GROWTH MANAGEMENT

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GROWTH MANAGEMENT

VISION STATEMENT

Pinole will play an active role in promoting coordinated regional land use and transportation planning, while promoting sound local land use choices that support infill development along circulation corridors that are served by existing infrastructure and transit.

INTRODUCTION

PURPOSE

The Growth Management Element establishes policies to direct growth within Pinole and indicates how the City intends to participate in regional land use and transportation planning efforts. The Growth Management Element includes level of service standards and performance standards for traffic and the provision of public services (e.g., fire, police, parks, sanitary sewer facilities, water and flood control) in order to ensure that public facilities are provided to accommodate growth consistent with adopted standards. By adopting and implementing this element, the City of Pinole establishes a comprehensive, long-range program that will match the demands for public facilities and services generated by new development or redevelopment with plans, capital improvement programs and development mitigation programs to ensure facilities are provided at an appropriate time and level to serve new development. Specifically, the Growth Management Element seeks to:

1. Attain a new level of mutually beneficial communication and coordinated planning between Pinole and its neighboring jurisdictions, other public agencies and regional agencies.
2. Provide community facilities, commercial services and amenities easily accessible to and from residential neighborhoods.
3. Support further development of bicycle and pedestrian facilities.
4. Provide a safe, attractive and efficient circulation system that ensures convenient access to all residential, business and recreational areas by various modes of transportation.
5. Encourage future growth to locate along the primary travel corridors through the community and in areas that are or can easily be served by transit.
6. Guide future growth so that at buildout the community remains an attractive, uncrowded and pleasant place to live and work.

The Growth Management Element also expresses a vision for the future where sustainable development and land use practices provide for the needs of existing residents and businesses while preserving choices for future generations.[1]

[1] Sustainable development practices refer to the use of architectural and planning methods that address the needs of the present without compromising the ability of future generations to meet their own needs. Specific examples include the use of solar panels for energy conservation, placing jobs near housing to reduce vehicle trips, and infill development in urban areas to reduce the consumption of agricultural land. Policies related to sustainability are identified with a symbol.

GROWTH MANAGEMENT

GOVERNMENT CODE AUTHORITY

While a Growth Management Element is not a State-mandated general plan element, the Growth Management Element of the Pinole General Plan is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California, which states:

> *The general plan may include any other elements or address other subjects which, in the judgment of legislative body, relate to the physical development of the county or city.*

The content of the Growth Management Element is dictated by the requirements of the Contra Costa County Transportation Authority (CCTA), and this element follows a specific format required by that agency. The element also serves as a means for the CCTA to determine whether the City is in compliance with policies that support the receipt of Measure J funding.

RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS

The Growth Management Element is not intended to supersede the goals or policies of the other elements of the General Plan. When other elements of the General Plan are updated, it may be appropriate to amend the Growth Management Element to ensure an internally consistent and comprehensive set of City goals, policies and actions.

Chapter 5: The land use framework for implementing the Growth Management Element policies and the Urban Limit Line (Figure 5.1) are established by the Land Use and Economic Development Element.

Chapter 6: Consistent with the requirements of Measure J, the City of Pinole has an adopted Housing Element that meets the requirements of the California Department of Housing and Community Development (HCD).

Chapter 7: The Circulation Element establishes level of service standards that govern traffic operations in Pinole.

Chapter 8: The Community Services and Facilities Element establishes performance standards for public services and facilities that are used to evaluate the effect of new development in Pinole.

Chapter 10 The Natural Resources and Open Space Element discusses man-made hazards, development constraints, conservation policies that affect the potential siting of land uses and open space policies.

Chapter 11: The Sustainability Element discusses ways for Pinole to incorporate more green practices, including ways affecting how Pinole will grow.

GROWTH MANAGEMENT

BACKGROUND

Local Requirements

In November 2004, voters approved Measure J, extending the Contra Costa County Transportation Improvement and Growth Management Program (Measure C, 1988) by 25 years. That action established a 0.5 percent countywide sales tax through the year 2034 that will be used to address existing major regional transportation problems. To qualify for its share of the sales tax, the City of Pinole will:

1. Adopt a Growth Management Element as part of the General Plan;
2. Adopt a development mitigation program (adopted by Resolution 2008-92 on June 17, 2008);
3. Provide diverse housing options for people who live and work in Pinole (refer to Chapter 6, Housing Element);
4. Participate in cooperative multi-jurisdictional planning (Pinole continues to be an active participant on the West Contra Costa Transportation Advisory Committee);
5. Maintain the adopted Urban Limit Line (ULL) (adopted by Resolution 2007-12 on February 6, 2007);
6. Implement a five-year Capital Improvement Program (the 5-year CIP is updated annually); and
7. Adopt a Transportation Systems Management Ordinance or Resolution (adopted by Ordinance 2006-06 on June 20, 2006).

Measure J requires that tax revenues be dedicated to transportation projects in Contra Costa County and to the implementation of a Growth Management Program by all the cities and the County. Specifically, Measure J provides funding for three categories of transportation projects:

1. Transportation projects identified in Measure J;
2. Paratransit programs; and
3. Transportation projects funded by Local Street Maintenance and Improvement or “Return-to-Source” funds.

Return-to-Source funds are revenues derived from the additional sales tax that are distributed to participating general purpose governments in Contra Costa County. The system of distribution is based on a formula which includes the jurisdiction’s population and the miles of streets and highways within the jurisdiction. Measure J requires that in order to receive Return-to-Source funds, participating jurisdictions prepare a Growth Management Element. This element satisfies the requirement for the City of Pinole and is consistent with the standards established by Measure J and the Contra Costa County General Plan.

PLANNING FOR GROWTH

As discussed in the Background Report, the Pinole population is projected to grow by about 2,761 people between 2000 and 2030 (an almost 13 percent increase).[2] The number of households is expected to increase by 1,317 between 2000 and 2030 (a 16 percent increase). The average household size in the Pinole Planning Area is projected to decrease from 2.91 persons per household in 2000 to 2.82 in 2030. The City of Pinole is planning for growth to occur primarily along San Pablo Avenue, Appian Way and Pinole Valley Road. By concentrating development on these corridors and coordinating policy and capital improvement planning with neighboring jurisdictions and other transit agencies, the City seeks to:

1. Ensure a healthy jobs/housing balance;
2. Accommodate the housing needs of people who live and work in Pinole;
3. Accommodate the City's share of regional growth while maintaining acceptable traffic circulation standards; and
4. Participate in regional planning efforts.

Jobs/Housing Balance

For purposes of the Growth Management Element, jobs/housing balance is defined as the reasonable opportunity for people to live and work within the Planning Area. Three components of jobs/housing balance were analyzed:

1. The number of jobs as a percentage of the number of employed residents (i.e., total jobs/total employed residents);
2. Average household income and the implicit relationship between income and the ability to pay housing costs; and
3. The amount of vacant land by current zoning designation.

Maintaining a reasonable jobs/housing balance is important because it:

1. Reduces the need for residents to use regional transportation infrastructure;
2. Reduces the amount of household income that must be used for transportation costs;
3. Has positive environmental impacts, because of overall reduction in commute trips;
4. Reduces the amount of time residents must spend commuting and allows the use of that time for leisure activities; and

[2] ABAG, *Projections 2007.*

5. Is important to the overall health and vitality of the community, by creating greater opportunities for community involvement and interaction.

Housing Needs

For Pinole, the regional housing need is determined by the Association of Bay Area Governments (ABAG), based upon an overall regional housing need number established by the State. In accordance with state law, ABAG has determined the fair share of the regional housing need that must be planned for during the 2007 to 2014 planning period. State law also requires that the allocation of regional housing needs consider the need for housing across all income levels. These income categories, as defined by the State, are:

- Very Low: up to 50 percent of median income
- Low: between 50 and 880 percent of median income
- Moderate: between 80 and 120 percent of median income
- Above Moderate: above 120 percent of median income

Pinole's allocation for the 2007–2014 period is 323 total housing units, of which 180 must be affordable. The breakdown of required affordable units is 83 (26 percent) must be affordable to very low-income households, 49 (15 percent) affordable to low-income households, and 48 (15 percent) affordable to moderate-income households. The allocation for above moderate-income households is 143 (44 percent) housing units.

Most of the vacant or redevelopable sites that are designated in the General Plan for single-family or multiple-family use within the Pinole Planning Area are small infill lots that are already served by necessary infrastructure and are within the existing service areas of the City's Police and Fire departments.

Traffic Capacity

Pinole has participated in the development of the West County Traffic Model and Action Plan and has developed specific standards for traffic level of service based on the model and on the subregional Action Plan for Routes of Regional Significance. Measure J, which extended Measure C through the year 2034, established two basic categories of routes: (1) routes of regional significance and (2) basic routes.

Routes of regional significance in Pinole are Interstate 80, San Pablo Avenue and Appian Way. In west Contra Costa County, the Action Plan for Routes of Regional Significance is developed by the West Contra Costa Transportation Advisory Committee (WCCTAC).

Actions to improve basic routes are addressed at the local level through the development of other General Plan implementation programs and the City's Capital Improvement Program (CIP). The City has established traffic level of service (LOS) standards in the Circulation Element (Chapter 7). Currently, all roadways meet City standards.

The Circulation Element also projects future traffic conditions through the year 2030. According to projected volumes, only a few intersections and road segments will eventually function at LOS F, which is the lowest level of service and indicates “breakdown conditions.” Increases in daily volumes in segments along San Pablo Avenue, Appian Way and Pinole Valley Road will begin to exceed the capacity of the roadways. The increase in daily volumes can be attributed to growth in Pinole as well as in the adjacent areas, such as Hercules, San Pablo and the unincorporated county. Solutions for the LOS F street sections will need to be developed.

While there may be improvements at some intersections and road segments that could improve the level of service, constraints in Old Town Pinole make it difficult to increase traffic capacity without detracting from important community attributes. Traffic improvements that would widen San Pablo Avenue in Old Town, or support vehicular circulation at the expense of pedestrian circulation, have the potential to change the historic character of Old Town Pinole, damage the economic vitality of the area and potentially decrease public safety and enjoyment. For those reasons, the City favors acceptance of LOS F as the traffic circulation threshold for the Old Town section of San Pablo Avenue.

The West County computerized traffic model, developed in conjunction with CCTA, the five west Contra Costa County cities and the local transit agencies, can be used to analyze existing and anticipated traffic levels impact on basic and regional routes. The model integrates transportation demands in the cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo, and the surrounding unincorporated areas, including Bay Area-wide through traffic along the major travel corridors. Refer to the Circulation Element (Chapter 7) for a discussion of existing and anticipated circulation conditions.

West County Action Plan

The West County Action Plan is a program of improvements to be carried out by the members of the West Contra Costa County Transportation Advisory Committee (WCCTAC) to improve and maintain the network of regional routes in west Contra Costa County. The five west county cities, the County, Bay Area Rapid Transit (BART), WestCAT and the other transit agencies combine their efforts to ensure that traffic and transit facilities can handle the needs of the community into the future.

The Action Plan is required as part of the Growth Management Program and is prepared by CCTA, in consultation with WCCTAC, to reflect a regional view of transportation needs and issues, and ultimately, implementing actions and projects for regional routes of significance. Projects are funded and carried out through local capital improvement programs, Return–to-Source funding and Measure J project funding.

SERVICE CAPACITY CONSIDERATIONS

There are a number of conditions and infrastructure considerations that affect service capacity in Pinole. Some of the most important issues (e.g., traffic, sewage disposal and the provision of emergency services) will require coordinated efforts with adjoining communities and regional planning agencies. The following trends and inter-jurisdictional considerations are fundamental to Pinole’s growth management planning.

1. **Regional growth has occurred at a much higher rate than growth in Pinole and has impacted transportation infrastructure at a disproportionately high rate.**

   Based on ABAG Projections 2007, the Planning Area of Pinole grew at a much slower rate in the last decade than did Contra Costa County and neighboring Solano County (see **Table 4.1–Regional Population Comparison**). The Pinole Planning Area includes unincorporated portions of the county that abut Pinole.

Table 4.1
Regional Population Comparison

	2000	2010	% Change
Pinole Planning Area	30,806	32,300	5%
Contra Costa County	948,816	1,061,900	12%
Solano County	394,542	455,200	15%
Bay Region	6,783,762	7,412,500	9%

Source: ABAG, Projections 2007

   Accordingly, growth in surrounding communities has placed a much higher demand on transportation infrastructure than has growth in Pinole. This condition has resulted in increased congestion at Interstate 80 ramps in Pinole and has contributed to traffic congestion on surface streets as motorists seek alternative routes to a congested interstate. While Pinole has the ability to influence local traffic conditions, participation in regional planning efforts is critical for ensuring adequate transportation improvements to serve the City of Pinole.

2. **Wastewater treatment capacity is shared between the cities of Pinole and Hercules.**

   Wastewater treatment capacity at the Pinole/Hercules Water Pollution Control Plant (WPCP) is currently shared between the cities of Hercules and Pinole. In the last decade, growth in the City of Hercules has generated greater demand for new service connections than has growth in Pinole, and this trend is expected to continue into the future (see **Table 4.2–Local Population Comparison**). Service limitations, however, are a function of peak flows during periods of wet weather. Aging infrastructure in Pinole contributes substantially to wet weather flow as the result of inflow and infiltration. It is worth noting that a little over half of the Pinole Planning Area is served by the WPCP. Accordingly, the absolute population numbers contained in **Table 4.2** are less informative for planning purposes than the percentage of change over time.

Table 4.2
Local Population Comparison

	2000	2010	Population Change	% Change	2030	Population Change	% Change
Pinole Planning Area	30,806	32,300	1,494	5%	35,100	4,294	14%
Hercules	19,497	23,900	4,403	23%	28,700	9,203	47%

Source: ABAG, Projections 2007

The Pinole/Hercules WPCP needs to upgrade in order to accommodate existing wet weather peak period flows. Any future WPCP upgrade should also be designed to accommodate projected growth in the cities of Pinole and Hercules. Growth management policies should establish appropriate mechanisms for addressing existing infrastructure needs, accounting for future projected growth and assigning available capacity. Please see the Community Services and Facilities Element (Chapter 8) for more information.

3. **The growth rate of local employment opportunities exceeds the growth rate in the number of employed residents, providing local work for Pinole Planning Area residents.**

   Between 2000 and 2030, based solely in the number of jobs and employed residents in the city, the ratio of employed residents to jobs is expected to improve in Pinole from 2.6 to 2.3 employed residents per job. The number of employed residents is expected to increase by 3,596 over the next 30 years, while the number of local jobs is expected to increase by 2,410.

4. **Housing and commercial development is anticipated to occur slowly and incrementally over the next 30 years.**

   Most large land holdings in Pinole have been developed. With few exceptions, growth in Pinole is expected to occur on small infill lots that can accommodate housing and mixed-use development. Exceptions to this condition exist in redevelopment opportunities at the Appian 80 Shopping Center, Gateway West, and Doctors Hospital, and at industrial properties located at the west end of San Pablo Avenue.

5. **The high cost of market-rate housing, in conjunction with an increase in lower-paying employment opportunities, reinforces the need to provide diverse housing opportunities to households at all income levels.**

   While the number of jobs is expected to increase, many will be at salary levels that are below what is needed to afford market-rate housing in Pinole. While Pinole remains comparatively affordable for the San Francisco Bay region, proximity to employment centers, an attractive small-town character and an advantageous climate are expected to perpetuate increasing demand in a community with limited supply and generate higher housing costs. Job growth in Pinole has been primarily in the services industries, jobs with traditionally lower earning potential. This combination will make it difficult to provide housing

opportunities for people who work in the community unless services and infrastructure are capable of accommodating increased housing production.

ISSUES THIS ELEMENT ADDRESSES

This element provides goals, policies and actions that address the following issues:

- Encouraging cooperative transportation and land use planning between Pinole and its neighbors and regional agencies.
- Ensuring that appropriate funding mechanisms are in place to pay for facilities and services that are required to meet the demand generated by growth.
- Encouraging growth in areas where infrastructure and transportation, including transit services, are available.

GOALS, POLICIES AND ACTIONS

- Goal GM.1: Support cooperative transportation, land use and public service planning in Contra Costa County.
- Goal GM.2: Ensure that new development pays for the facilities required to meet the demands generated by development.
- Goal GM.3: Support land use patterns that make efficient use of the transportation system and enhance public safety.
- Goal GM.4: Encourage infill and redevelopment in areas that are already served by utilities, infrastructure and public services.

GOAL GM.1 **Regional Planning.** Support cooperative transportation, land use and public service planning in Contra Costa County.

POLICY GM.1.1 **West Contra Costa County Planning Activities.** Achieve efficient public service delivery by coordinating with affected jurisdictions and agencies concerning public and private developments.

Action GM.1.1.1 **Regional Planning.** Work with regional planning agencies (e.g., Metropolitan Transportation Commission, Association of Bay Area Governments, Contra Costa Transportation Authority, West Contra Costa Transportation Advisory Committee, Bay Conservation and Development Commission, and Bay Area Air Quality Management District) and transit providers (e.g., WestCAT, AC Transit, and Bay Area Rapid Transit) to address regional land use, transportation and environmental issues.

Action GM.1.1.2 **LAFCO.** Work with the Local Agency Formation Commission (LAFCO) to periodically review the efficacy of public services and take advantage of opportunities to defray City costs without sacrificing services.

Action GM.1.1.3 **WCCTAC.** Work with WCCTAC to develop and update the Action Plan for Routes of Regional Significance, to establish Multimodal Transportation Service Objectives (MTSOs), and to coordinate planning for projects and programs of regional importance.

Action GM.1.1.4 **CCTA.** Continue to help maintain the Contra Costa Transportation Authority's travel demand modeling system by providing information on proposed improvements to the transportation system and planned and approved development within Pinole.

Action GM.1.1.5 **Emergency Preparedness.** Continue to participate in regional emergency preparedness planning efforts and in shared emergency services and mutual aid opportunities.

Action GM.1.1.6 **Hercules.** Endeavor to work with the City of Hercules to address wastewater disposal issues and opportunities to ensure compliance with operating permits, to provide sewage disposal to accommodate anticipated growth, and to remedy existing facilities deficiencies.

Action GM.1.1.7 **CCTA**. Continue to maintain the adopted voter-approved Urban Limit Line according to the Principles of Agreement developed by the Contra Costa Transportation Authority.

GOAL GM.2 **Development Mitigation.** Ensure that new development pays for the facilities required to meet the demands generated by development.

POLICY GM.2.1 **Plan for Public Facility and Service Needs.** Future development shall be planned based on public facility and service capacity, community-wide needs, sound citywide and neighborhood planning, and public improvement programming.

Action GM.2.1.1 **Service Standards.** Periodically monitor, review and update Pinole's service standards to maintain fire, police, parks, sewer, water, and flood control services within Pinole. The following standards will be used to guide decision making through the development review process.

Parks and Recreation

Parks: 3.0 acres of neighborhood or regional parks, or 5.0 acres of dedicated open space per 1,000 residents.

Fire

Pinole will endeavor to maintain capital facilities, equipment and staffing sufficient to maintain the following service level:

1. **First Engine Company:** 5-minute response time for emergency calls 90 percent of the time.

2. **Water Requirements:** 3,500 gallons per minute (gpm) minimum on initial response assignment.

Police

Pinole will strive to maintain capital facilities, equipment and staffing to maintain a 5-minute response time for emergency calls.

Sanitary Facilities

Pinole will continue to work with Hercules and the West County Wastewater District to monitor, manage and maintain Pinole's wastewater collection and treatment system and to upgrade as necessary to meet permit requirements and capacity needed for current flow amounts and projected future growth.

Water

Verification by East Bay Municipal Utility District (EBMUD) that adequate water supply and quality can be provided shall be required for approval of new development.

Flood Control

1. **Capacity:** Flood protection facilities should be designed to contain a 100-year flood event, as determined by the Federal Emergency Management Agency (FEMA).

2. **Climate Change:** Flood protection improvements should anticipate the probable effect of climate changes as they relate to sea level.

3. **Upstream Improvements:** Coordinate with EBMUD to plan for a detention/diversion basin south of the city to meter peak period flows in Pinole Creek.

POLICY GM.2.2 **Costs of New Development.** Ensure that any new development in the city pays its share of the costs associated with the provision of facilities for fire, police, schools, parks, sanitary facilities, water, and flood control necessitated by it, by attaching project-specific mitigation requirements as conditions of approval.

Action GM.2.2.1 **Regional Development Mitigation Program.** Participate in the development and implementation of a regional or subregional development mitigation program based on any nexus established through the Action Plan process.

Action GM.2.2.2 **Growth Management Fees.** Continue participating in the regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional and subregional transportation improvements. The City will update and collect applicable fees to mitigate impacts of developments on the local and regional transportation system.

Action GM.2.2.3 **Growth Management Capital Projects.** Include capital projects, generally showing complete project cost and intended project phasing, in Pinole's annual Capital Improvement Program which are necessary to:

1. Extend services to new development.
2. Maintain traffic standards established in the General Plan.
3. Address the City's responsibilities under the adopted West Contra Costa Action Plan.
4. Maintain standards for fire, police, parks, sewer, water, and flood control established in Pinole's Growth Management Element. *(Note: See Measure J program relating to Capital Improvement Program.)*

Action GM.2.2.4 **Development Review.** Participate in regional review of development proposals that have the potential to impact regional facilities, resources and services.

1. Circulate environmental documents to surrounding jurisdictions for review and comment.
2. Submit to the West Contra Costa County Technical Advisory Committee proposed revision(s) to the West County Action Plan to mitigate impacts associated with proposed General Plan amendments over the threshold specified in the adopted West County Action Plan.
3. Participate in the conflict resolution process established by the CCTA in the Growth Management Implementation Documents as a means of resolving disputes between neighboring jurisdictions related to the Action Plan and other Measure C/J transportation-related issues.
4. Ensure that all new development bears a fair share cost of mitigating impacts on the City's ability to provide essential services.

POLICY GM.2.3 **Development Costs.** Services and capital improvements necessary to serve new development should be installed and funded by the project.

Action GM.2.3.1 Where feasible, development should provide improvements necessary to ensure adequate service to the project and create an adequate mechanism for ensuring ongoing funding for necessary services.

Action GM.2.3.2 Where improvements are needed to serve multiple projects or existing development, the City will maintain a development mitigation program to collect the proportionate share of a development's contribution to capital and service costs associated with regional and local facilities and services needed to support the development. The development mitigation program may include, but not be limited to:

a. Development Impact Fees;

b. User Fees;

c. Quimby Act Fees or other Park and Recreation Fees;

d. Transportation Management Fees; and

e. Connection Fees.

GOAL GM.3 **Efficient Transportation.** Support land use patterns that make efficient use of the transportation system and enhance public safety.

POLICY GM.3.1 **Transportation Management.** Make more efficient use of the regional and subregional transportation system.

Action GM.3.1.1 **Transportation System Management.** Update the Transportation System Management (TSM) ordinance to reflect General Plan policies.

Action GM.3.1.2 **Transportation Demand Management.** Adopt Transportation Demand Management practices that can be applied in new development projects.

POLICY GM.3.2 **Multimodal Transportation.** Establish service standards for multiple modes of transportation that are focused on moving people rather than solely on moving automobiles.

Action GM.3.2.1 **Traffic Operations.** Apply the traffic operation standards (level of service) established in the Circulation Element.

Action GM.3.2.2 **Exceptions.** Maintain traffic operation standards at intersections except where:

1. Operations exceed adopted standards but which are expected to meet standards following implementation of projects in the adopted five-year Capital Improvement Program.

2. Alternative modes of transportation are available (e.g., bicycle lanes and facilities, bus transit and shuttle service).

3. Projects result in housing that is affordable to people who work and live in Pinole.

Action GM.3.2.3 **Alternative Modes of Transportation.** Work with regional transportation agencies to develop circulation standards that:

1. Emphasize the movement of people, not solely automobiles, as the performance objective.

2. Adjust service standards to include trips accommodated by bicycle routes and facilities, pedestrian connections and transit service.

POLICY GM.3.3 **Provide Adequate Transportation Facilities and Services.** Provide adequate transportation facilities while maintaining neighborhood integrity. The following considerations are aimed at reducing traffic on residential streets and improving available transportation alternatives:

a. Through-traffic should be discouraged as much as possible from residential streets.

b. New commercial development should be focused along arterial corridors.

c. Transit services that are accessible to children, adults, senior citizens and people with disabilities should be located within half a mile of schools, public facilities and shops.

d. Commuters should have easy access to the BART system.

e. A shuttle bus, especially for seniors, at regular intervals throughout the city, as well as hiking and biking trails, is desirable.

f. Maintenance of AC Transit, BART feeder and WestCAT services.

Action GM.3.3.1 **Bus Service.** Coordinate with WestCAT and AC Transit to strategically expand commute and local bus services in Pinole. Transit service planning should consider the following:

1. Loop service along primary circulation corridors.

2. Enhanced access to major employment centers or transit hubs to minimize the number of transfers associated with trips.

Action GM.3.3.2 **Carpools and Transit.** The City will develop a plan to make more efficient use of the regional and subregional transportation system that includes the following considerations.

1. Improved access to commuter bus service by enhancing access to nearby park-and-ride facilities or by providing a park-and-ride facility in Pinole to support commuter bus service.

2. Promoting the use of carpools and vanpools.

POLICY GM.3.4 **Coordinate Transportation.** Coordinate capital improvements and transit services to support medium- and high-density commercial and residential development along San Pablo Avenue, Appian Way and Pinole Valley Road with multiple modes of transportation.

Action GM.3.4.1 **Circulation Corridors.** Adopt the Three Corridors Specific Plan for the San Pablo Avenue, Appian Way and Pinole Valley Road corridors to include bicycle, pedestrian and transit facilities and services and convenient vehicle access.

POLICY GM.3.5 **West Contra Costa County Transportation Planning Activities.** Participate in regional transportation planning, particularly with the West Contra Costa Transportation Advisory Committee (WCCTAC).

POLICY GM.3.6 **Trips Within the Community.** Place a higher priority on facilitating trips with origins or destinations within the community than on efforts to provide improvements for through trips.

Action GM.3.6.1 **Discourage Trip Diversion.** Discourage use of San Pablo Avenue through Old Town as a bypass for Interstate 80 through street designs and improvements that slow traffic.

Action GM.3.6.2 **Route of Regional Significance.** Consider designating Fitzgerald Avenue as a route of regional significance that could replace or supplement Appian Way as the north-south route of regional significance in Pinole.

POLICY GM.3.7 **Mobility-Impaired.** Support efforts to provide safe and convenient transportation systems for all citizens of Pinole, particularly mobility-impaired individuals.

POLICY GM.3.8 **Public Transit.** Encourage the development of a safe, efficient and reliable transit system, in coordination with the West Contra Costa Action Plan, to provide a convenient alternative to driving.

GOAL GM.4 **Compact Development and Service Areas.** Encourage infill and redevelopment in areas that are already served by utilities, infrastructure and public services.

POLICY GM.4.1 **Planning for Present and Future Community Needs.** Plan for, provide and maintain a level of public infrastructure facilities and services that adequately serves the present and future needs of the community.

POLICY GM.4.2 **Regional Jobs/Housing Balance.** Consistent with the Land Use and Economic Development Element of the Pinole General Plan, encourage reasonable opportunity for people to live and work within west Contra Costa County.

Action GM.4.2.1 **Housing Element Programs.** In accordance with the General Plan's Housing Element, provide housing opportunities in a variety of structure and tenure types for all economic sectors and compositions of households to maintain a jobs/housing balance as a method of potentially reducing commute trip lengths.