

Land Use and Economic Development

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Land Use and Economic Development

INTRODUCTION

Understanding how land use has changed in Pinole since the current General Plan was prepared in 1995 is an essential first step in the update process. The Draft Land Use and Economic Development Background Report is intended to do the following:

1. Establish the land use context for the General Plan by describing existing land use conditions, plans, and policies that have a bearing on land use in Pinole; and,
2. Provide statistical and related information on economic trends and opportunities in the City of Pinole.

This chapter of the Background Report serves as a reference document and technical appendix for the Land Use and Economic Development Element of the General Plan. This report will also form the environmental conditions section of the General Plan Environmental Impact Report (EIR).

LAND USE

Existing Setting

The City of Pinole is located in the San Francisco Bay Area, on the shores of San Pablo Bay in West Contra Costa County. Interstate 80 (I-80), which traverses the City, connects the San Francisco and Oakland metropolitan area with Sacramento (see Chapter 5 of this report for a more detailed discussion of I-80). Pinole is linked to Central Contra Costa County and the cities of Martinez, Concord and Pleasant Hill by State Route 4, which begins just north of the City and connects with Interstate Highway 680.

Pinole occupies 13 square miles, with a land area of more than 4 square miles of land.

The City of Pinole occupies an area of thirteen square miles with a land area of more than four square miles. The Planning Area boundary (the study area for the General Plan update) reflects the City's current Sphere of Influence boundary, depicted in **Figure 3.3**. A discussion of the Sphere of Influence is provided below. The City is largely built-out,

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with only a few individual parcels left undeveloped that are not otherwise classified as open space or in some form of preserve. With a current population of approximately 19,300, Pinole serves as a “bedroom” community to larger employment centers in Oakland and San Francisco Bay Area. It also provides regional shopping opportunities for the Contra Costa County area through several large shopping centers.

Within Pinole, the existing land use pattern is generally reflective of the land use designations in the City’s current General Plan (1995), with a mix of residential neighborhoods and commercial centers, combined with parks and open spaces. Several distinct features, neighborhoods or areas categorize the City:

- **Interstate 80 corridor.** The I-80 corridor divides the community along a northeast/southwest axis.
- **Regional shopping centers.** The regional shopping centers in Pinole (e.g., the Pinole Vista Shopping Center, Pinole Valley Shopping Center and Appian 80 regional shopping malls) are located along Fitzgerald Drive adjacent to the Interstate 80 and Appian Way interchange.
- **Old Town Pinole.** Old Town Pinole is comprised of buildings and facilities located along San Pablo Avenue encompassing the intersection at Tennent Avenue and Pinole Valley Road, including the City Hall, Fernandez Park, Fire and Police Department offices/station, Old Town Pinole shopping center, the Old Bank building, Fernandez Park and the Senior Center.
- **West San Pablo Avenue.** Buildings and facilities are located along San Pablo Avenue on the western portion of the City and include light industrial and commercial services.
- **Southern residential neighborhoods/Pinole Valley.** The neighborhoods of southern Pinole and Pinole Valley are located south of Interstate Highway 80 along Pinole Valley Road corridor.

Pinole is characterized by its residential neighborhoods, historic Old Town and hillsides.

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These areas contain mostly detached single-family residences.

- **Western residential neighborhoods.** The neighborhoods of western Pinole are located north of Interstate Highway 80. These neighborhoods are generally contained on hilly portions of the City, and contain mostly detached single-family residences, but also include some multi-family residential, built fifty to eighty years ago.
- **Northern residential neighborhoods.** The neighborhoods of northern Pinole are located to the north of San Pablo Avenue and south of the Bayfront. This neighborhood is smaller and contains mostly detached single-family residences, but also includes some multi-family residential.
- **Open Space Areas.** The open space areas in Pinole provide open and natural areas. These include the Pinole Valley Park and various open space areas throughout the community.

The City can also be characterized by its general setting, which combines a sense of an urban environment with a smaller “bedroom” community that provides easy access to large employment centers in the Bay Area. Pinole also is characterized by its residential neighborhoods, historic downtown area and hillsides.

EXISTING LAND USE AND SPECIAL PLANS

Existing Land Use

An inventory on existing land use was completed as part of the analysis for the Background Report. The inventory is based in part on research conducted by City staff, followed by additional fieldwork completed by the consulting team. The results are shown in Table 3.1. As shown in Table 3.1, the City has extensive single-family residential use, as well as many acres of parks, open space and conservation areas. The land use designations for the City of Pinole are provided in **Figure 3.1**.

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**TABLE 3.1
ACREAGE BY EXISTING LAND USES**

Land Use	Area in Acres	% of Total
Commercial (Neighborhood, Downtown, Regional)	215.37	7.24%
Light Industrial/ Service Commercial	17.24	0.58%
Industrial/Office Park	14.84	0.50%
Institutional	17.73	0.60%
Mixed-Use*	59.94	2.02%
Residential – Suburban/Rural Density	252.03	8.47%
Residential – Low Density	1091.9	36.71%
Residential – Medium Density	133.09	4.47%
Residential – High Density	17.76	0.60%
Parks and Recreation	285.69	9.61%
Public Facilities	92.72	3.12%
Open Space	527.44	17.73%
Conservation Area	248.4	8.35%
All Land Uses	2,974.13 (total acres)	

* Mixed Use Categories

- Low-density residential/ Downtown commercial
- Medium-density residential/ Downtown commercial
- Medium-density residential/ Neighborhood commercial
- Medium-Density Residential/Light Industrial Service Commercial
- High-Density Residential/Downtown Commercial
- High-density residential/ Neighborhood commercial
- High-Density Residential/Light Industrial Service Commercial

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SPECIAL PLANS

San Pablo Avenue Specific Plan

The San Pablo Avenue Specific Plan includes land use designations along San Pablo Avenue in Pinole. It also separates San Pablo Avenue into three distinct districts: West San Pablo Avenue; Mid San Pablo Avenue; and Old Town San Pablo. The San Pablo Avenue Specific Plan land use designations are provided in **Figure 3.2**.

Old Town Design Guidelines

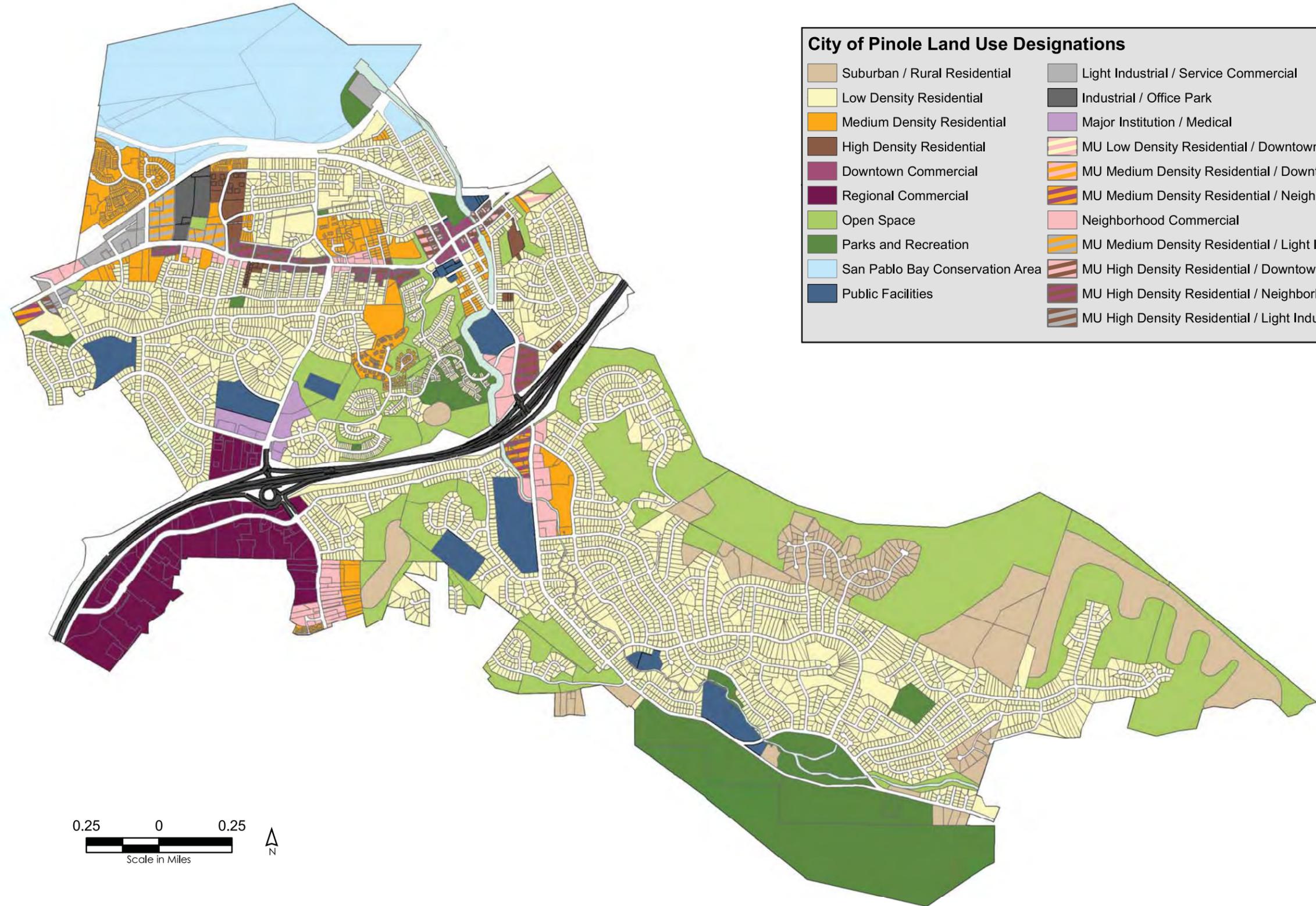
The Old Town Design Guidelines are a set of guidelines adopted in July 1996 to help enhance the positive qualities of Pinole's commercial downtown and protect the livability of its residential neighborhoods. The Old Town Design Guidelines Overlay District, the area affected by these guidelines, extends north from Interstate 80 along Pinole Valley Road and Tennent Avenue to San Pablo Bay and west from the Hercules/Pinole border along San Pablo Avenue to Second Avenue. These guidelines address issues of compatibility, project function and aesthetics. The Design Guidelines also endeavor to encourage the provision of efficient vehicular movement and pedestrian circulation.

The Design Guidelines are used infrequently. The City does not have a design review process in place, thus making it difficult to implement and enforce the Old Town Design Guidelines.

Residential Design Criteria and Guidelines

The City of Pinole is in the process of adopting Residential Design Criteria and Guidelines to implement the goals and policies of the General Plan. Specifically, these guidelines implement the City's General Plan land use policies relevant to urban design, pedestrian circulation, neighborhood and community identity, and residential, mixed-use and commercial project design. The Design Criteria and Guidelines supplement the Zoning Code development standards and will be used by the City to evaluate Design Review applications for qualifying residential and residential mixed-use projects.

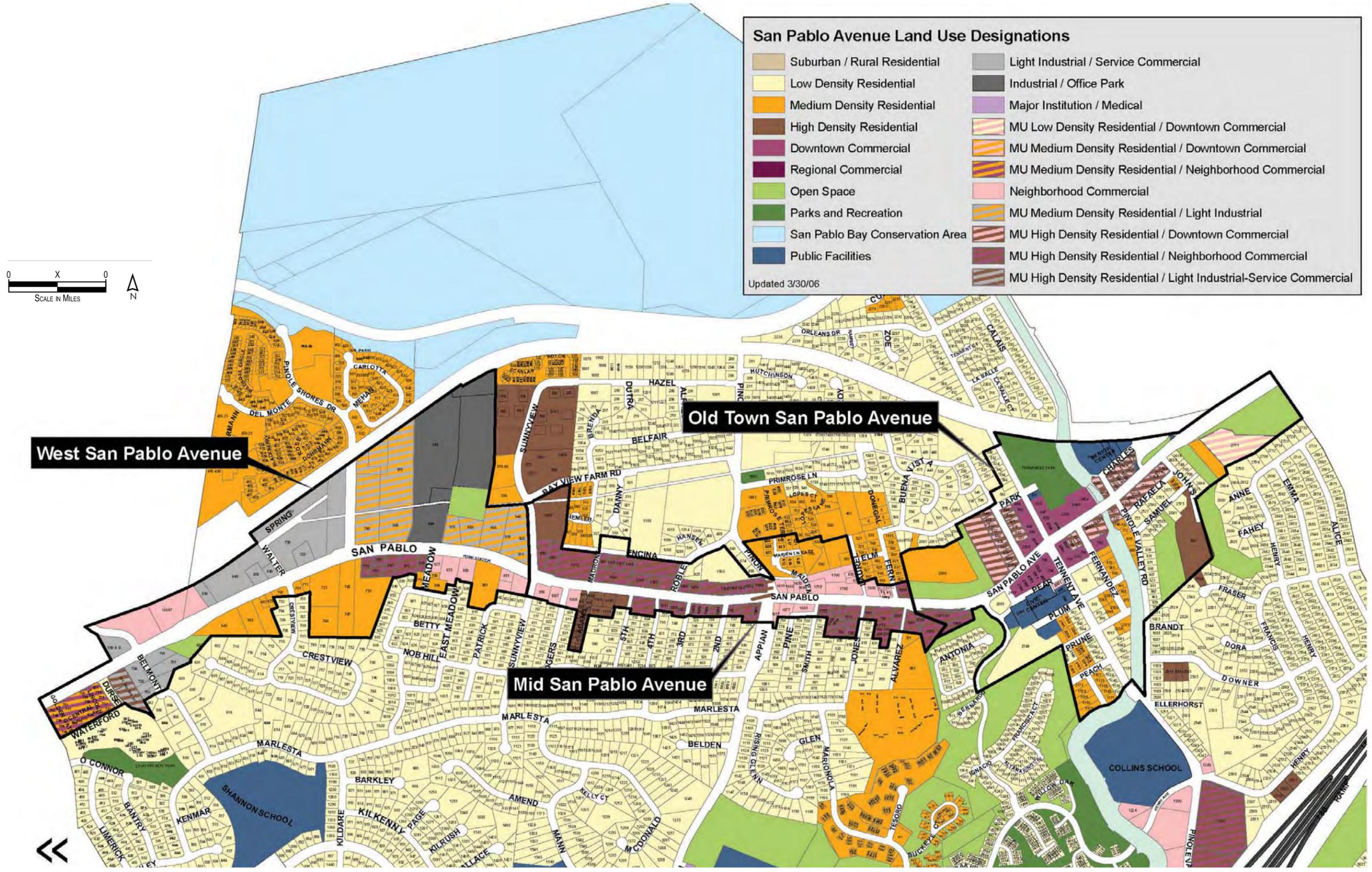
City of Pinole Land Use Designations



Suburban / Rural Residential	Light Industrial / Service Commercial
Low Density Residential	Industrial / Office Park
Medium Density Residential	Major Institution / Medical
High Density Residential	MU Low Density Residential / Downtown Commercial
Downtown Commercial	MU Medium Density Residential / Downtown Commercial
Regional Commercial	MU Medium Density Residential / Neighborhood Commercial
Open Space	Neighborhood Commercial
Parks and Recreation	MU Medium Density Residential / Light Industrial
San Pablo Bay Conservation Area	MU High Density Residential / Downtown Commercial
Public Facilities	MU High Density Residential / Neighborhood Commercial
	MU High Density Residential / Light Industrial-Service Commercial



San Pablo Avenue Land Use Designations



Land Use and Economic Development

EXISTING ZONING

The Zoning Ordinance is the main tool for implementing the policies of the General Plan.

The current Zoning Ordinance for Pinole was most recently amended by the City Council in June 2006 through Ordinance 2006-06 and the Zoning District map was updated in January 2006 by rezoning properties along San Pablo Avenue to Planned Development. The Zoning Ordinance is the primary tool for implementing the policies of the General Plan and includes physical development standards and procedures for changing the status of land use.

The Zoning Ordinance establishes Zoning Districts based upon the General Plan land use designations, summarized in **Table 3.2**.

**TABLE 3.2
EXISTING ZONING DISTRICTS AND
GENERAL PLAN LAND USE DESIGNATIONS**

General Districts & Combining Districts	Zoning District	Corollary General Plan Land Use Designation
<i>General Districts</i>		
S/R	Suburban/rural residence district	Single-family residential in hill area terrain
R-1	Single-family residence district	Single-family residential in developed area
R-2	Two-family residence district	Two-family residential in developed area
R-3	Neighborhood apartment district, three-family and four-family	Three- and four-family dwellings
R-3-6	Neighborhood apartment district, maximum six-family	Five- and six-family dwellings
R-4	General apartment district	Group dwellings and apartments
PF	Public facilities district	Public, quasi-public and institutional uses
C-1	Neighborhood business district	Shopping and service facilities in proximity to residential areas
C-2	Central business district	General business facilities for public service and convenience

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General Districts & Combining Districts	Zoning District	Corollary General Plan Land Use Designation
C-3	General commercial district	General commercial facilities for public service and convenience
SC	Service commercial district	Centralized areas with general commercial facilities near industrial concentrations
PA	Professional and administrative district	Medical, dental, professional and administrative offices
M-1	Light industrial district	Light industrial uses
M-2	General industrial district	General industrial uses
M-L	Limited industrial district	Business, professional, research and technical manufacturing uses which have unusual requirements for space, light and air
OS	Open space district	Open space lands
PR	Parks and recreation district	Public parks and recreation facilities
SPC	San Pablo Bay conservation district	Area extending into and land adjacent to San Pablo Bay
PD	Planned development district	Development with variations in siting, mixed land use mixed housing types and integrated design techniques which complement surrounding uses.
<i>Combining Districts</i>		
A	Special agricultural district	N/A
B	Special building site district	N/A
CD	Special civic center district	N/A
F	Special highway frontage district	N/A
FP	Special floodplain district	N/A
H	Special height district	N/A
HP	Special historic preservation district	N/A
HP-L	Special historic preservation district	N/A
MU	Special mixed use district	N/A
OTP	Special old town parking	N/A

Source: City of Pinole Zoning Ordinance

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The Zoning Ordinance is a detailed document that addresses physical development standards and criteria for the City, and includes the following:

- Definition of terms;
- Explanation of zones (districts) and zone boundaries;
- Residential, Professional and Administrative Office, Commercial, Light Industrial and Public Use Districts;
- Special Overlay Districts;
- Sign provisions;
- General Provisions and Exceptions;
- Processing requirements for Use Permits, Variances, and Design Review;
- Non-Conforming use and structures;
- Appeals process; and
- The Zoning Map.

The City of Pinole's Sphere of Influence includes all lands within the incorporated City limits, as well as additional lands just beyond the City limit line.

The Zoning Map shows the locations of the zoning districts, which in turn are based upon the land use designations of the General Plan, illustrated in **Table 3.2**.

Concurrent with the General Plan Update, the Zoning Ordinance will be updated to reflect the range of new land use policies and any changes to the land use designations or land use diagram.

SPHERE OF INFLUENCE AND PINOLE CITY LIMITS

The City of Pinole currently encompasses approximately thirteen square miles. In California, each city is required to identify its planned Sphere of Influence (SOI), the area expected to ultimately be served with public services by the City. The agency responsible for considering and approving amendments to local Spheres of Influence is the Contra Costa County Local Agency Formation Commission (LAFCo). LAFCo's also provide similar services with respect to other public agency boundaries, such as water districts. Any request to annex lands to a city or to amend district boundaries requires LAFCo approval.

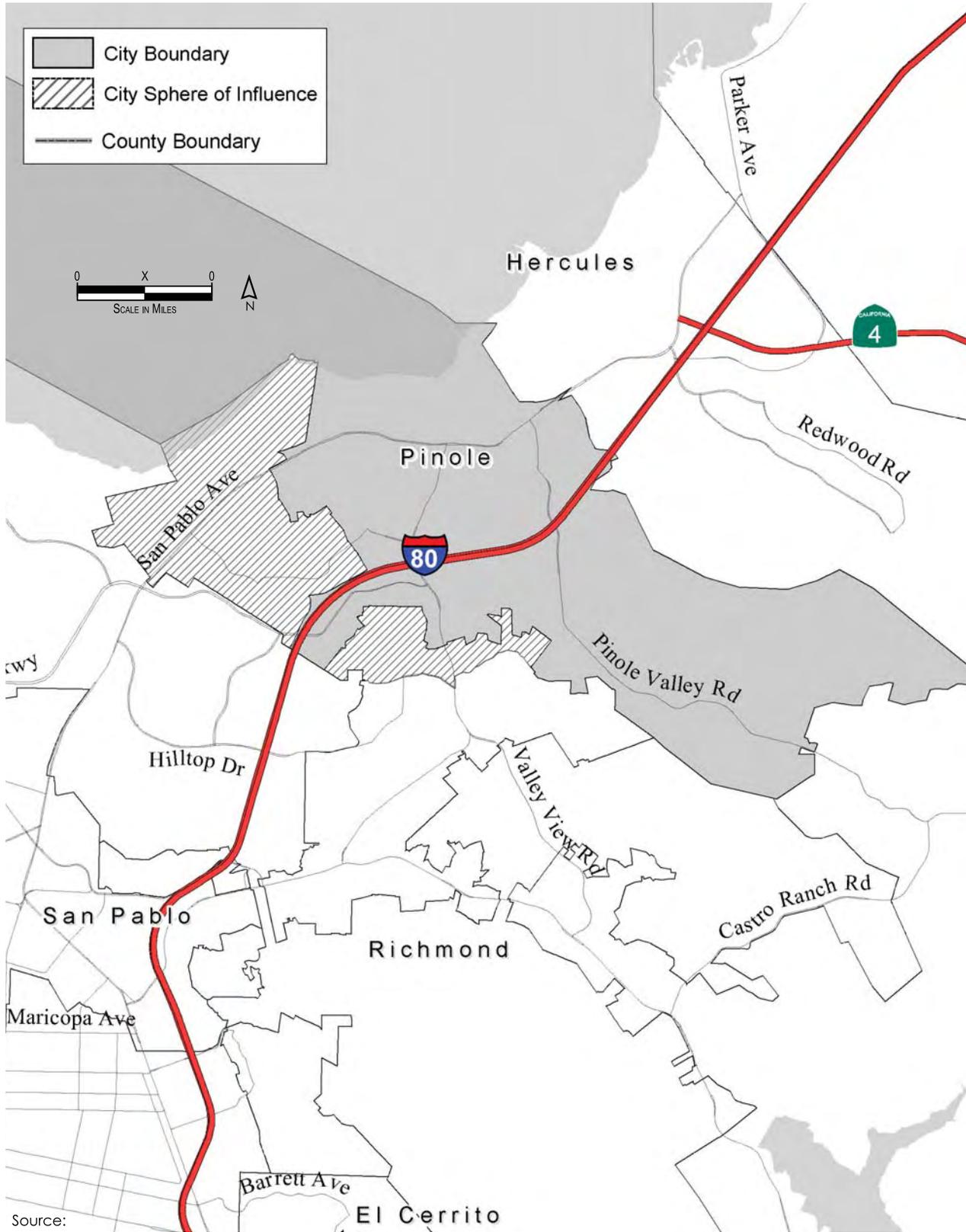
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The Sphere of Influence for the City of Pinole includes all lands within the incorporated City limits, as well as additional lands just beyond the City limit line. There are only two such areas in the Sphere of Influence beyond the City limits:

- Lands just beyond the southwestern City limit near San Pablo and bordered on the south by Richmond Parkway; and
- Lands just beyond the southern City limit near the unincorporated area of El Sobrante.

The City has not identified plans to annex any of these lands to Pinole for the near future. The City limits and Sphere of Influence are shown in **Figure 3.3**.

City of Pinole and Sphere of Influence Boundaries



Source:

Land Use and Economic Development

SURROUNDING COMMUNITY PLANS AND ISSUES

Contra Costa County

The City of Pinole is one of the six planning jurisdictions in the West Contra Costa County Planning Area as defined in the Contra Costa County General Plan 2005-2030. Contra Costa's General Plan focuses largely on area-wide land uses and transportation planning, economic development and policies related to environmental issues.

The City of Richmond is expected to experience the highest absolute housing growth in West Contra Costa County by 2030.

The County's General Plan designates land "Watershed" owned by the East Bay Municipal Utility District (EBMUD) adjacent to the City of Pinole's southeastern boundary and along Pinole Valley Road. In order to safeguard the public water supplies stored in the reservoirs, a limited number of uses are allowed in "Watershed" areas. This land area located adjacent to the City of Pinole southeastern boundary and designated "Watershed" is part of the Briones Hills Agricultural Preservation Area.

The Briones Hills Agricultural Preservation Area compact was signed by the County and the Cities of Martinez, Pleasant Hill, Walnut Creek, Lafayette, Orinda, Richmond, Pinole, and Hercules in 1988. The compact states that the jurisdictions voluntarily agree not to annex any lands within the 64 square mile area for the purposes of allowing urban development.

El Sobrante is an unincorporated area within Contra Costa County. It is included in both Pinole and Richmond's Sphere of Influence. El Sobrante is located south of the western-most portion of the City of Pinole. San Pablo Dam Road carries traffic through downtown El Sobrante. The County is in the process of developing a Specific Plan for the commercial district along San Pablo Dam Road in El Sobrante.

The City of Pinole is 1 of 6 planning jurisdictions in the West Contra Costa County Planning Area.

Neighboring Cities General Plans

The Cities of Richmond and San Pablo are located to the southwest and Hercules is located to the northeast of Pinole. The unincorporated area of El Sobrante lies to the south.

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Richmond

The City of Richmond lies southwest of Pinole.

Richmond adopted its existing General Plan in August 1994 and is currently updating its General Plan. The City of Richmond General Plan addresses a wide range of specific issues, including preservation of community character, provision of necessary public services, transportation, congestion and housing affordability. Shared land use between Larkspur and Corte Madera consists of public school acreage and open space, such as the Pinole Park.

North Richmond includes housing units and a large business park and is projected to experience the highest absolute household growth in West Contra County by 2030. The City is projected to gain 9,090 total households by 2030.

San Pablo

The City of San Pablo is adjacent to and southwest of Pinole. San Pablo adopted its General Plan in August 1996.

The City of San Pablo General Plan addresses a similar range of issues to those of other adjacent communities: significant population growth between 1980 and early 1990; preservation of community character; transportation accessibility; traffic congestion; issues more specific to the City, such as developing a downtown district for the City and increasing the amount of park space in the City.

Hercules

The City of Hercules is adjacent to and north of Pinole. Hercules adopted its General Plan in 1998.

Hercules has experienced rapid residential growth and is projected to have the highest percentage increase (54 percent) of West Contra Cos-

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The City of Hercules and Pinole share traffic corridors resulting in circulation issues present in both Pinole and Hercules.

ta County by 2030. This projected increase could be attributed to its location at the intersection of Interstate Highway 80 and Highway 4.

The City of Hercules General Plan addresses a similar range of issues to those of other adjacent communities: significant population growth between 1980 and early 1990; preservation of community character; transportation accessibility; traffic congestion; issues more specific to the City, such as preserving open space areas in the City.

The City of Pinole and the City of Hercules share traffic corridors providing local access to community facilities. As a result, circulation issues present in Pinole significantly affect the City of Hercules and vice versa. This is particularly evident with respect to commute patterns for workers accessing Interstate Highway 80. Some of these are problems that may include intersections operating at unacceptable levels of standards (LOS), poor signage, warranted traffic signals have yet to be implemented at certain intersections due to resident opposition, wear and tear on the streets, and finding workable improvements to the interchanges with Interstate Highway 80.

HISTORIC LAND USE AND DEVELOPMENT IN PINOLE

Pinole is known for its rich architectural heritage and historic past, as well as its natural setting. Today, Pinole's rich history is reflected in its development and land use.

In 1823, Don Ignacio Martinez was awarded a land grant by the Mexican government. Located 20 miles northeast from San Francisco Bay Area, the 17,000 acres of land Martinez received was known as "El Pinole." He built a hacienda or a ranch in Pinole Valley on the present Pinole Valley Park. During the 1850s, Bernardo Fernandez, a Portuguese immigrant built a trading facility and the historic Fernandez Mansion.

Pinole's rich history is reflected in its development and land uses.

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*Bank of Pinole in Old Town
Pinole Today*

By 1915, the City included numerous commercial businesses as well as the Pinole Opera House, the Pinole Theater and the Bank of Pinole.



The settlement thrived and grew with the Southern Pacific Railroad in 1878 and with the establishment of the California Powder Works Plant in nearby Hercules. The town of Pinole became the service center for the plant and served as the housing center for the workers. The City also served as a regional and commercial banking center and had an active waterfront that served agricultural and railroad shipping purposes. Pinole's history and architectural character is a reflection of this commercial activity and population trends including the gold rush, agricultural trade, railroad shipping, California Powder Works Company and World War II.

The City of Pinole was incorporated in 1903. By 1915, the City included numerous commercial businesses as well as the Pinole Opera House, the Pinole Theater and the Bank of Pinole. Between 1918 and 1958, Pinole remained quiet and quaint even during World War II. The time was a period of rest and establishment of identity.

The City developed rapidly with the construction of I-80 in 1958. Pinole became absorbed into the rapidly expanding metropolitan San Francisco Bay Area. The City's boundaries expanded and much of the industrial activity shifted to other areas. Pinole became a suburban "bedroom community" to the San Francisco and Oakland workforce.

PHYSICAL FORM AND CITY DESIGN

The built environment, the surrounding natural environment and the perceptions and experiences of residents and visitors form a community's character. Individual neighborhood settings also hold an important image that when grouped together produces a unified identity for the community as a whole. Careful urban design can provide direction and guidance for development and enhance community identity.

The City of Pinole is defined in large part by its physical development. As described above in Historic Land Use and Development, the general layout and extent of Pinole began to emerge almost 100 years ago. Residential development through the late 1950s further defined

Land Use and Economic Development

The City's physical form is largely influenced and characterized by the City's topographical diversity and the major arterial roads that extend through the City.

this development pattern, and with commercial center development in the 1960s and, more recently, with Pinole Vista Shopping Center, the City now stands largely built-out.

Today, the City's physical form is largely influenced and characterized by the City's topographical diversity and the major arterial roads that extend through the City's boundaries. Pinole's varied geography includes the marshlands along the San Pablo Bay to the hillsides within the City boundaries. The marshlands along the Bayshore have limited major development. Other than the Amtrak railline that extends along the shore, the City's Bayshore remains largely undeveloped.



Rolling hillsides in Pinole characterize residential neighborhoods south of San Pablo Avenue.

Gently rolling hills are scattered throughout Pinole and steeper hills parallel each other and extend north and south. As a result of the hilly topography, residential streets weave around inescapable hills and residential neighborhoods perch on top of and cling on to hillsides. These neighborhoods are located in the following areas: south of San Pablo Avenue and west of Appian Way; between

the Bayshore and San Pablo Avenue; and, south of Interstate Highway 80 in Pinole Valley. These residential neighborhoods are characteristically more rural and low density and are highlighted above as the northern, western and southern residential neighborhoods in the City.

Major arterials in Pinole include San Pablo Avenue, Interstate 80, Tennent Avenue, Pinole Valley Road and Appian Way.

Major arterials that extend through the City boundaries include San Pablo Avenue and Interstate 80 (extending east-west) and Tennent Avenue, Pinole Valley Road and Appian Way (extending north-south). These arterial roads and highway direct much of the City's physical form and design in Pinole.

Built in 1958, Interstate 80 is the most prevalent route through the City. Most of the City's regional health services and retail shopping centers are adjacent to I-80. The Kaiser facility currently under construction,

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Doctor's Medical and several regional shopping centers line the perimeter of the Highway. Although slight, the Interstate Highway also acts as a dividing force in Pinole separating the northern half of the City from the southern half of the City.

San Pablo Avenue is located north of the Highway and extends west-east through the City of Pinole. San Pablo is lined and characterized by a diverse mixture of land uses. San Pablo Avenue is host to the following land uses: single-family and multifamily residential units; a wide variety of commercial uses including office parks, small businesses and a local shopping mall; light industrial uses such as Sugar City; and, historic homes and buildings. Essentially, San Pablo Avenue is a mishmash of land uses that abut each other in a fairly random nature. For example, a snapshot of San Pablo Avenue includes the following eclectic mixture of land uses: a single-family home; a thrift store; a car wash; a vacant lot; and a gas station.



San Pablo Avenue Today - A mix of residential and commercial uses

Pinole Valley Road and Tennent Avenue are major arterials in the City located on the eastern end of the City. Pinole Valley Road connects Pinole Valley to the northern portion of the City. Pinole Valley Road also includes a highway interchange. Most notable, Pinole Valley Road and Tennent Avenue host a number of the major community services and facilities including Pinole Valley High School, the public library, and the new Kaiser facility. Tennent Avenue extends from Pinole Valley Road to San Pablo Avenue, through Old Town Pinole.

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The Pinole Public Library fronts Pinole Valley Road

The view looking south down Tennent Avenue, which extends through Old Town Pinole.

Old Town Pinole hosts the majority of historic buildings in Pinole and serves as the downtown area of the City.

Old Town Pinole buildings and facilities are located along San Pablo Avenue encompassing the intersection at Tennent Avenue. Old Town Pinole hosts the majority of historic buildings in the City. Today, Old Town Pinole still serves as the downtown area of the City and includes the Senior Center, Youth Center, Fernandez Park, City Hall, the Old Bank, as well as several other community services and facilities.



Fernandez Park and the Senior Center are located in Old Town Pinole.

As further discussed in Chapter 6, Open Space and Environmental Conservation, Pinole in many respects is a City of visual contrasts. It offers residential development that is in one location suburban and rural in its feel, with landscaped hillsides and low-density residential neighborhoods, while in other areas offers modern homes and a distinctly more urbanized feel. It also varies in its scale and types of commercial development, with the large, modern appearance of the major shopping centers, to neighborhood commercial centers, as well as the historic commercial district in the Downtown. The physical forms of the City also offer contrasts, from the marshlands along the San Pablo

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Bay to the hillsides. In many respects, it is this diversity in the built and natural environments that helps define the character of the City.

Architectural Styles



A neoclassic style home, 605 Quinan, was built in 1907.

Main historical residential design themes in the City include: Queen Anne Cottages, Hip Roof Cottages, and Bungalows.

Architectural styles help project a distinct identity for a single development, a neighborhood or an entire community. The Old Town Pinole/Downtown area along San Pablo Avenue possesses a variety of architectural styles that mirror the community's historical development and development pattern. Land uses in this district consist of a mixture of commercial, residential, public/institutional and open space. The distinct architectural styles present within the Old Town of Pinole are described in detail below.

A large number of historic residences, all of which were built for individuals who worked in Pinole or at the Hercules Powder Plant, remain in good condition throughout the Old Town area of Pinole. Due to the stability of the Powder Plant until the 1970s, Pinole's residential neighborhoods were not exposed to major changes created by land development or speculation. These homes, which can be categorized as Queen Anne Cottages (1880-1905), Hip Roof Cottages (1870-1910), and Bungalows (1915-1930), are simple in character and gain their importance by their neighborhood

Historic commercial buildings characterize the Old Town Pinole or Historic Downtown District, located on San Pablo Avenue between Tennent Avenue and Valley Avenue. Built in the early twentieth century, they include two story masonry structures, false front type wood frame structures and stucco or plaster structures. Newer buildings (1960-1990) are more modern with either masonry, wood sided or stucco structures and do not add to the character and quality demonstrated by the older buildings.

The Bank of Pinole building along San Pablo Avenue depicts a neoclassical architectural style. The limestone building façade consists of two grand ionic columns, a grand portico and arched glass entrance.

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Historical residential buildings represent a diverse mix of architectural styles, spanning several decades. The main historical residential design themes can be characterized as follows:



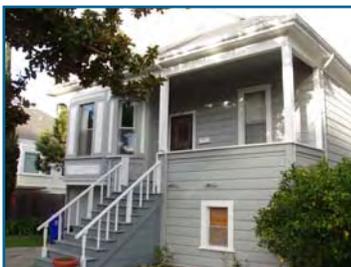
*Captain's Cottage,
2548 San Pablo Avenue
Example of Queen Anne
style home*

- Queen Anne Cottages (1880 - 1905): Queen Anne Cottage homes along San Pablo Avenue illustrate a unique evolution of the style from a rural farmhouse with earlier Italianate Cottage features (tall narrow windows and hip roof) to the Queen Anne Cottages of the 1890s. Scaled-down classical columns characterize later versions of these homes as porch supports.
- Hip Roof Cottages (1870 - 1910): The Italianate Hip Roof Cottages have subtle stylistic details (tall narrow windows and a small flat area at the roof peak) that establish the age of these buildings. Porch design and detail features varied according to what was available for decoration at the local lumberyard when the buildings were built.
- Bungalows (1915 – 1930): The Bungalow or Craftsman Bungalow was the pre-dominant housing style between 1915 and 1930. These narrow rectangular houses have low-pitched gable or hipped roofs and small front porches, enclosed by screens.

In spite of the rapid growth, the Old Town Pinole still preserves its historic and architectural character.

Other residential styles also include Classical Revivals, Farmhouse/Ranch Style homes, Prairie Style Bungalows and Second Empire French. **Table 3.3** presents the distinct architectural styles present within Pinole.

In spite of the rapid growth, Old Town Pinole still preserves its historic and architectural character.



*613 Quinan
Queen Anne
Cottage*



*2181 San Pablo
Avenue
Italianate Hip
Roof Cottage*

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TABLE 3.3
ARCHITECTURAL STYLES

Design Theme	Architectural Elements	Examples
Queen Anne	Hipped roof, lower cross gables, patterned wood or slate shingles, classical columns, and elaborate fretwork.	610, 613, 643 and 657 Quinan Street Homes, Homes along San Pablo Avenue, Theodore Woy Home, Captain's cottage, Brandt Cottages
Italianate Hip Roof	Tall narrow windows, a small flat area at the roof peak. The major distinguishing feature is the porch design and its detail features.	656 Quinan Street Homes
Classical Revivals	Columns, pediments, cornices and friezes	Downer Mansion
Farmhouse/Ranch Style	Two stories, Gable roof, White wood siding, Front porch, often elaborate with decorative columns, railings, and other accents	Faria House
Prairie Style Bungalows	Walls, porches, chimneys, pitched roofs and overhangs. Hipped roof (sometimes gabled), pitched low, Roof with extended lines and oversized eaves, Strong horizontal lines, Windows are set in groups (sometimes with art glass) and in geometric shapes and Central chimney massing	Dr. Manuel L. Fernandez House
Second Empire French	Projecting pavilion and arched dormer windows. Window hoods and Eave supports	Fernandez Mansion
Neoclassical	Bay and Angled Windows, Ionic Columns	605 Quinan Street Home, Bank of Pinole, Brandt Cottages
Gothic Revival	Masonry construction, vertical proportions, tall pointed windows, often filled with stained glass and elaborate tracery, carved stone ornament, including gargoyle-like heads and figures, soaring bell towers.	Pinole Hercules Methodist Church, Catholic Church on Tennent Avenue

Source: City of Pinole Website and Old Town Design Guidelines; Various Architectural References

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REDEVELOPMENT AND ECONOMIC DEVELOPMENT

Since 1972, the Pinole Redevelopment Agency (Agency) affirms that it has brought in an additional \$40 million in revenues to the City. The Agency enables tax increment financing (TIF) in the City. TIF is a redevelopment tool to use future gains in taxes to finance the current improvements that will create those gains.

REDEVELOPMENT PROJECTS

Redevelopment projects in the City include, but are not limited to, the following: Fernandez Corner, a multi-story mixed-use project on San Pablo Avenue; the development of underutilized properties along the West San Pablo Avenue Corridor at the corner of Sunnyview and San Pablo Avenue; the remodeling of Memorial Hall; Pinole Shores Business Park, a light industrial park on San Pablo Avenue; the mixed use project located at 2301 San Pablo Avenue; the Pear Street Bistro located at 2395 San Pablo Avenue; the Pinole Valley Shopping Center; and several other infrastructure and design improvement projects that help to facilitate economic development in the City.

Old Town Pinole Revitalization

At the end of 2006, the Pinole Redevelopment Agency undertook a revitalization study of the economic development potential of Old Town Pinole. The study determined that there is strong support for Old Town redevelopment in the City. Residents in Pinole would like to see the following changes in the downtown area: more shops, restaurants and activities; a safe environment; a grocery store; and, develop the vacant lots.

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REDEVELOPMENT PROGRAMS

The Agency provides several programs to encourage economic and business development in the City. The Agency's Commercial Rehabilitation Program provides loans and grants to tenants and property owners for the improvement of commercial structures within Old Town Pinole and along the San Pablo Avenue corridor. Funding categories include: architectural design services; business consultations; seismic upgrade grants; and loans for security, signage; awnings; accessibility improvements and general rehabilitation. The Agency also offers preliminary design and construction cost estimates that include site plans, design concept, color building elevations, signs and interior layouts. The Agency provides referrals for free technical consultations for assistance with marketing, financial issues, merchandising and display, customer service, business plans and other skills and techniques for businesses in the City.

The Agency provides several different types of loans to businesses in the City. There are loans available for security improvements, such as alarms, exterior lighting, exterior signs, and awnings are available with no interest and deferment for 10 years. There are also loans available for ADA improvements with no interest and a 15-year deferment period. The Agency offers grants of up to \$50,000 for seismic structural improvements such as new foundations or other support for unreinforced masonry buildings. The Agency provides \$50,000 annually to fund the Community Group Funding Program (CGFP), which is an award-winning, innovative collaboration bridging community and government efforts to ensure successful community-based revitalization. The program uses redevelopment funds to compensate local community groups, assisting in the revitalization of the community and the removal of blight.

Local, State and Federal Agencies may, from time to time, be involved in review of development projects or interact with the City of Pinole.

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BAY AREA PROGRAMS

The Bay Area Green Business Program was developed by the Hazardous Waste Management Facility Allocation Committee of ABAG. Green Business Program certification assures that businesses and agencies are in compliance with all environmental regulations and go beyond compliance to meet program standards for conserving resources, preventing pollution, and minimizing waste. City of Pinole Vehicle Maintenance is a Certified Green Government Agency. The Green Business Program markets the logo so that consumers can identify environmentally responsible businesses.

LOCAL, STATE AND FEDERAL AGENCIES CONCERNED WITH LAND USE

The following agencies may, from time to time, be involved in review of development projects or otherwise interact with the City of Pinole.

Local and Regional Agencies

Local Agency Formation Commission

LAFCOs have jurisdiction over city incorporations, the formation or consolidation of special districts, and the annexation of territory by cities and districts. LAFCOs designate urban service district boundaries as well as SOIs (Sphere of Influence) for cities. The Contra Costa County Local Agency Formation Commission (LAFCO) reviews any proposed changes to Pinole's city limits or sphere of influence.

Association of Bay Area Governments

The Association of Bay Area Governments (ABAG) was established in 1961 to protect local control, plan for the future, and promote cooperation on area wide issues. Owned and operated by the Cities and Counties of the Bay Area, ABAG is the regional representative of the Bay Area. As such, ABAG has been designated by the State and federal governments as the official comprehensive planning agency for the Bay Area. Its Regional Plan provides a policy guide for Bay Area municipalities. Regional Housing Needs Allocation (RHNA) is periodi-

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cally assigned by the state. ABAG works with regional and local government to allocate regional housing needs to individual jurisdictions. ABAG is currently performing the fourth revision of its RHNA for the period between 2006 and 2014.

San Francisco Bay Conservation and Development Commission

The San Francisco Bay Conservation and Development Commission (BCDC) was established in 1965 to prevent the unnecessary filling of San Francisco Bay and to increase public access to and along the Bay shoreline. BCDC has jurisdiction over development in shoreline areas within a band measured 100 feet landward of and parallel to the shoreline of the Bay. Filling, dredging, new construction, major remodeling, changes in land use, and subdivisions within this area are subject to review and approval by BCDC.

BCDC utilizes the San Francisco Bay Plan, originally adopted in 1968 and periodically updated, to provide its policy framework. The Plan focuses on water quality, size of the Bay, marshes and mudflats, and related issues.

Bay Area Air Quality Management District

The Bay Area Air Quality Management District (BAAQMD) was established by the California Legislature in 1955 as a regional agency to address regional air pollution. The BAAQMD Rule Development Program develops and enforces regulations to improve air quality. Land uses and activities that may cause air pollution must apply to the BAAQMD for air quality permits in order to operate. Proposed projects must first demonstrate that their equipment is capable of complying with BAAQMD air quality laws, after which they must demonstrate that the equipment and the way it is being used is in fact operating in compliance with those laws.

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Metropolitan Transportation Commission

The Metropolitan Transportation Commission (MTC) functions as the Bay Area's regional metropolitan planning agency and as its metropolitan planning organization. As such, the Commission is responsible for the Regional Transportation Plan, a comprehensive plan for the development of mass transit, highway, airport, seaport, railroad, bicycle and pedestrian facilities. The Commission screens requests from local agencies for State and federal grants for transportation projects to determine their compatibility with the plan, and administers federal and State transportation monies.

State Agencies

California Department of Fish & Game

The Department of Fish and Game (DFG) is responsible for the conservation, protection and management of wildlife, native plants, and habitat of the State that are necessary to maintain biologically sustainable populations. It acts as an advisor to other permitting agencies and enforces its own regulations. Permits issued to development projects by the Department of Fish and Game include: Incidental Take Permits, for the taking of threatened and endangered species, and Streambed Alteration Agreements. The Department can also enforce against discharges into waterodies that impact aquatic life.

California Department of Transportation

The California Department of Transportation (Caltrans) is responsible for interregional transportation services, including highways, railways and associated structures. Interstate 80, which runs on a northeast-southwest alignment through Pinole, is a Caltrans maintained highway. Therefore, land use changes along the corridor are subject to review by Caltrans, among other governmental agencies.

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California State Lands Commission

The California State Lands Commission manages all lands owned and entrusted to the State. These include the beds of many rivers, sloughs, and lakes, as well as coastline and granted lands. The State Lands Commission issues permits and leases for use of State lands.

California Department of Conservation

The California Department of Conservation, Division of Mines and Geology (DMG) has special expertise in evaluating geologic and seismic hazards, as well as mineral resource issues.

The California Regional Water Quality Control Board

The California Regional Water Quality Control Board (CRWQCB or Regional Board) regulates surface water pollution (wastewater discharge and stormwater runoff), dredging, and filling. CRWQCB issues permits and requires monitoring for all activities that could impair the beneficial use of the receiving waters. The CRWQCB San Francisco Bay Region is concerned with the effects of wastewater disposal on water quality and supply in Pinole. Their particular areas of interest are water quality aspects of the Pinole/Hercules Water Pollution Control Plant (located at the foot of Tennent Avenue in Pinole) and monitoring of and the impacts of other private wastewater systems on groundwater quality in Pinole. Discharges into the San Francisco Bay from industrial and municipal discharges are regulated by the Regional Board.

The Native American Heritage Commission

The Native American Heritage Commission is mandated to preserve and protect places of special religious or cultural significance to California Indians (Native Americans) pursuant to Section 5097 et. Seq of the Public Resources Code. The Native American Heritage Commission has the further responsibility of assisting Native Americans in

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cemetery and burial protection pursuant to Section 5097.94 (k) of the Public Resources Code. There are no known Native American places of special religious or cultural significance in Pinole.

Federal Agencies

US Army Corps of Engineers

The US Army Corps of Engineers (USACE) enforces the Clean Water Act and the Rivers and Harbors Acts. The Corps regulates the dredging or filling of the nation's navigable waters and wetlands. The Corps is the primary federal agency responsible for making wetland determinations and issuing permits for that have impacts on wetlands or require fill of the nation's waters.

US Fish and Wildlife Service

The Fish and Wildlife Service (USFWS) primarily regulates impacts to federally listed endangered species and their habitats. Like the California Department of Fish and Game, the USFWS primarily acts as advisor to other permitting agencies, but also enforces its own regulations, including an ability to issue incidental take permits. It is generally involved in US Army Corps of Engineers projects.

National Marine Fisheries Service (NMFS)

The National Marine Fisheries Service (NMFS), like USFWS, reviews federally permitted projects that could alter aquatic environments or their biological resources. NMFS has specific responsibilities for living marine resources, including anadromous (migrating) fish and marine mammals.

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