EXISTING CONDITIONS

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EXISTING CONDITIONS

3.1 INTRODUCTION

This chapter describes the built environment within the three Specific Plan corridors, including historic resources, circulation and mobility, land use and zoning, and economic conditions.

3.2 AREA HISTORY AND HISTORIC RESOURCES

The City of Pinole has a rich history with many historic resources and architecturally unique buildings.

Pinole 100 Years Ago

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.

Fernandez Mansion

Homes along Tennent Avenue in Old Town Pinole

Since the 1970s, the City has steadily grown in population and in physical development. Most of the regional and local shopping centers in Pinole today have been developed since 1970.

The City developed rapidly with the construction of I-80 in 1958. Pinole has developed as a suburban “bedroom community” for the San Francisco and Oakland workforce.

In spite of the population growth and development over the years, Old Town Pinole still retains its historic and architectural character.

Saint Joseph's Church
837 Tennent Avenue in Pinole

ARCHITECTURAL STYLES

Old Town Pinole and areas along San Pablo Avenue reflect the architectural styles that were prevalent at the time of development. Within Old Town Pinole, these include neo-classical commercial architecture and residential architecture in the style of Queen Anne Cottages (1880-–1905), Hip Roof Cottages (1870–1910), and Bungalows (1915–1930). Other residential styles also include Classical Revivals, Farmhouse/Ranch Style homes, Prairie Style Bungalows, and Second Empire French.

HOW HISTORIC INFORMATION WILL BE USED

While the Specific Plan does not require strict application of traditional historic architectural styles, it will seek to honor and retain historic influences where possible. The degree to which historic resources influence design will vary by project, but protection of existing noteworthy structures and respect for the City's heritage is a theme that will guide new development.

Hip Roof Cottage
656 Quinan in Pinole

3.3 TOPOGRAPHY AND ENVIRONMENTAL CONSIDERATIONS

TOPOGRAPHY AND CIRCULATION

Physical development in the City of Pinole is substantially influenced by topographic conditions that include a fairly steep shoreline, distinct valleys that are separated by small ridge lines, and a comparatively level alluvial plane at the mouth of Pinole Creek. Originally, development occurred primarily in Pinole's valleys and commercial activity was most prevalent in Old Town, adjacent to San Pablo Bay and Pinole Creek. Beginning in the late 1950s, residential and commercial development expanded into surrounding uplands.

In addition to topographic constraints, the City's physical form is largely influenced by Interstate 80 and San Pablo Avenue, and to a lesser degree by Appian Way and Pinole Valley Road. Built in 1958, Interstate 80 is the most heavily travelled route through the City. Most of the City's regional health services and retail shopping centers are adjacent to I-80. Interstate 80 also acts to divide Pinole by separating the northern half of the City from the southern half.

EXISTING CONDITIONS

SAN PABLO AVENUE CORRIDOR

San Pablo Avenue is located north of Interstate 80 and extends west-east through the City of Pinole. San Pablo is lined with a diverse mixture of land uses that include single-family and multi-family 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.

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

PINOLE VALLEY ROAD CORRIDOR

Pinole Valley Road and Tennent Avenue are major arterials 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 notably, 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 Medical Office Building. Tennent Avenue extends from Pinole Valley Road to San Pablo Avenue, through Old Town Pinole.

The Pinole Public Library fronts Pinole Valley Road

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

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

APPIAN WAY CORRIDOR

Appian Way is a major arterial connecting two routes of regional significance, Interstate 80 and San Pablo Avenue. This corridor contains retail, medical office, public school, and retail land uses. The presently vacant Doctors Medical property dominates the corridor where it intersects with Interstate 80.

ENVIRONMENTAL CONSIDERATIONS

This chapter discusses key environmental considerations for the development of the specific plan: open space and sustainability and green building.

Open Space

The City of Pinole has substantial open space resources that are under the stewardship of the City, homeowners associations, the West Contra Costa Unified School District, the Contra Costa County Flood Control District, and private landowners. Open space highlights relevant to the Specific Plan Area are listed below:

Pinole is located in the Pinole Creek Watershed

- Watersheds. The Pinole Creek watershed covers approximately 15 square miles of west Contra Costa County, extending from the headwaters in the Briones Hills to the outfall at San Pablo Bay north of Point Pinole. Approximately 30% of the watershed is owned and managed by the East Bay Municipal Utilities District (EBMUD). Though these holdings are located outside of the City of Pinole, their use and management are crucial to the City's water quality, resource

enhancement and flood protection objectives. Recent discussions have included the possible use of the EBMUD property for possible mitigation land banking and flood water diversion basins.

- Open Space. East Bay Regional Park District (EBRPD) manages 95,000 acres of open space and preserves within Contra Costa and Alameda counties providing regional amenities to Pinole residents, including direct access to the San Francisco Bay Trail. Additionally, the City provides recreational facilities including parks and trails, one regional park, four community parks, five neighborhood parks, and four unimproved open space public areas.

- Pinole Creek Restoration. The Pinole Creek Restoration Project plans to restore high-quality riparian habitat, provide additional flood protection, and improve water quality in Pinole Creek. This project will also enhance recreation by connecting Old Town Pinole to the Bay Trail by means of a multipurpose path and will provide a launch for non-motorized boats at the mouth of the creek as part of the Bay Water Trail backbone.

- Pinole General Plan. The Natural Resources and Open Space Element of the City's General Plan establishes policies and programs related to natural resources.

Sustainability and Green Building

Concerns about energy consumption, air and water quality, climate change, and related issues have caused the City of Pinole to actively promote development and construction practices that are sustainable and to use green building techniques. Pinole is striving to achieve tangible reductions in greenhouse gas emissions and create a more sustainable community to help combat global climate change.

3.4 EXISTING CIRCULATION

Pinole's circulation system includes roadways, transit services, bicycle and pedestrian facilities, and other transportation-related facilities such as parking and freight service.

The City's street circulation system locates major arterials so that they do not pass through, but provide the boundaries for, residential neighborhoods. Interior streets are designed to include cul-de-sacs, loop streets, and neighborhood collectors to discourage through traffic. Given the topography of Pinole, the City's street system does not represent a traditional grid pattern.

The General Plan and this Specific Plan focus on increasing the opportunities for multiple travel modes including public transit and pedestrian and cycling options. Furthermore, the Specific Plan suggests ways to calm traffic with the objective of creating a friendlier pedestrian environment.

KEY CITY ROADWAYS

The major arterial corridors included within this Specific Plan are described below and are depicted in Figure 3.1.

PROJECT AREA CORRIDORS

San Pablo Avenue is a 4-lane, mostly divided arterial running east-west along the northern portion of Pinole and providing connections to the unincorporated community of Tara Hills to the west and City of Hercules to the east. San Pablo Avenue runs from the City of Oakland to the unincorporated community of Crockett and is a route of regional significance. On-street parking is generally allowed along San Pablo Avenue in Pinole.

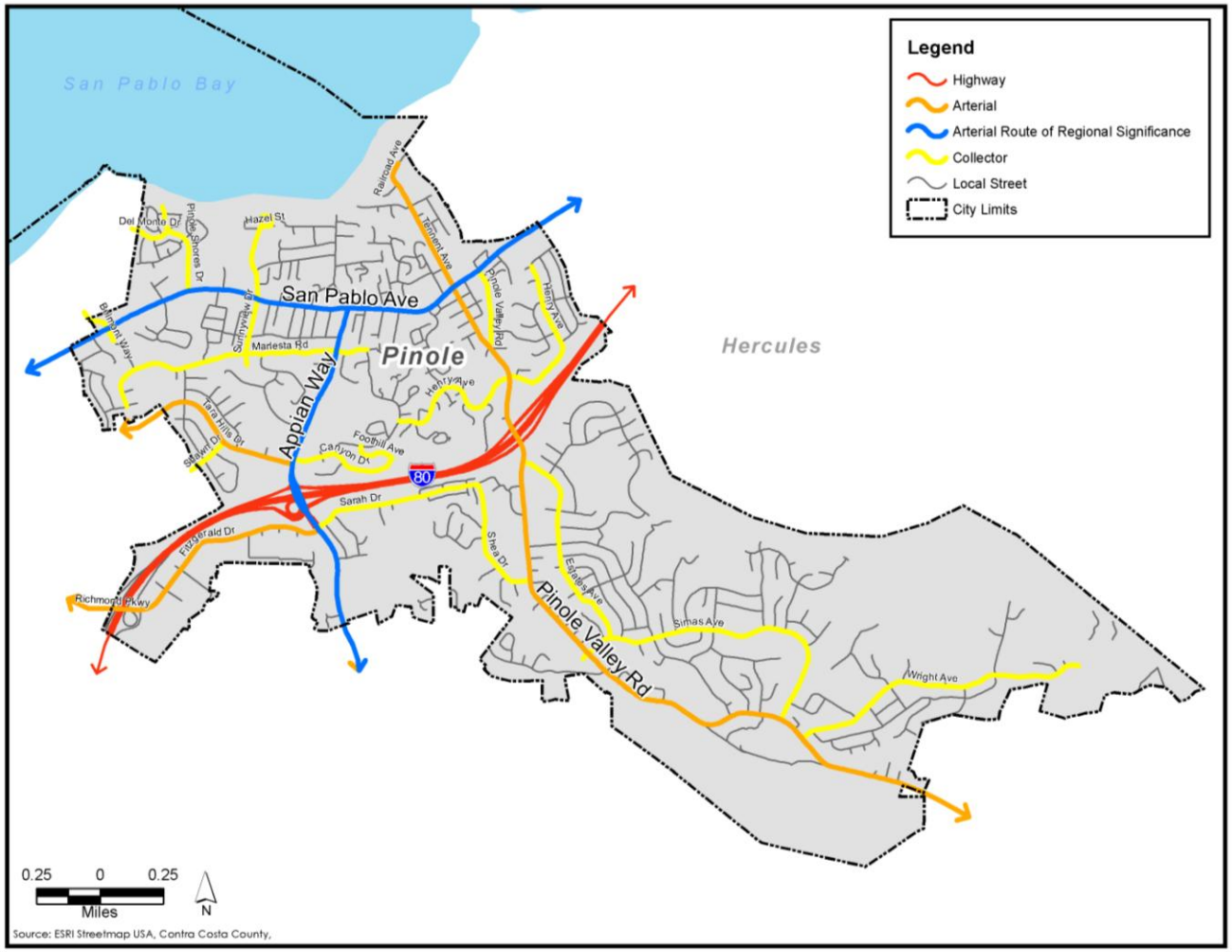
Appian Way is a 4-lane, north-south arterial extending south from San Pablo Avenue and narrowing to two travel lanes before running through the unincorporated community of El Sobrante. On-street parking is allowed on some segments of the roadway.

Pinole Valley Road is a 2-lane local collector from San Pablo Avenue to Henry Avenue where it becomes a 4-lane, north-south arterial from Henry Avenue to Simas Avenue. South of Simas Avenue, Pinole Valley Road narrows to two lanes until it becomes Alhambra Valley Road at the city limit. On-street parking is allowed on some segments of the roadway.

Tennent Avenue is a 2-lane, north-south arterial from its southern terminus at Pinole Valley Road to San Pablo Avenue. From San Pablo Avenue to its northern terminus at Pinole Bayfront Park, Tennent Avenue serves as a collector. On-street parking is generally allowed.

EXISTING CONDITIONS

Figure 3.1
Major Roadways in Pinole and Surrounding Area



OTHER SUPPORT ARTERIALS

Fitzgerald Drive is a 4-lane, east-west divided arterial connecting Richmond Parkway and Appian Way on the southern side of I-80. On-street parking is prohibited.

Tara Hills Drive is a circuitous arterial connecting Appian Way to unincorporated communities on both sides of San Pablo Avenue. Tara Hills Drive is a 4-lane roadway extending from Appian Way to Flannery Road, where it narrows to two lanes to its terminus in the unincorporated community of Bayview-Montalvin.is On-street parking is generally allowed on the 4-lane section and prohibited on the 2-lane section.

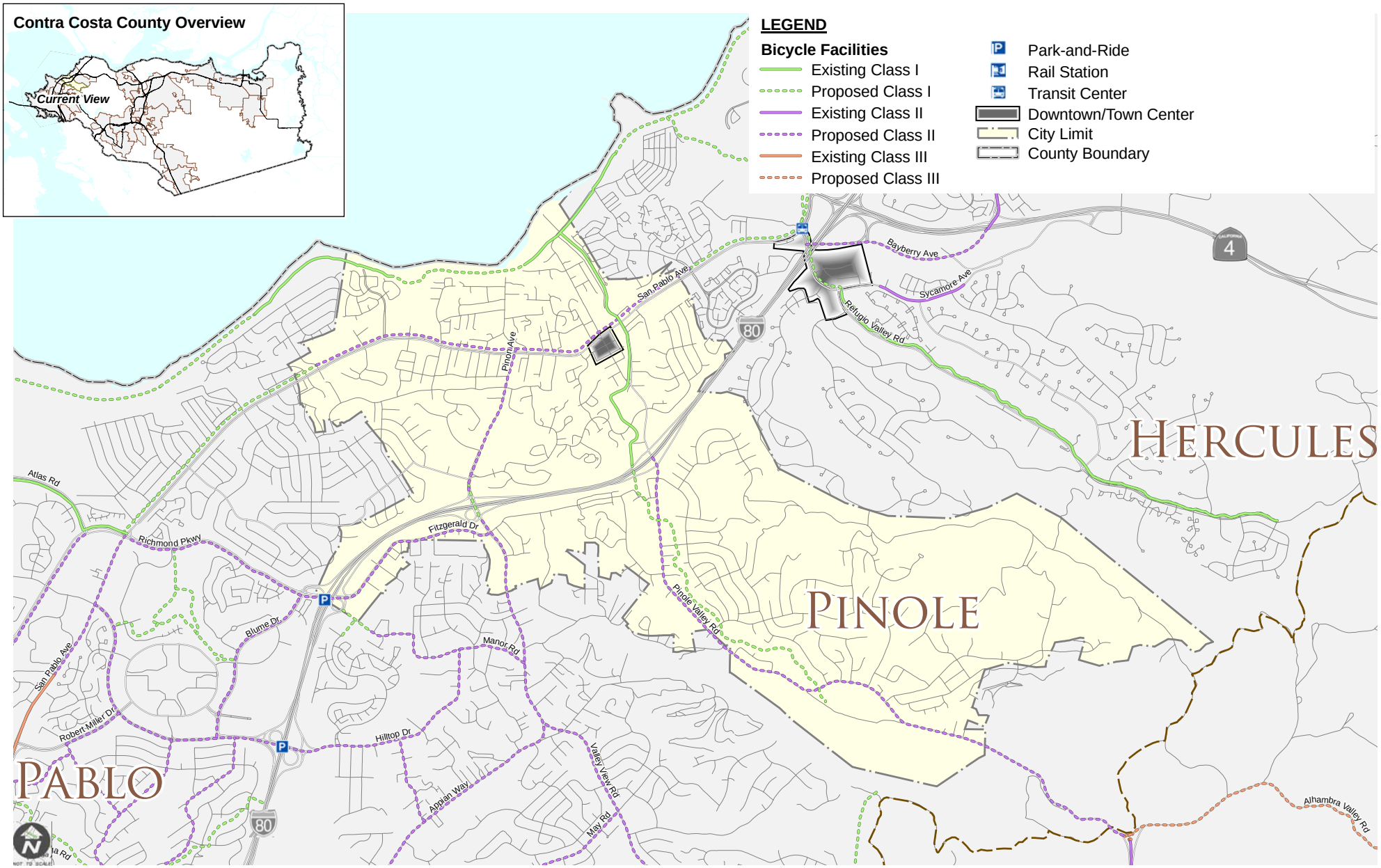
BICYCLING FACILITIES AND PROGRAMS

Topographic constraints preclude the use of most local streets as parallel, lower-traffic-volume, slower-speed alternatives to arterial streets. Consequently, bicycle routes must be located primarily on arterial streets. There are three categories of bicycle facilities. Class I facilities are bicycle paths that are physically separated from travel lanes by landscaping or grade changes. Class II facilities are identified with signs and roadway striping that denote use by bicyclists adjacent to automobile travel lanes. Class III facilities make use of signs to identify bicycle routes where cyclists and auto users share a travel lane.

Bicyclists using roadways and paved lanes and paths have access to facilities identified in Table 3.1 and shown on Figure 3.2.

Table 3.1
Existing Bikeway Facilities in Pinole

Bicycle Lane/Path Segment	Type of Facility	Length (Miles)
Pinole Creek Trail from Henry Avenue to Railroad Avenue – Bay Trail	Class I Multi-Use Path	1.15
Bayfront Park – Bay Trail loop near Tennent Avenue and Railroad Avenue	Class I Multi-Use Path	0.35
Class I Multi-Use Path Subtotal		**1.5**
Class II Bike Lane Subtotal		**0.0**
Appian Way (I-80 Bikeway) from San Pablo Avenue to Dalessi Drive (city limit)	Class III Bike Route	0.95
Fitzgerald Drive from I-80 to Appian Way	Class III Bike Route	0.95
San Pablo Avenue from western to eastern city limits	Class III Bike Route	1.90
Class III Bike Route Subtotal		**3.8**
Total: 5.30 Miles		



Source: Contra Costa County Countywide Bicycle and Pedestrian Plan 2009

Bicycle Lanes and Roadways: Figure 3.2

The Class I Multi-Use Path along Pinole Creek provides connections to Collins Elementary School, Pinole Valley Lanes bowling alley, the Central Business District, Fernandez Park, residential areas, and the Bay Trail.[1] While a bit narrow to accommodate both bicyclists and pedestrians, it provides a safe recreational and commuter path. There are disconnection issues, lack of signage, and roadway crossing aids at Henry Avenue, Tennent Avenue, San Pablo Avenue, and Railroad Avenue.

The Class I Multi-Use Path at Bayfront Park, which is part of the Bay Trail, provides a recreational cycling opportunity but is not yet connected to other segments of the Bay Trail.

San Pablo Avenue is the east-west arterial and Pinole Valley Road is the north-south arterial with the gentlest grades but only San Pablo Avenue is designated as a Class III bike route. High vehicle speeds and volumes on these arterials may discourage inexperienced bicyclists from using the roadways. Fitzgerald Drive and Appian Way are designated Class III bike routes with several access points to major retail centers. High vehicle speeds and volumes, as well as a large number of turning movements along Fitzgerald Drive and Appian Way, may discourage inexperienced bicyclists. Hilly terrain along Appian Way may serve to discourage bicycling for all but the fittest and most experienced bicyclists.

PEDESTRIAN SYSTEMS

The City of Pinole contains sidewalks with raised curb and gutter on all arterials and collectors. There is a discontinuous sidewalk on the north side of San Pablo Avenue in two locations, immediately west of Appian Way, and at "Shale Hill" just west of Old Town. In several locations, sidewalks are too narrow for comfortable circulation and are partially obstructed by utility poles, newspaper racks or other similar facilities. Most signalized intersections have marked crosswalks on all legs and pedestrian signal heads and actuation. Intersections close to I-80 prohibit pedestrian crossing across some legs. Only one intersection has audible crossing signals (San Pablo Avenue at Sunnyview Drive) and none have audible actuation. Pedestrian curb ramps are located at most intersections except at some T-intersections, such as the northwest corner of Pinole Valley Road at Ramona. However, some ramps are steep and are not optimally positioned to lead into the crosswalk.

The City's multi-use paths along Pinole Creek and in Bayfront Park at the Bay Trail provide recreational and transportation opportunities to walkers, with Pinole Creek Trail providing connections to several activity centers. Though these trails are well used, signage and width issues

[1] The Bay Trail is a project of the Association of Bay Area Governments (ABAG) and is a planned recreational corridor that, when complete, will encircle San Francisco and San Pablo Bays with a continuous 400-mile network of bicycling and hiking trails.

create problems for pedestrians and bicyclists. Additionally, pathway connections from Tennent Avenue and Railroad Avenue to the Bay Trail are unpaved and unsigned. Neighborhood access to the Pinole Creek Trail is provided at Prune Street where there is a creek crossing, but access is discouraged at Plum Street.

The commercial area located on San Pablo Avenue from Quinan Street to Pinole Valley Road, contains pedestrian-oriented land uses, pedestrian-scaled lighting, and crossing aids at all intersections such as marked, high-contrast crosswalks, intersection bulb-outs, directional curb ramps, and pedestrian signal heads. The sidewalk on the north side of San Pablo Avenue is narrow near Tennent Avenue where newspaper stands, planters, portable signs, and tables serve as impediments to pedestrian circulation.

Transit Systems

Transit systems provide a motorized alternative to private vehicles. They serve citizens who cannot drive or chose not to drive, including senior citizens, residents with limited mobility, people under the age of 16, residents with no driving licenses or suspended driving licenses, and citizens opting to live a less car-dependent lifestyle. Transit stops providing regional connectivity for the Specific Plan Area exist along Appian Way, San Pablo Avenue, and Pinole Valley Road. Many of these stops lack benches, shelter from the elements, and solid waste containers, amenities that are important for encouraging transit use.

Bus Service

Pinole is served by two bus transit agencies, the Western Contra Costa Transit Authority (WestCAT) and the Alameda Contra Costa Transit Authority (AC Transit). For Pinole, WestCAT presently operates fixed-route services, an express bus service, the JPX, to El Cerrito BART, and an express bus service, the Lynx, to San Francisco from the Hercules Transit Center. AC Transit presently operates fixed-route services in southern Pinole and operates dial-a-ride paratransit services for seniors and the disabled in southern Pinole.

WestCAT operates seven fixed-route services that serve Pinole. Table 3.2 below summarizes the fixed route services and Figure 3.3 displays their service map in Pinole. All fixed route busses are equipped with front-loading racks that can hold up to two bicycles. WestCAT's portable route map contains information on bus stop locations, routes, and fixed route bus schedules.

AC Transit operates 2 fixed-route services in southern Pinole, Route 70 (Appian) and Route 376 (North Richmond Night), which are pictured in Figure 3.3. AC Transit also operates dial-a-ride

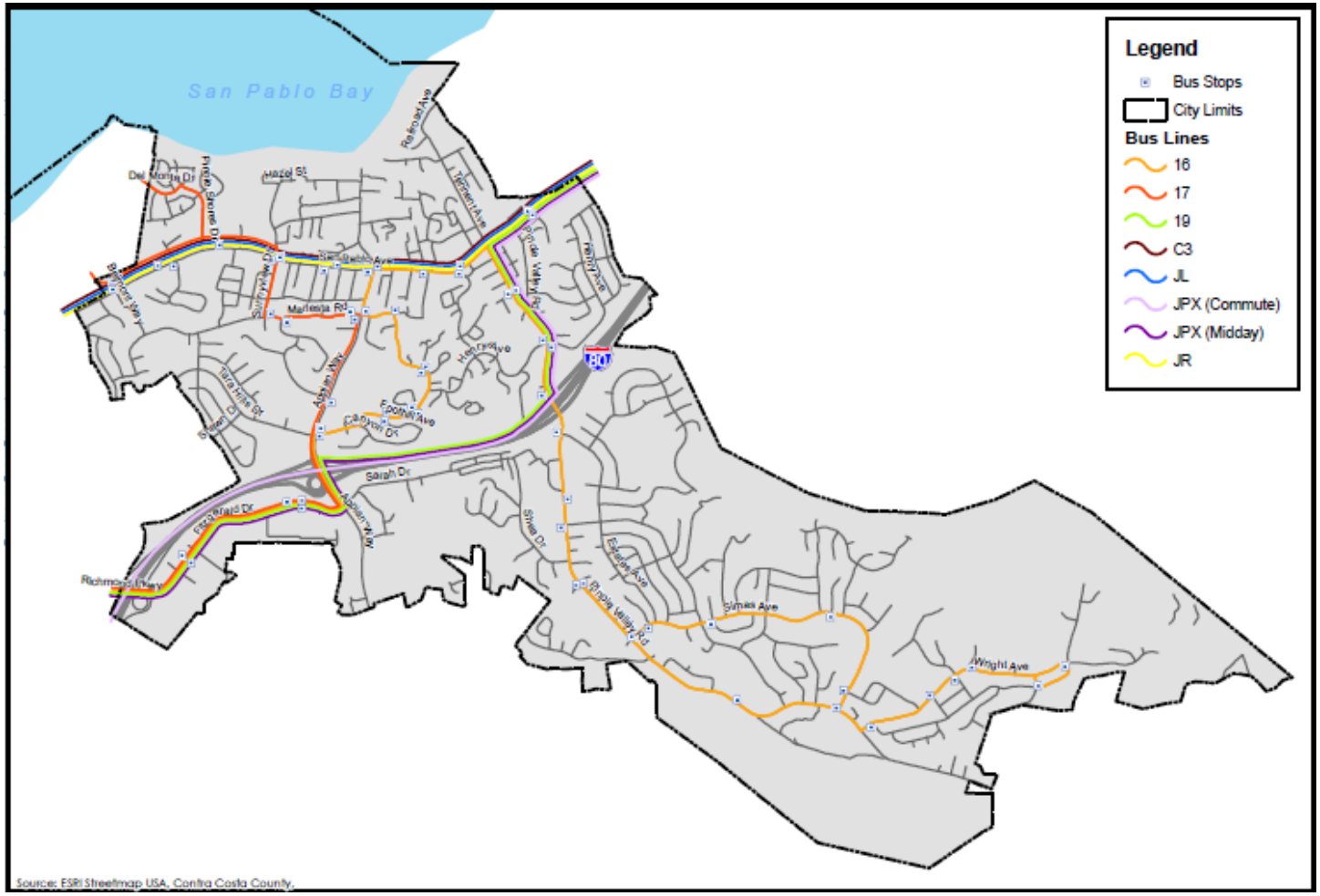
paratransit services for seniors and the disabled in southern Pinole. Busses are equipped with front-loading racks that can hold up to two bicycles.

Table 3.2
WestCat Bus Service in Pinole

Route	Cities Served	Roads
16 Pinole Valley	Richmond Pinole	Richmond Parkway Fitzgerald Drive Pinole Valley Road San Pablo Avenue
17 Bay View	Richmond Pinole	Richmond Parkway Fitzgerald Drive Appian Way
18 Tara Hills	Pinole Tara Hills Richmond	Richmond Parkway Hilltop Mall Tara Hills San Pablo Avenue
19 Hilltop/Hercules	Richmond Pinole Hercules	Richmond Parkway Hilltop Mall Fitzgerald Drive Pinole Valley Road Hercules Transit Center
30Z Martine	El Cerrito Richmond Pinole Hercules Martinez	El Cerrito del Norte BART Richmond Parkway Fitzgerald Drive Hercules Transit Center Martinez Amtrak
C3 Contra Costa College	San Pablo Pinole Hercules	Contra Costa College San Pablo Avenue Hercules Transit Center (Fall and Spring Semesters only)
J BART	El Cerrito Richmond Pinole Hercules	El Cerrito del Norte BART Richmond Parkway Hilltop Mall San Pablo Avenue Hercules Transit Center

Source: WestCAT 2007

Figure 3.3
WestCat and AC Transit Bus Service in Pinole



Passenger Rail Service

The San Francisco Bay Area Rapid Transit District (BART) provides heavy-rail, regional transit service to Alameda, San Francisco, Contra Costa, and San Mateo counties. There is currently no BART service in Pinole. However, WestCAT operates the J bus route which connects to the BART station at El Cerrito del Norte. Amtrak operates passenger rail service for three routes that traverse western Contra Costa County. While there is no station in Pinole, Union Pacific Railroad facilities pass through the northern portion of the City. The closest passenger rail station is an unmanned Amtrak station at the Richmond BART station and there are plans to build a ferry and Amtrak station in neighboring Hercules to the east.

3.5 EXISTING ZONING AND LAND USE

Originally adopted in 1971, the current Zoning Ordinance for Pinole has been incrementally amended since that date. The most recent substantive amendments have included changes to the Zoning District map to rezone properties along San Pablo Avenue to Planned Development and the addition of Residential Design Guidelines and tree preservation requirements. 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.

As previously stated, the Specific Plan for San Pablo Avenue, Pinole Valley Road, and Appian Way will replace the zoning regulations with special/unique districts, allowed use provisions, and development standards for land within the project areas. The Citywide Zoning Code applies to the Specific Plan Area only where this Specific Plan specifically refers to the Citywide Code or does not address a particular topic (e.g., allowed sign area).

3.6 EXISTING FISCAL CONDITIONS

CITY BUDGET AND REVENUES

The City of Pinole is facing reductions in projects and programs in order to balance the City Operations Budget with projected reductions in revenue. The City Operations Budget includes a five-year Capital Improvement Program that includes improvements within the Specific Plan Boundaries.

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 through the use of tax increment financing (TIF). TIF is a

redevelopment tool to use future gains in taxes to finance improvements that benefit the Redevelopment Project Areas.

The Redevelopment Agency assists local developers and businesses through a new City program called the Business Relocation and Assistance Program (BRIP).

BRIP has the following goals:

- Assist new business relocate new jobs to the Project Area
- Assist existing business expand with new jobs and relocate to the Project Area
- Assist property owners obtain the highest and best use for vacant property
- Attract private sector investment in the Project Area
- Increase the employment base of the Project Area

REDEVELOPMENT PROJECTS

Redevelopment projects in the Specific Plan Area include, but are not limited to, 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 commercial project located at 2301 San Pablo Avenue; the Pear Street Bistro located at 2395 San Pablo Avenue; the Pinole Valley Shopping Center; the Kaiser Medical Office Building; 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 Old Town area: more shops, restaurants, and activities; a safe environment; a grocery store; and development of vacant lots.

REDEVELOPMENT PROGRAMS

The Agency provides several programs to encourage economic and business development in the City, particularly in the Specific Plan Area. 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, loans for security, signage, awnings, accessibility improvements, and general rehabilitation.

3.7 OPPORTUNITIES AND CONSTRAINTS

The opportunities and constraints of each Specific Plan corridor have been analyzed to identify factors that could contribute to or hinder attainment of goals and objectives. Each corridor's strengths and weaknesses were assessed with consideration of physical design and economic potential. Where possible, the plan builds upon the corridor's strengths and overcomes or minimizes its weaknesses. The following discussion provides an overview of the major opportunities and constraints findings for the San Pablo Avenue, Pinole Valley Road, and Appian Way corridors.

OPPORTUNITIES AND CONSTRAINTS ANALYSIS FOR SAN PABLO AVENUE

Summary of Opportunities and Constraints for San Pablo Avenue

Opportunities

The following list includes the physical opportunities that should be recognized and built upon in the San Pablo Specific Plan Area (see Figure 3.4A & 3.4B Opportunities and Constraints Maps for Land Use and Circulation).

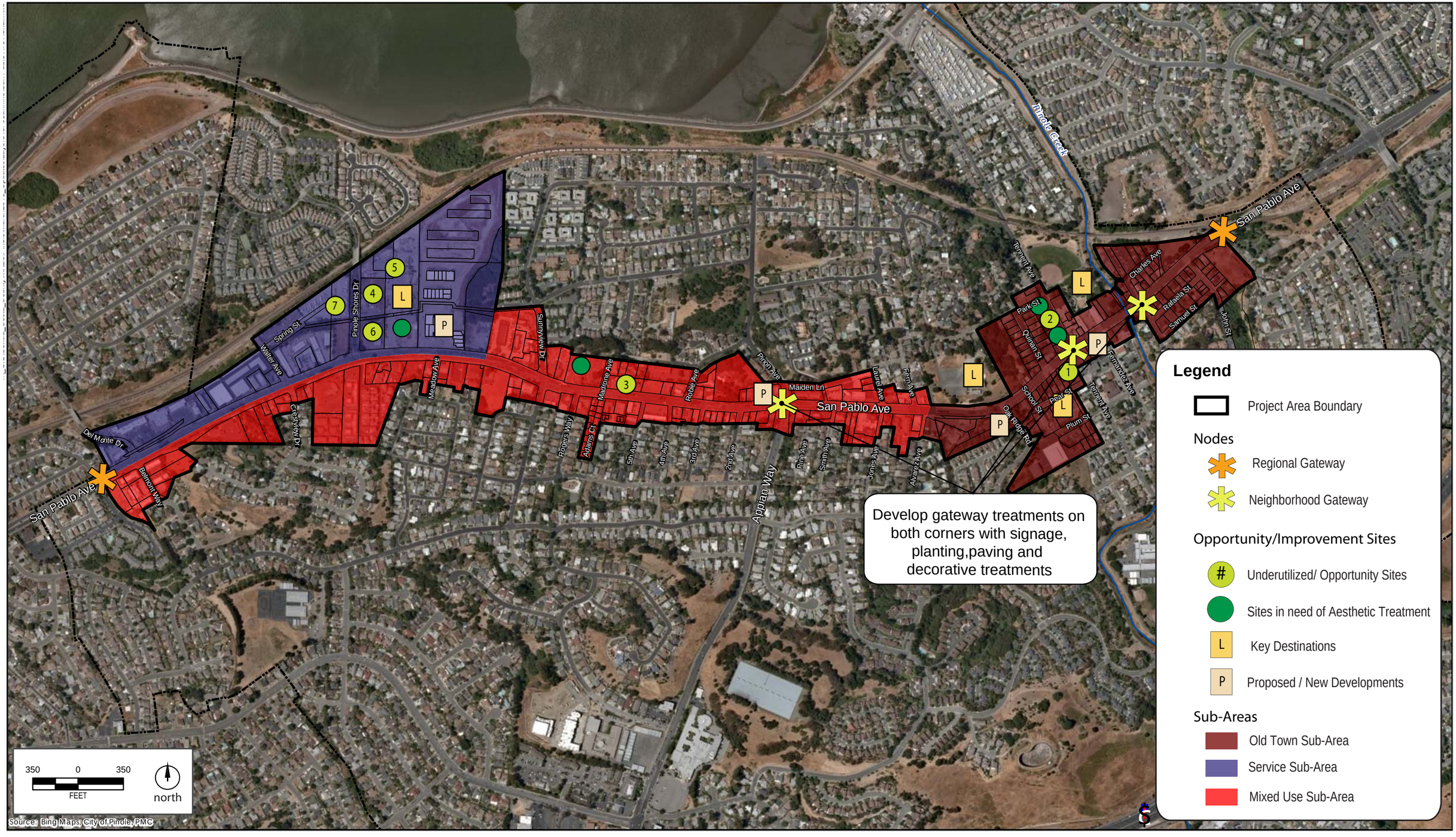
- Many potential retail street development projects and sites, including existing retail anchors
- Quaint Old Town, pedestrian-friendly area from Johns Street to Oak Ridge
- Gateway to Pinole and Old Town to and from the surrounding region
- Number of community and regional destinations
- Pinole Creek provides good opportunity for pedestrian linkages and bike paths.
- Complementary blend of uses (residential, services, restaurants, and employment)

- Natural topography allows for district creation
- Number of recent, planned, or potential improvements
- Number of opportunities for infill and/or redevelopment
- Redevelopment area boundary encompasses plan area

Constraints

Physical constraints or obstacles that need to be overcome in the San Pablo Specific Plan Area include:

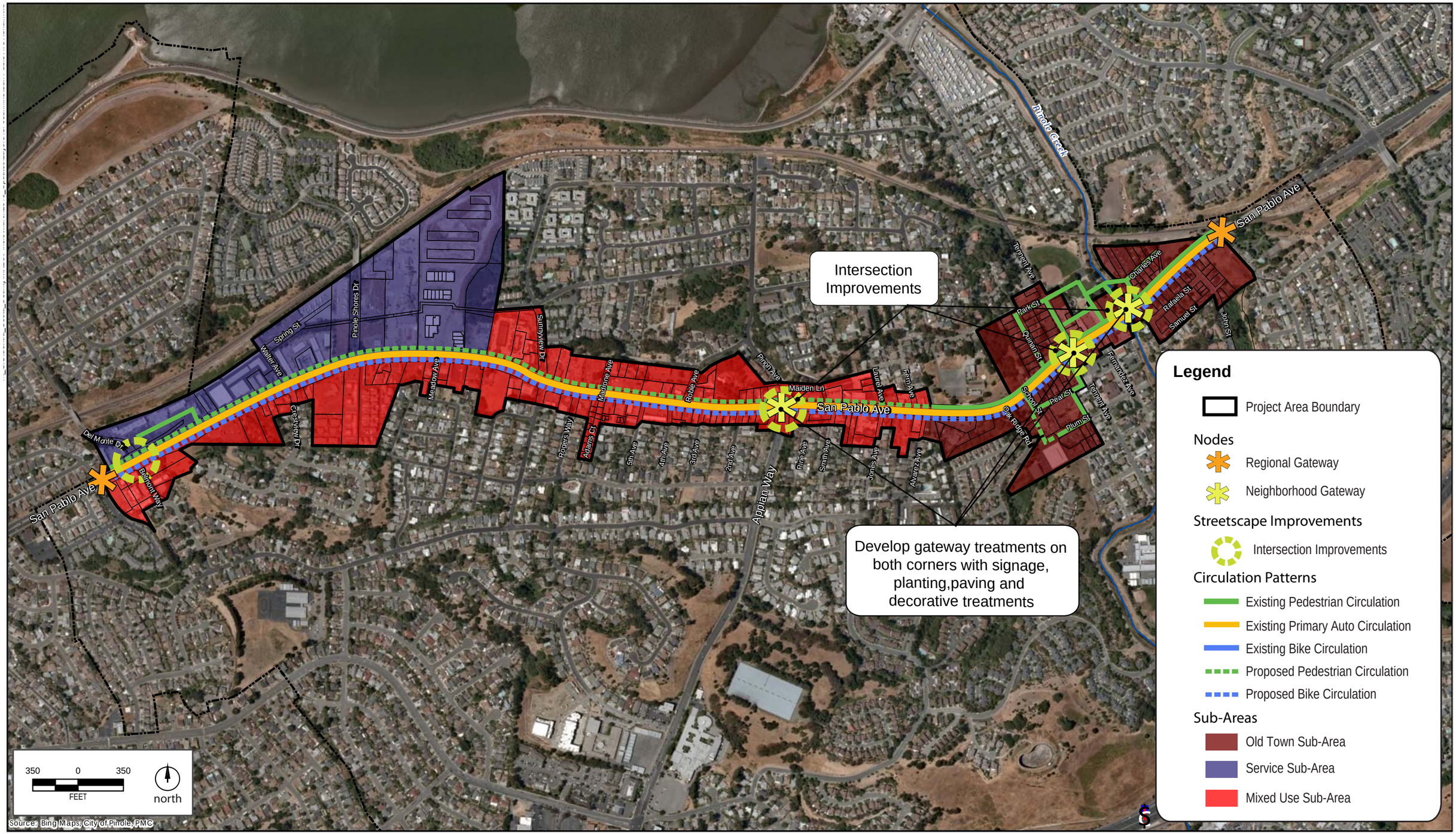
- Wide streets that dedicate a high proportion of the right-of-way to automobile traffic
- Narrow sidewalks located near heavy traffic inhibit pedestrian travel
- High traffic speeds that conflict with pedestrian activity
- Lack of cohesive theme or identity for avenue
- Tired-looking developments on west end
- Need for stronger connections between residential and commercial uses
- Lack of convenient public transit options and connections, and inadequate transit amenities (e.g. bus shelters, benches, trash receptacles, etc.)



PINOLE California

PMC

San Pablo Ave Land Use Opportunities & Constraints: Figure 3.4a



PINOLE *California*

PMC

San Pablo Ave Circulation Opportunities & Constraints: Figure 3.4b

Sub-Areas

Land use, neighborhood character, development patterns, and topography create distinct sub-areas within the corridor. Three key sub-areas were identified for the San Pablo Avenue Specific Plan Area including (see Figure 3.4C):

Old Town Sub-Area

- With a small town and historic character of its own, Old Town should focus on continuing and enhancing its architectural scale, character, and style.
- Old Town should continue hosting cultural events and support specialty and locally owned businesses that serve as the current draw.
- More effort is needed to have existing businesses coordinate events and activities to attract more visitors including development of an organized merchants association to represent the businesses and provide for an organizational structure.

Mixed-Use Sub-Area

- The Mixed-Use sub-area should encourage a balance of employment and housing opportunities, with an emphasis on a variety of housing densities.
- This area should provide a higher-density housing stock to contribute potential customers and employees to a vibrant and active Old Town environment, for employers proximate to the project area.

Service Sub-Area

- As a gateway to the Specific Plan Area, the service district is well placed for capturing revenue from neighboring communities. Higher intensity service centers like home improvement stores, office uses and light industry have found this area suits their economic demographic needs and larger lot sizes and location criteria (closer to the highway).
- This area may continue as a local service center, providing necessary services to residents of Pinole and neighboring communities.
- It is important that the scale and massing of new services that locate in this area fit Pinole's small town character.

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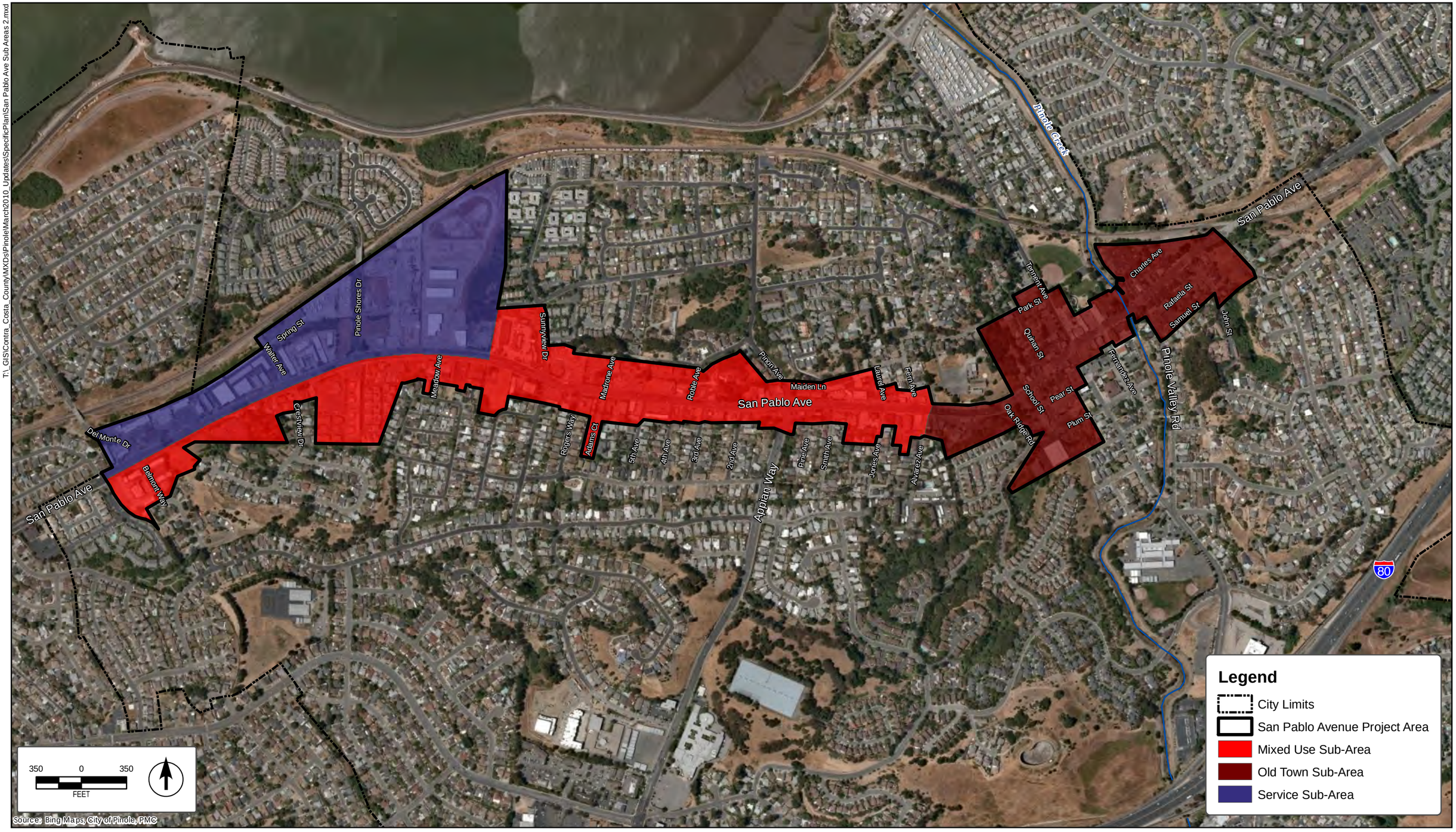


PINOLE California

PMC

San Pablo Avenue Sub-Area Framework

Figure 3.4c

OPPORTUNITIES AND CONSTRAINTS ANALYSIS FOR PINOLE VALLEY ROAD

Summary of Opportunities and Constraints for Pinole Valley Road

Opportunities

The following list includes the physical opportunities that should be recognized and built upon in the Pinole Valley Road Specific Plan (see Figure 3.5A & 3.5B Opportunities and Constraints Maps for Land Use and Circulation).

- Many potential retail street development projects and sites, including existing retail anchors
- Attractive new investment properties/ opportunity sites, entertainment and recreational facilities, quality streetscapes, and street improvements
- Gateway to Pinole from the Interstate and surrounding region
- Successfully revitalized Pinole Valley Shopping Center
- Pinole Creek provides good opportunity for pedestrian linkages and bike paths
- Kaiser building and offices provide a stable local workforce
- Landscape and streetscape improvements will improve access and gateway appearance to Old Town and to Pinole Valley Shopping Center
- Quaint Old Town, pedestrian-friendly and treasured area from Ellerhorst Street (along Tennent Avenue/Pinole Valley Road split) to San Pablo Avenue

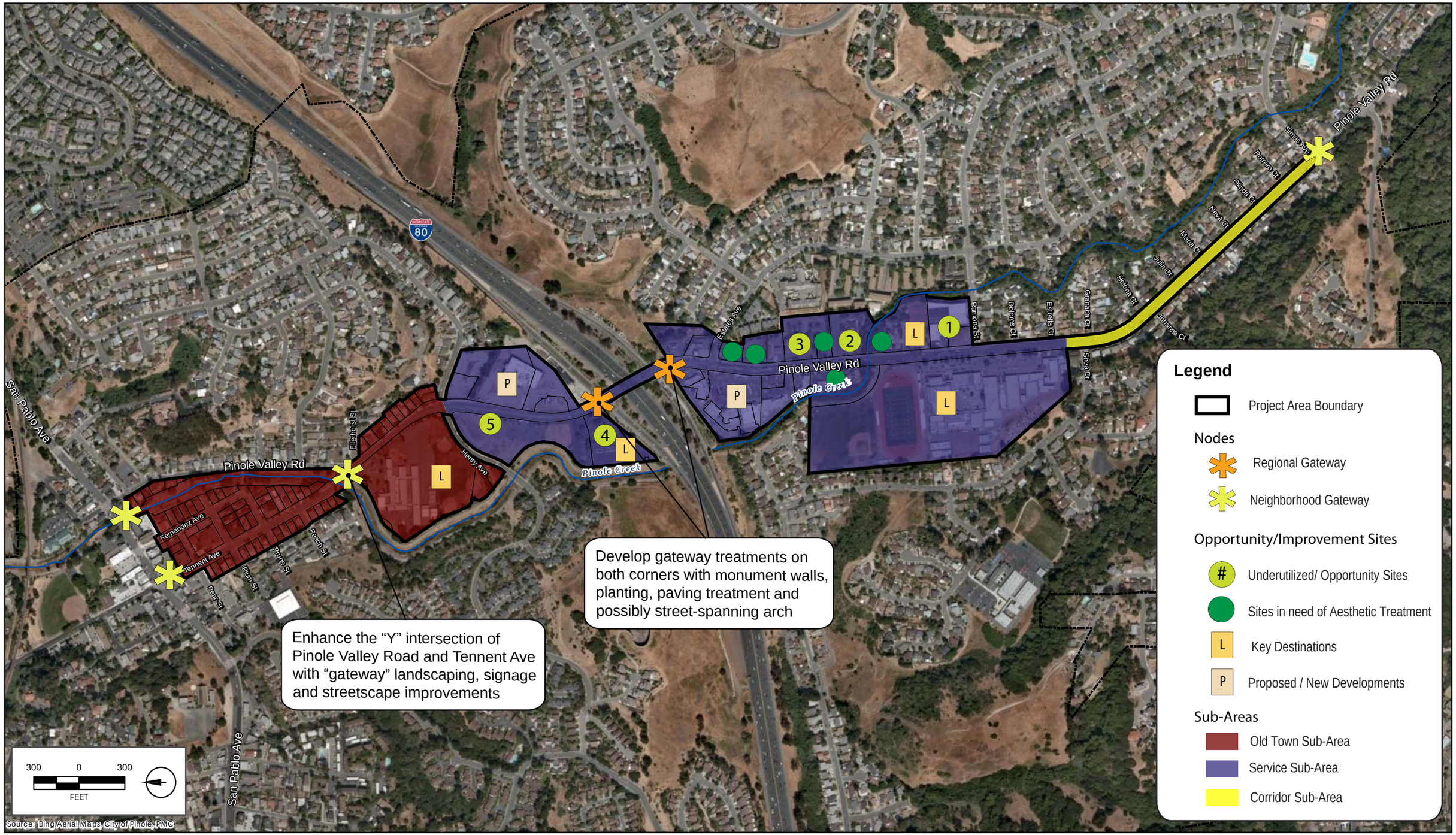
Constraints

Physical constraints or obstacles that need to be overcome in the Pinole Valley Road Specific Plan Area include:

- Wide streets that dedicate a high proportion of the right-of-way to automobile traffic
- Traffic that travels at high speed when volumes are low, but that becomes congested during peak periods of use
- Pedestrian and auto circulation conflicts around Collins Elementary and Pinole Valley High Schools

EXISTING CONDITIONS

- Interstate 80 is a physical and psychological barrier to pedestrian and bicycle circulation
- Indistinct retail streets and retail district
- Outdated automobile oriented commercial development
- Inadequate pedestrian and bicycle links between residential and commercial uses
- Lack of convenient public transit options and connections



PINOLE California

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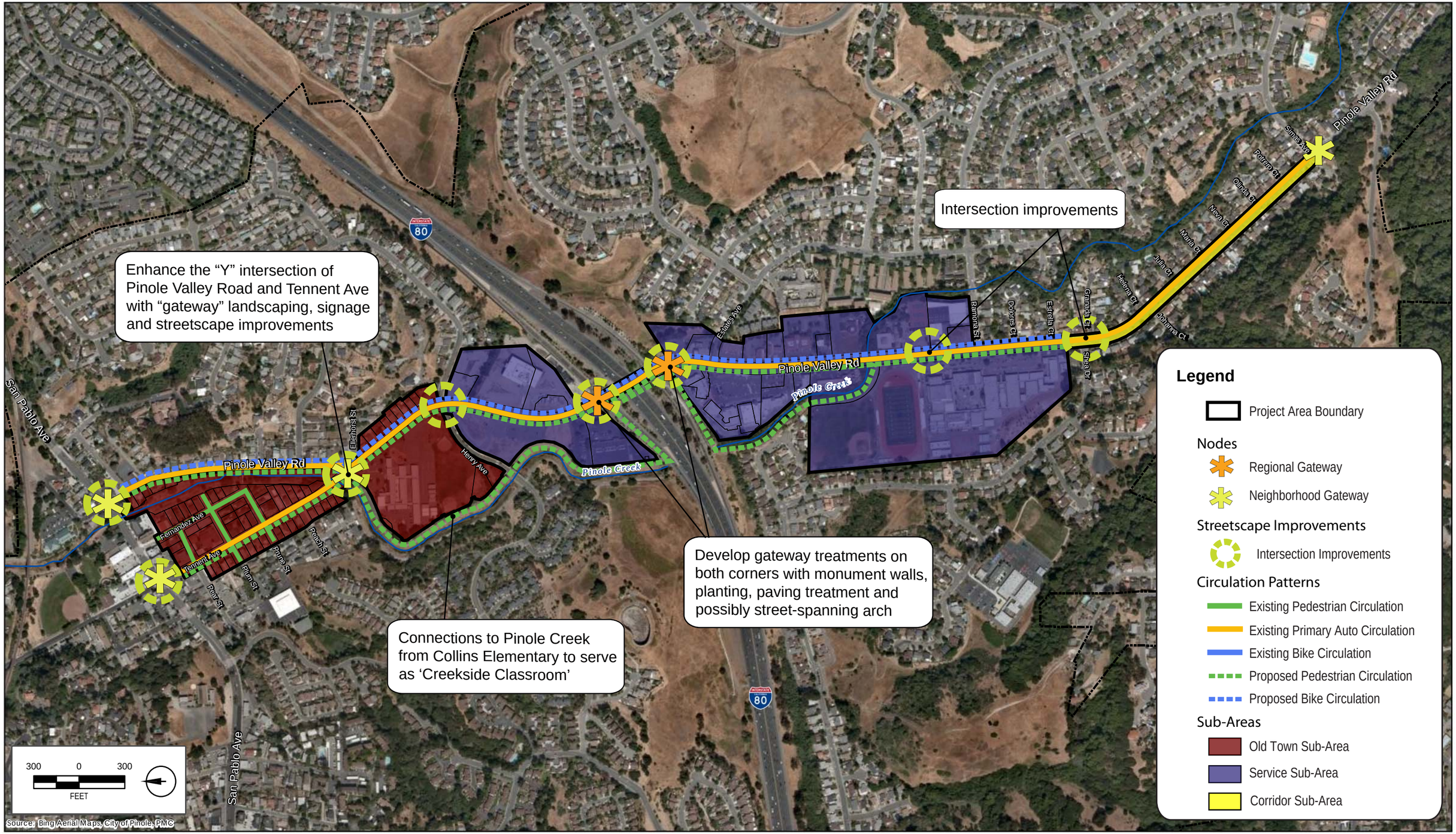
Pinole Valley Rd Land Use Opportunities & Constraints: Figure 3.5a



PINOLE *California* | PMC

Pinole Valley Rd Circulation Opportunities & Constraints: Figure 3.5b

Sub-Areas

Land use, neighborhood character, development patterns, and topography create distinct sub-areas within the corridor. Three key sub-areas were identified for the Pinole Valley Road Specific Plan Area including (see Figure 3.5C):

Old Town Sub-Area

- With a small town and historic character of its own, Old Town should focus on maintaining and enhancing its quaint residential, commercial and mixed-use nature, architectural scale, character, and style and serve as a connection to Old Town Pinole.

- More effort is needed to have existing businesses coordinate events and activities to attract more visitors including development of an organized merchants association to represent the businesses and provide for an organizational structure.

Service Sub-Area

- This area serves as the gateway through the Specific Plan Area and has significant potential for capturing revenue from neighboring communities.

- While primarily service-oriented, this area also has live-work potential and should therefore encourage a balance of employment and housing opportunity, with an emphasis on a variety of housing densities.

- The scale and massing of existing and new services should not be impersonal, rather they should be compatible with Pinole's small town character.

Corridor Sub-Area

- The corridors are critical to circulation and provide opportunities to enhance the scenic and civic values of the community.

- "Gateway" improvements pedestrian and bicycle facilities and linkages should be provided along Pinole Valley Road with convenient connections to the surrounding residential, commercial, recreational, and institutional uses.

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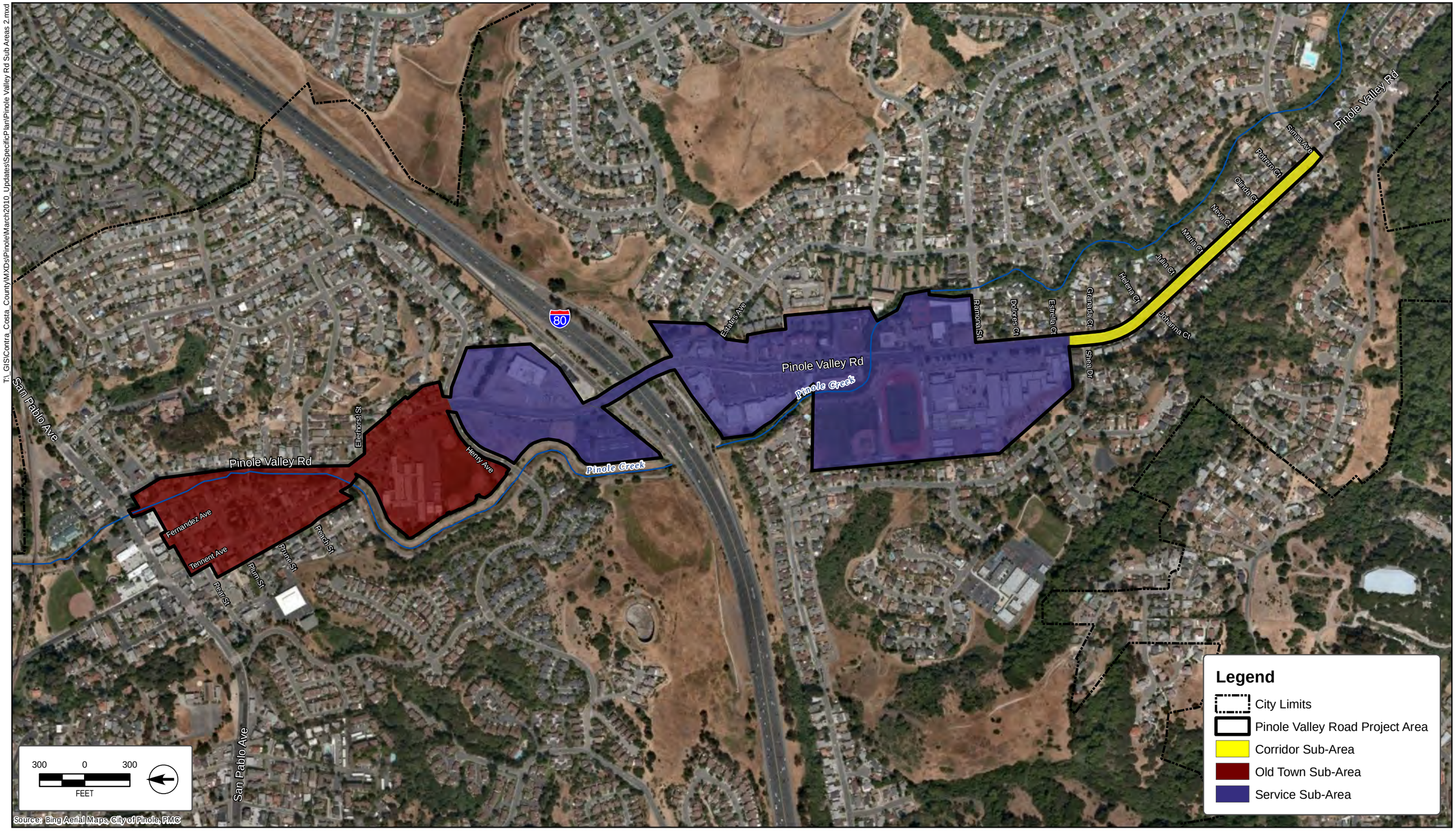

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Pinole Valley Road Sub-Area Framework

Figure 3.5c

OPPORTUNITIES AND CONSTRAINTS ANALYSIS FOR APPIAN WAY

Summary of Opportunities and Constraints for Appian Way

Opportunities

The following list includes the physical opportunities that should be recognized and built upon in the Appian Way Specific Plan Area (see Figure 3.6A & 3.6B Opportunities and Constraints Maps for Land Use and Circulation):

- Gateway to Pinole to and from the surrounding region (I-80 and El Sobrante)
- Landscape, streetscape, and traffic calming measures will improve flow of traffic (including appropriate corridor speeds)
- Location of shopping centers close to I-80 creates potential to draw in regional shoppers with the right mix of tenants and façade and landscaping improvements
- Residential properties fronting Appian Way south of I-80 have redevelopment potential as local-serving retail and office uses
- The "hill" can be developed with trails to take advantage of open space within the city limits
- Doctors Medical hospital could be redeveloped as a hotel, large hardware store, or the site of a car dealership to generate tax revenue for the City, while the associated medical offices could be redeveloped for new medical uses or a restaurant
- Redeveloping parcels can dedicate land to creating new street connections

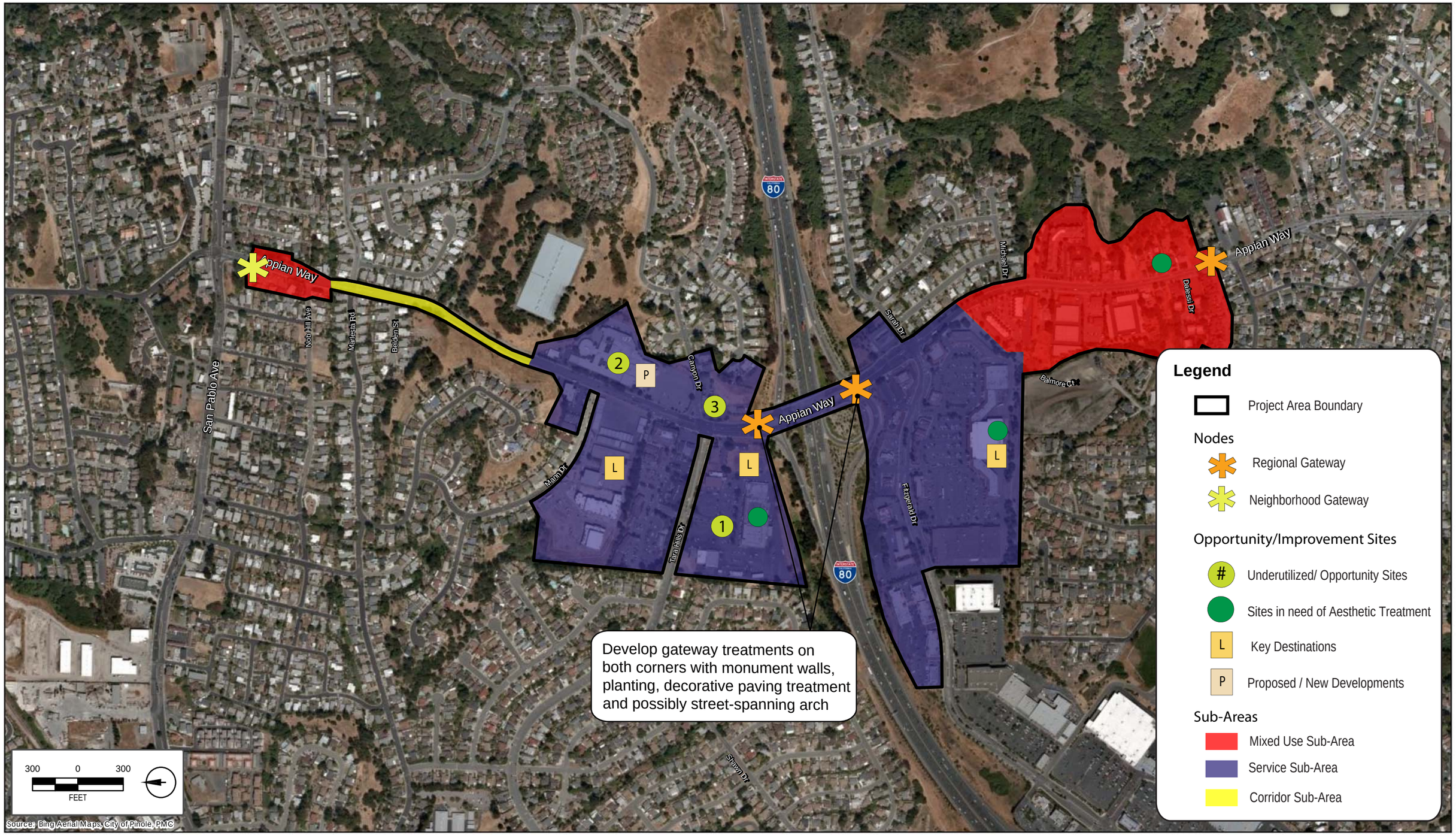
Constraints

Physical constraints or obstacles that need to be overcome in the Appian Way Specific Plan Area include:

- Automobile speeding on portions of Appian Way
- Traffic congestion occurs near the junior high around 8:30 a.m. and 2:30 p.m. each weekday
- Highway and safety issues created by highway overpass
- Tired-looking strip-mall shopping centers

EXISTING CONDITIONS

- Challenging topography
- Disconnect between commercial and residential uses
- Lack of quality public transit options and connections
- Lack of bike lanes
- Appian Way is not pedestrian-friendly
- Most economically/socially depressed area of Pinole; needs to re-establish its identity as an integral part of the Pinole community
- I-80 bisects the corridor



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Appian Way Land Use Opportunities & Constraints: Figure 3.6a

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Appian Way Circulation Opportunities & Constraints: Figure 3.6b

Sub-Areas

Land use, neighborhood character, development patterns, and topography create distinct sub-areas within the corridor. Three key sub-areas were identified for the Appian Way Specific Plan Area including (see Figure 3.6C):

Corridor Sub-Area

- The corridor sub-area is characterized by a high-volume local traffic corridor that is minimally loaded with land uses and punctuated by open space with residential neighborhoods branching off of it.

Service Sub-Area

- The service sub-area should capitalize on its existing reputation as a regional shopping center by upgrading existing development and attracting increasingly desirable commercial tenants.
- This area would greatly benefit from vehicular and pedestrian circulation improvements in and around the shopping centers.
- This area includes the Doctors Hospital site, the largest commercial use within the sub-area.

Mixed-Use Sub-Area

- The mixed-use sub-area should encourage mixed-use development, with an emphasis on local-serving businesses.
- This area would strongly benefit from streetscaping, public art, and signage that will firmly establish its unique identity within the broader Pinole community.

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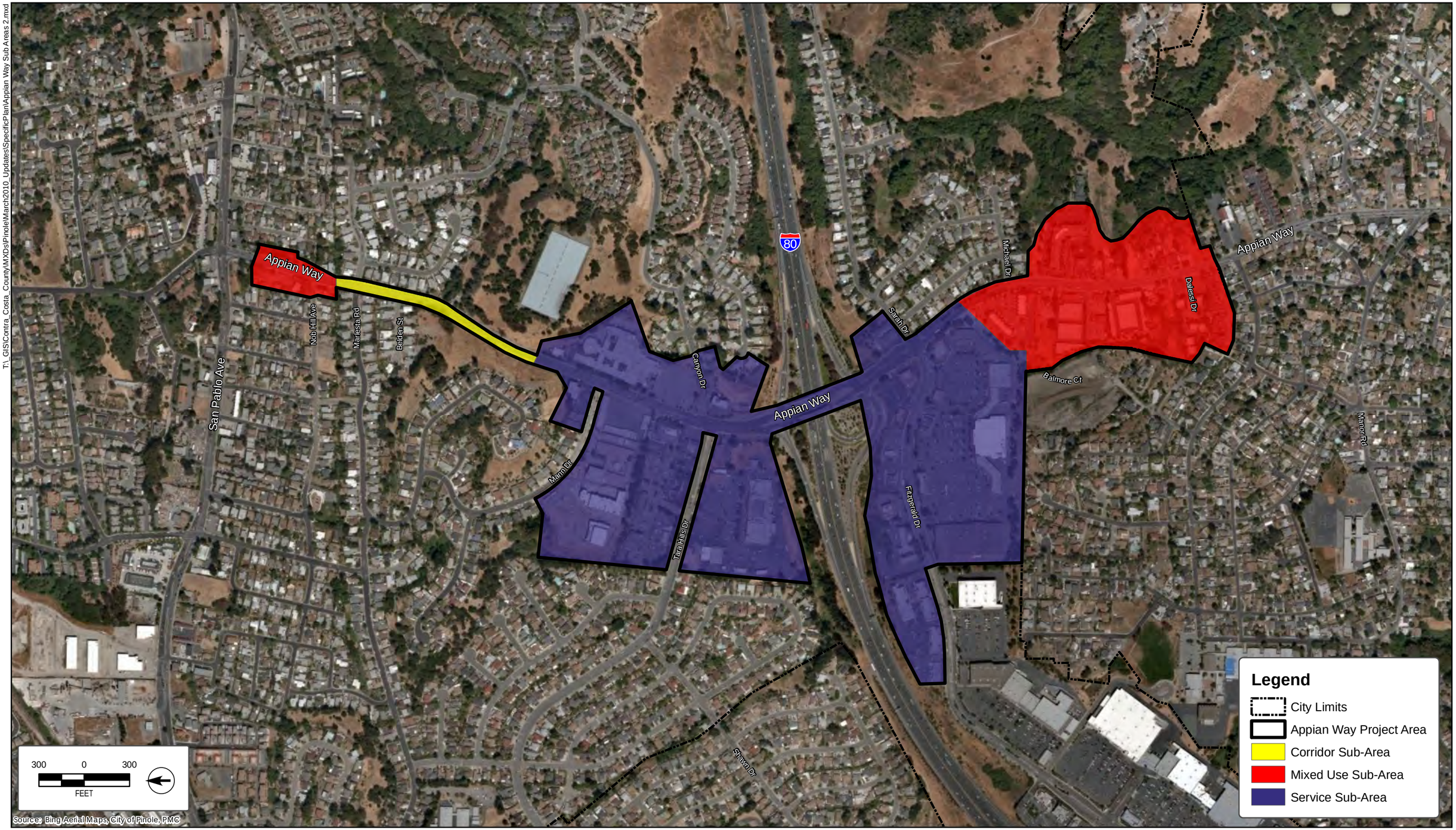

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Appian Way Sub-Area Framework

Figure 3.6c