies detailed previously.
4. The Performance Monitoring Program will provide periodic evaluations of the maintenance of transportation and public-facilities service levels. The evaluation will be related to various public improvement projects with significant impacts on public facilities. As part of the evaluation available traffic reports will be utilized. In the event the evaluation identifies one or more service level deficiencies measures to correct the deficiency(s) will be identified.
5. Traffic Improvement/Public Facilities Development Agreements: In the event the financing and implementation provisions of this Element are implemented through subsequent, legally valid Traffic Improvement/Public Facilities Development Agreements, said agreements shall be consistent with this Element and its implementing ordinances, plans and programs.