

Attachment A

Three Corridor Specific Plan and Draft General Plan Update Consolidated Comments Synopsis

1/26/09

- San Pablo Corridor Graphics in Old Town should include existing bus stops near intersection of San Pablo Avenue and Oak Ridge Road
- Steering Committee interested in knowing the alternatives to be analyzed in the Program EIR including alternative to narrowing the number of auto lanes in the Old Town portion of the San Pablo Avenue Corridor

2/23/09

The Steering Committee provided the following feedback concerning Chapters 1 and 2:

- Consider condensing these two chapters to reduce redundancy
- Modify the third bullet of Section 2.3.2.2 to read:
Improve walkability in Old Town by increasing sidewalk width by narrowing portion of San Pablo Avenue utilized for auto lanes, eliminating some on-street parking, or by making similar physical modifications.
- Topography and traffic volumes near Appian 80 make pedestrian circulation unlikely. This reality should be acknowledged in the Specific Plan. There is doubt that streetscape improvements such as benches and landscaping upgrades can overcome the existing constraints.
- Consider writing an overarching Vision for the Specific Plan so that the vision for each corridor can focus on the unique issues for that corridor without repeating the general themes.
- Page 1.0-1 last paragraph: provide more explanation and/or description of the significance of the Priority Development Area (PDA) designation within the Specific Plan
- Page 1.0-3 second paragraph under Background: delete unincorporated area reference to Montara Bay and consider an alternative to more clearly describe the unincorporated area west of Pinole's city limits (e.g. Montalvin Manor, Bayview, or Tara Hills).
- Modify the South East boundary of the Appian Way Corridor to exclude steep portions of Duncan Canyon
- Modify bullet under Section 2.3.3.3 (Chapter 2 pg.8) to read:
Encourage additional retail development at the shopping center by allowing for reducing required parking spaces and enhancing pedestrian connections.

The Steering Committee provided the following feedback concerning Chapter 3:

- Figure 3.2 on Page 3.0-9 needs to be corrected to show Bay Trail bikeway as a proposed rather than existing off-street bikeway
- Page 3.0-27 last bullet should be modified to include Collins School in addition to Pinole Valley High School
- Modify bottom of page 3.0 -17 to delete last line of text
- Page 3.0-17 – More fully describe why public transit lacks quality (e.g. inadequate bus rider shelters and rider amenities and bus frequency).
- May want to consider a customized zone for Duncan Canyon area or other method to protect unique natural resources and views of this area
- Questioned the regional gateway location at Simas Avenue and the need to include the established residential area between Ramona and Simas within the Specific Plan boundaries.

Delete Residential Sub Area (RSA) from Pinole Valley Corridor boundaries within the Specific Plan. The area is outside the City's Redevelopment Agency's boundaries, is not anticipated to be redeveloped, and would result in less redundancy in the General Plan land use designations since this is the only RSA designation within the entire Specific Plan. Show the area as Suburban Residential (SR) on General Plan land use map and delete the RSA land use designation from text, legends, and figures. Modify the boundaries of all affected base maps. Show the portion of Pinole Valley Road from Ramona Street to Simas Avenue within Specific Plan boundary as Corridor Sub-Area to reflect planned circulation improvements for this stretch of the corridor and add explanation of the Corridor Sub-Area intent that applies to this area within the Specific Plan.

- Correct typo in Table 3.2 for Route 16 Pinole Valley

The Steering Committee provided the following feedback concerning Chapter 4:

- First paragraph Page 4.0-4 Association of Bay Area Governments projections include unincorporated communities within Pinole's Sphere of Influence. Need to clarify what the regional housing need allocation is for Pinole after excluding areas currently outside the City limits
- The economic analysis within Section 4.2.2 needs to be updated to reflect current information.

- Concern expressed about 50' height limit and impact on neighboring properties (e.g. blocking solar access).
- Mitigate potential impacts of building over three stories through design. Include design standards for stepped back setbacks or graduated heights within the Specific Plan to address this issue.
- San Pablo Avenue Opportunity Sites 3 & 4 are of particular concern in terms of potential impacts from 50 foot buildings
- Attention should be paid to try to encourage new residential development rather than more strip commercial development along San Pablo Avenue.
- Suggestion made to place economic analysis in appendix given the rapid changes in the accuracy of this type of information
- San Pablo Avenue Opportunity sites that would allow 50' heights should include photos of buildings that are 50' to accurately represent the size of potential buildings for future readers.
- Other opportunity sites to consider addressing are the current WestCat site along the San Pablo Avenue corridor between Walter and Pinole Shores Drive and the vacant pad adjacent to the Kaiser medical facility adjacent to Interstate 80.

Add WestCat property to Opportunity Site 8 and revise Figure 4.14

- On Page 4 include the latest ABAG Projections in the Specific Plan
- On Page 10 define PDA and Route of Regional Significance and explain where those terms originate for readers
- On Page 11 delete reference to El Sobrante and Rollingwood
- San Pablo Avenue Opportunity Site #3 - Take into account noise impacts to future residents resulting from allowing new residential development near the Dolan Lumber site

*Remove Dolan's Lumber property from Opportunity Site #3 listed on Figure 4.9 to prevent potential noise conflicts and recognize this established business. All of the Dolan's Lumber property needs to be shown as Commercial Mixed Use (CMU). Combine Opportunity Site #3 and #4 (Figure 4.9 and 4.10) and provide pictures that better illustrate what the development standards for the VHDR land use district would allow or attempt to encourage *(i.e. potential 3-story residential development or mixed use development that includes residential with ground floor retail) to give clearer representation of what is proposed. Add property located at northwest corner of Roble Avenue and San Pablo Avenue to the newly reconfigured Opportunity Site #4 as High Density Residential to help encourage easier future site assembly and redevelopment of the High Density Opportunity Site. Ensure that the revised opportunity figure is consistent with the Figure 6.2 San Pablo Avenue – Land Use Map.*

- Pinole Valley Road Opportunity Site #4 – Make sure the Bowling Alley does not become a legal non-conforming use by allowing community recreation facilities in the CMU zoning district.
 - Pinole Valley Road Opportunity Site #2 – Should be zoned to allow for recreational / community facilities and also allow for residential development
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Modify the zoning for the Opportunity Site #2 to HDR and make sure the HDR category allows the existing religious facility use, potential community recreation uses, and residential uses at 20 dwelling units per acre to help zone sufficient land to meet legal requirements for the City's Housing Element.

- Figure 4.3 – Move opportunity sites out of Duncan Canyon
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Modify the Appian Way Specific Plan corridor boundaries to exclude areas below the 270' topographic line within Duncan Canyon that demarcates the Rural General Plan designation from the Mixed Use Sub-Area (MUSA) General Plan Designation and the Residential Mixed-Use (RMU) zoning district. Modify all affected figures to reflect this change land use change including the split zoning for parcels abutting Appian Way that also include portions of Duncan Canyon.

- Wants changes to the draft planning documents tracked carefully and available on the web site for the public and Steering Committee to follow.

3-9-09

The Steering Committee provided the following feedback on Chapter 5:

- If lanes on San Pablo Ave. are narrowed, concern was expressed about the turning radius adequacy and sufficiency for the bus turnout.
- For the narrowed portion of San Pablo Avenue concern was expressed about whether autos would have sufficient room to pass buses in the through lane. Concern was expressed about the provision of left-turn lanes and stacking distance along the narrowed portion of San Pablo Avenue in the Old Town area. Consistency was expressed about the need for a consistent street profile in the narrowed portion of San Pablo Avenue.
- Concern was expressed about whether there would be consistent center island / median dimensions and stacking distance needed to accommodate left turns.

Revise Figures 5.2 and 5.3 to reflect removal of landscaped medians and inclusion of a striped center turn lane in preferred alternative. Include information that illustrates the lane configuration transition on San Pablo Avenue between Alvarez Avenue and Appian Way on the west and between Pinole Valley Road and the shared boundary with Hercules on the east to clearly illustrate the proposed lane configuration.

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- Concern was expressed about how proposed street improvements would affect the supply of existing parking.
 - Concern about treatment of transit, bicyclists, and pedestrians was expressed and the need to vary the treatment depending on the specific corridor conditions.

Show the proposed location of on-street parking spaces along this stretch of San Pablo Avenue and include bus stops to show how the proposed reduction in through lanes would affect the supply of on-street parking and bus circulation.

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- Page 5.0-8 of the Circulation Chapter should include San Pablo Ave. from Alvarez Ave. vicinity westward as a major arterial roadway rather than a minor arterial to reflect that it is a route of regional significance.

Modify text on page 5.08. Change last sentence of the third paragraph to read: "Major arterials are primary goods movement and emergency response routes." Change sentence in fourth paragraph to read: "Minor arterials are intended to be walkable medium speed thoroughfares (35 mph or less) in urban and suburban environments designed to carry both through traffic, local traffic, pedestrians and bicyclists."

- Important to continue to allow on-street parking on the east side Pinole Valley Road between Ramona St. and Simas Avenue to accommodate parking demand in the existing courts.
- Concern expressed about proposed Appian Way multi-use path and potential for conflicts between pedestrians and bicyclists. Desire expressed to explore mechanisms to separate the pedestrians from the bicyclists and potentially rethink the landscape medians to provide more ROW space for pedestrians and bicycles modes.
- Include landscaping (park strips or tree wells) along sidewalks to create a buffer between the pedestrian and vehicular traffic.
- Consider adding a third, dedicated right turn lane for the area between Tara Hills drive & westbound I-80 in Appian Way. Consider a dedicated left-turn lane on Mann Drive for improved access into the existing Middle School in the northbound direction on Appian Way.
- Modify the last sentence of the third paragraph on page 5.0-9 to read: "On-street parking is generally allowed." Correct the misspelling on Figure 5.4 of the word "Vallay" in the text describing cross-section E.
- Concern expressed creating pedestrian improvements on the middle school side of Appian to minimize the need for the students to cross Appian Way.
- Mann Drive being the turnoff by the middle school is a natural transition between the two lane corridor and the four lane corridor on Appian Way. Consider a right turn lane transition from San Pablo Ave.
- The plaza design in Old Town Pinole should show three and four story building as an illustrative example. The "clutter" on San Pablo Ave. (i.e. newspaper racks) should be moved to specific locations so as not to block sidewalks.
- Slower streets i.e. Tennent Ave., could be considered for narrowing instead of San Pablo Ave.

The Steering Committee provided the following feedback on Chapter 6:

- Requested information highlighting 4-5 existing projects approved in recent years that compare existing parking with what the parking requirements would be with the proposed parking standards.

- Allow residential care homes as conditionally permitted use in Old Town Sub –Area within the MDR and HDR land use classification. Table 6.9 shall also reflect the same changes for Pinole Valley Road. Add definition of residential care facility to glossary to better communicate
- Unless in conflict with State law. Do not allow emergency housing/homeless shelters in the RMU and CMU land use classifications within the Old Town Sub-Area area and the RMU land use classification of the Mixed Use Sub-Area. Preference would be to permit these uses by right in the proposed Office Industrial Mixed Use (OIMU) area located further west on San Pablo Avenue.
- Specify density ranges within the Specific Plan. Modify Table 6.2, 6.9, and 6.15 to clarify the issue of allowable density ranges with a footnote mentioning what residential uses are allowed provided the residential uses proposed are within the allowable density ranges provided in the land use district definitions mentioned earlier in Chapter 6.
- Height requirements for Appian Way should be higher than 50 ft. but no more than 110 feet and need to distinguish between building heights and pylon sign heights adjacent to I-80.
- Show residential care homes in Table 6.9 as a conditionally permitted use in the MDR and in the Public / Quasi Public classifications of the Old Town Sub-Area of the Pinole Valley Road corridor.
- Consider making Park and Ride Facilities allowed with a CUP in the CMU and OPMU land use classifications. should be a permitted use in all corridors.
- Page 6.0-37 requested rationale for maximum 20' rear yard setback rather than minimum setback.
- Confirm that Old Town Subarea is depicted in identical fashion within the San Pablo Avenue Sub-Area Framework (Figure 6.1) and the Pinole Valley Road Sub-Area Framework (Figure 6.3).

Collins Elementary School needs to included in the Figure 6.1 Old Town Sub-Area Framework

- Table 6.4 (page 6.0-23) applied to Pinole Valley Rd. “Build To” Front Line setbacks. The minimum of 0 ft. and maximum of 5 ft. may conflict with existing craftsman homes on Tennent Avenue. Need to revise Table 6.4 to add language to address circumstances when new development tries to respect prevailing setbacks of existing adjacent development.

- Table 6.5 on Page 6.0-24 shows a Dooryard/Terrace as not allowed in San Pablo Avenue Old Town Sub-Area but Table 6.12 on page 6.0-38 shows it as allowed in the Old Town Sub-Area of Pinole Valley Road Corridor. There should be consistency with the development standards and table should be changed to show this feature as allowed in the Old Town portion of San Pablo Avenue and Pinole Valley Road corridors.
- Figure 6.4. The rationale for designating the St. Joseph's Church site as CMU rather than Public/Quasi-Public / Institutional (PQI) was raised. Rationale for this designation needs to be clarified or reconsidered so religious institutions are treated in a generally consistent fashion throughout the Specific Plan and takes into consideration the likelihood of a future potential land use change.
- Page 6.0-29 second paragraph - Service Subarea should either not make reference to housing along this portion of Pinole Valley Road or reference needs to be clarified to specify future housing potential since no residential is currently present. Additional language needs to be added explaining potential for residential development since this is not apparent by looking at the Figure 6.4 land use map for this area.
- Consider modifying the land use specified for Opportunity Site 2 on Figure 4.19 to allow for residential uses or community recreation use rather than office professional mixed use as currently shown in Figure 4.19. Additionally, the land use designation for Opportunity Site 2 needs to be consistent denoted in Figure 6.1 and Figure 6.4.

Opportunity Site #2 should be shown as High Density Residential in Figure 4.19 and 6.4 to help the City meet Housing Element requirements. The HDR land use classification should allow for the existing church use and potential future commercial recreation uses.

Chapter 6 needs to include performance standard criteria for allowing homeless shelters in the OIMU land use classification by right. The criteria needs to include: 1) maximum number of beds/persons to be served nightly, 2) off-street parking, 3) size/location of exterior and interior waiting and client intake areas, 4) provision of onsite management, 5) proximity of other emergency shelters less than 300 feet apart, 6) length of stay, 7) lighting, and 8) security requirements during hours that emergency shelter is in operation

- Consider adding circulation change in the Specific Plan to make Pear Street one-way with diagonal parking from Tennent Avenue to Oak Ridge Road to help address parking issues at the Post Office and City Hall.
- Explore best way to discourage new potentially negative land uses such as

check cashing and cigarette stores either by identifying them as not permitted or allowed subject to obtaining a conditional use permit.

- Public parking should be identified as an allowable use in the Old Town area.

3-23-09

The Steering Committee provided the following feedback on Chapter 7 and 8:

- Include language in Chapter 7 to ensure that historic character and period details of older buildings are not lost as a result of poorly designed remodels in the Old Town area. Specifically, concern was expressed about preventing the exterior of older buildings and storefronts from being defaced as result of insensitive design.

Page 7.04 Correct typo under Site Amenities in the first line after a. "Courtyards" rather than "Courtyads"

Page 7.06 add indent for item "i." so it appears as separate paragraph

- Page 7.0-23 under Material and Color paragraph "g." Add a sentence that reads "Combinations of stucco and plank siding shall be utilized, where appropriate, in the Old Town to reflect the historic character of the area."
- Page 7.0-27 under signage, consider adding standards for the complementary use of neon signage when appropriate based on the architectural style and age of the building
- Consider adding language to prohibit the use of street furniture for advertising purposes (e.g. WestCat bus stop benches)
- Page 7.0-5, ensure adequate bicycle parking is provided for workers and visitors

Page 7.05 Change the language after g. to mention that bicycle parking "shall" rather than "should" be provided at the following "levels" rather than "capacities". Add clarification sentences after the first sentence in the paragraph following g. ii. mentioning that if 10 or fewer workers will occupy a retail use at least 1 indoor bicycle storage space is required and that fractional spaces shall be rounded up to ensure sufficient workforce bicycle parking

Correct typo on page 7.05 g. "ii." should be "iii."

- Chapter 8, Section 8.2 Landscaping 1d., specify that native plants or compatible species of drought-tolerant plants “shall” rather than “should” be used in landscape design to reduce water consumption.
- Change “shoulds” to “shall” in Sections 8.2 pages*.0-4 and 8.0-5 1a.-1l. and 8.2 5a.

Table 8.1 Street Tree Palette. Make the following changes

Add information to the table about Planting Conditions / Instructions and provide information about required planting area size at maturity to ensure appropriate tree is planted in appropriate location

Botanical name provided for Scarlet Horse Chestnut is for a Lemon Bottlebrush. Match botanical name to common name and image provided.

Delete Glossy Privet from palette and substitute Koelreuteria paniculata / Goldenrain Tree instead due to street maintenance issues concerning fallen fruit produced, surface staining and potentially objectionable smell of blossoms

Correct the botanical name for New Zealand Christmas Tree to Metrosideros excelsus

Correct the botanical name for Holly Oak to Quercus ilex

- Page 7.0-2, require “shall” statement within the general design guideline for solar access to surrounding property
- Correct typo on Page 7.0-4 in 2a. and add an indent for 2i. on Page 7.0-6
- Page 7.0-9, add stamped concrete to 4a. under hardscape as a paving option and include language on this page about durability and maintenance ease in the selection of hardscape material
- Page 7.0-24 4a., add second sentence “Where buildings abut a court yard or plaza, comfortable pedestrian access entries shall be provided.”
- Page 8.0-6 to 8.0-9 Requests that the Pinole Garden Club review the proposed street tree palette and landscaping sections.
- Page 8.0 -10 5a. under Landscaping in Sidewalk Areas - Modify to read: “The three main traffic corridors in the Specific Plan Areas shall where space is available include landscaped planters ...” in order to provide flexibility based on available ROW.

- On Pg. 7.0 -27 Provide specific standards for A-frame sign size and location to avoid sidewalk clutter and ensure that sidewalks are passable and accessible. Need to be explicit about the sign regulation within the Specific Plan relate to the Sign Ordinance within the Zoning Code.
- Concern expressed about proposed ROW improvements should be accommodated within the existing ROW to minimize
- Concern expressed about working to minimize non-conforming uses
- Implementation Chapter will need to address how to handle non-conforming uses in detail.

The Steering Committee provided the following feedback on Chapters 9 -11:

- Consider technology upgrades such as WiFi, fiber optics, charging stations for electric cars
- Change caption or replace the picture on pg. 9.0-12 with a picture of an actual Pinole police car.
- Address storm drainage and creek restoration issues, where appropriate
- Page 9-12, fire protection and the possibility of considering new equipment for the fire department to address potential new height limits

Page 9.0 -2: Modify text in Service Providers: Change Community “Centers” to Community “Recreation Facilities.” Change “Pinole Senior Village of Pinole” to “Pinole Senior Center.” Delete City of “Pinole Public Works Department” as a public transportation provider and add “Eastbay Paratransit.”

Page 9.0-2: Existing Conditions: Change first sentence of the first paragraph to read: “Water services throughout the City of Pinole is provided by East Bay Municipal Utility District (EBMUD). Delete second sentence of the paragraph.

Page 9.0-2: Add the word “Potential” to the beginning of the last sentence of the second paragraph.

Page 9.0-3: Change heading for Section 9.3 to read “Sewer/Wastewater”. Heading above the last paragraph of this page should read “Pinole/Hercules Water Pollution Control Plant (PHWPCP)” Change second sentence of the last paragraph under this heading to read “The plant has had two major expansions and several modifications in order to meet both population growth and higher effluent treatment standards.”

Page 9.0-7: Change heading for Section 9.5 to read "Storm Drain System"

Correct last paragraph on page 9.0-13 to reflect that the City elects five rather than seven City Council members

- Fit proposed public realm proposals into the existing right-of-way to avoid or minimize need to acquire private property
 - Chapter 9, Page 9-15 last paragraph to clarify that there are 6 schools in Pinole and its Sphere of Influence. The schools listed at 300 Christine Drive and 2300 Dolan Way are located within Tara Hills, a County unincorporated area and not San Pablo.
 - Include in public facilities the need to paint backflow preventers to blend in
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Implementation: Chapter 10 needs to be prepared and forwarded for Steering Committee review prior completion of the Draft EIR. This chapter needs to include a discussion and parameters of how the City will treat nonconforming uses upon adoption of the Specific Plan including uses that have obtained a use permits that are of a limited term, requests for expansion of nonconforming uses, maintenance of property that includes nonconforming uses, and what happens in the event a nonconforming use is destroyed or is discontinued and wishes to rebuild or be re-established.

This Chapter also needs to include how the Specific Plan will relate to and help implement the General Plan and other plans that the Specific Plan corridors are subject to (e.g., WCCTAC Action Plan, RDA Plan and CIP). There also needs to be an explanation of how the Specific Plan and Zoning Code will relate to one another including when there is a conflict. The Specific Plan needs to include information about the amendment process. The implementation Chapter needs to describe how public streetscape improvements will be implemented in phased projects through the CIP process as funding becomes available where specific project designs will need to be prepared, reviewed, and approved by the City Council prior to any construction.

4/27/09

Steering Committee Comments

- Specific Plan Implementation Prioritization - no corridor or opportunity site should have implementation priority over any other areas within the City from an economic development standpoint. Improvements should be prioritized based on the availability of different funding sources that become available in the future and based on areas where new development is proposed on a first come first served basis.
- Depiction of Old Town Area in the Specific Plan – Old Town area boundaries were confirmed and the approach of addressing the area in two corridor areas was confirmed as long as there was consistent treatment. see a need from an Economic Development Strategy standpoint or document clarity standpoint to include the Old Town entirely in one corridor (e.g. San Pablo Avenue) or is the current treatment acceptable? Is this confusing from an economic development strategy standpoint or document clarity standpoint? Steering Committee direction on this point is desired.

Circulation

- Reducing the number of through lanes in Old Town portion of San Pablo Avenue – Committee reaffirmed desire to study the alternative to decrease the number of through lanes in order to have environmental review of this option.
- Concern expressed about making sure the Program EIR includes a greenhouse gas analysis and traffic analysis associated with the proposed reduction in the number of lanes in the Old Town Area to help inform the process.
- Committee mentioned desire to explore traffic calming strategies such as reducing lane width or adjusting signal synchronization.

Not advisable to reduce through lane width to less than 11 feet. Lane width reduction to 10.5 feet is acceptable for turn lanes. Reflect these minimum dimensions in roadway cross-sections within the Specific Plan.

Land Use

- Second units should be permitted in the Residential Mixed Use land classification with a footnote to comply with district regulations.
- “Residential Care” should be changed to show “Conditional Use Permit required for seven (7) or more residents.”
- Omit “Family Daycare Home Large” from the draft document.

- Emergency shelters should be permitted by right in the Office Professional Mixed Use district and permitted with a Conditional Use Permit in Old Town Pinole.
- “Multi-Family” development should be permitted with a footnote that allows that type of use in the “Office Mixed Use” and Commercial Mixed Use” districts.

Parking

- Reviewed past permitted parking reductions and projects that were granted variances.
- Concern was expressed about the proposed parking ratios. The new ratios appear insufficient with the current regulations. Desire for case by case review of parking reductions expressed where parking reduction factors are included within the Specific Plan.
- Wanted to include ongoing monitoring of parking in Old Town and potential need for a parking structure as development occurs.

5/11/09

Steering Committee direction on Draft Specific Plan for San Pablo Avenue, Pinole Valley Road, and Appian Way and further consideration of draft Land Use and Parking requirements.

The Commission provided the following feedback:

- Identify the area across from Pinole Shores, the DeNova property (was 759 San Pablo Avenue and now Felice Circle), on the Land Use Map as Residential (MDR) and not Residential Mixed-Use (RMU)
- Confirmed Old Town area boundaries
- Change the potential classification of Auto Parts/Sales in Old Town Residential Mixed-Use, to “N” (Land Use Not Permitted) and Clubs, Lodges, Private Meeting Halls, Telecommunications, and Hotels/Motels to “CUP” (Land Use Permitted with approved Conditions Use Permit) on Page 2 of the staff memorandum, Land Use Chart for the San Pablo Avenue Corridor;
- Change Emergency Shelter/Temporary Home to “P” (Land Use Permitted by Right) on Page 2 of the staff memorandum, Land Use Chart for the San Pablo Avenue Corridor;
- Change land use classification of land near the church which bordered the Library currently designated as Office Mixed Use (OMU) to Commercial Mixed Use (CMU) or Residential Mixed Use (RMU);
- Support the land use classifications as recommended by staff for Appian Way;
- Encourage and enhance the use of public transit;
- Concerns expressed with respect to reducing any of the parking standards in the Specific Plan Areas; and
- If the parking standards were lowered in the Specific Plan Areas more parking studies may have to be considered to justify any reduction in parking.

7/13/09

Steering Committee direction on General Plan Update Review Process

Steering Committee supported a subcommittee review process providing comments to the full Steering Committee prior to any changes to the draft document. It was also clarified that the information submitted to the subcommittees would be shared by no more than three members of the Steering Committee to avoid Brown Act violations and that changes would not be made to the draft until reviewed by the Steering Committee as a whole, at which time that element would become a public document. PMC would make changes after the Steering Committee had seen the entire document after review by the subcommittees.

Steering Committee direction on Draft General Plan Background Report

The following revisions were requested:

- Chapter 1 - Introduction, regional and local setting, City limits of Pinole were described as 11.6 miles with almost 6 miles underwater, with a planning area reported to be 13.3 square miles, to be verified, with a map to be included in the chapter to show that area. Also, the current population was shown as 19,383 as opposed to 19,629
- Chapter 2 – requested sources of population as footnotes to identify the source of the data with the source of figures for median income to be cited with the figures per household number to be verified.
- Page 8 – pie chart related to income levels with a suggestion that median income be identified and to advise of the income levels to be considered lower income
- Chapter 2.0-11, Pinole Valley Shores Road should be shown as Pinole Valley Road.
- Chapter 2.0-6, Pinole's fair share for affordable housing data to be provided by staff.
- Chapter 2.0-1 identifying the source for jobs and updating the Department of Finance data for households in the City Limits (7,032 households which comprised 2 percent of the County's households.)
- Chapter 2.0-2 population trends in Pinole shown from the US Department of Finance 2006, which should be corrected to show the latest California Department of Finance estimates. Also add 2005 data to the graph.
- Chapter 2.0-6 Units Added, added 55 new housing units in 2007-08, most of which were the DeNova projects of which included 19 affordable units.
- Chapter 2.0-7 about household income that may need to be updated and be compared with 2009 data.

- Chapter 2.0-9, third paragraph from the bottom where the last sentence should read “commercial rehabilitation program provides zero and low interest loans to within Redevelopment Agency (RDA) project areas.”
- Chapter 2.0-11, in addition to the deletion of the word “shores” on the last paragraph, the sentence beginning Pinole Shores Business Park related to WestCAT bus yards, business offices and storage facilities, should include the statement “and is a licensed industrial office park.”
- Chapter 2.0-13, to be updated to reflect the Fiscal Year 09-10 budget which should be available this month.
- Chapter 2.0-20, under Employment Trends second paragraph to include “the number of new jobs generated by the Kaiser facility was 150.”
- Chapter 2.0-21, to reflect the closure of Doctor’s Hospital as a significant incident in 2006 and to reflect the fact that Pinole residents had expressed a desire for businesses and restaurants in Old Town Pinole.
- Chapter 3.0 Maps, Figure 3.2 and others, to show an “area” boundary, with figures to be corrected and renumbered.
- Chapter 3.0-1, add a sentence that mentions that construction related to Phase I of Pinole Creek Restoration Project is scheduled for 2010, due to the State’s inability to provide awarded grant funds.
- Chapter 3.0-24, noted reference to 2301 San Pablo Avenue and Mixed Use Project and it was noted that the contemplated or planned project was a purely retail project at this point.
- Chapter 3.0-1, reference to square miles and planning area needed to be confirmed and be consistent throughout the document.
- Chapter 3.0-2, second bullet, second full paragraph, reference to Old Town Shopping Center that should be corrected to be more specific.
- Chapter 3.0-13, Table 3.2, make margins bigger to be more readable.
- Chapter 3.0.2, clarify the old Bank of Pinole building.

- Chapter 3.0-15, Under SOI and Pinole City limits, second paragraph, “LAFCO [Local Agency Formation Commission] also provides similar service with other public service boundaries such as water and fire districts.” Last sentence, “Any request to amend.... requires LAFCO approval.” LAFCO to be shown all caps.
- Chapter 3.0-23, top paragraph, the snapshot of San Pablo Avenue to be more specific and to reflect that the thrift store was out of business. A new photo to be included or to indicate the vacant thrift shop.
- Chapter 3.0-24, Add Pinole Senior Village. Under the second bullet, to add the text “where the development of utilized properties was completed.”
- Chapter 3.0-24, RDA programs, the second sentence, “within the RDA or project area” to be used consistently throughout ...” provides loans and grants for ...structures, and striking the rest of the sentence.

8/10/09

Steering Committee Direction on Draft Land Use and Economic Development Element

- Determined the following order of elements in the General Plan:
 - Community Character
 - Growth Management
 - Land Use and Economic Development
 - Housing
 - Circulation
 - Community Services & Facilities
 - Health and Safety
 - Natural Resources and Open Space
 - Sustainability
- On the treatment of the Corridor Specific Plan, determined that the maps would be brought into the General Plan relying on the Zoning Ordinance to further define the allowable uses. Staff clarified that the Specific Plan and the General Plan were moving forward concurrently and had to be internally consistent. The land use categories were more generalized in the General Plan than the Corridor Specific Plan. If one of the Specific Plan corridors was not adopted there would be underlying zoning from the existing Zoning Ordinance. The General Plan and the Specific Plan were intended to be adopted at the same time. If separated by time, a second map could potentially be added in back of the General Plan Map
- For the utilization of broader General Plan land use designations:
 - Include pipelines and other land uses;
 - Clarify open space areas and avoid the confusion of such designations as

“residential” and “rural residential,” and use the physical constraints of the site to dictate whether or not the open space designation should apply with the open space to be written in such a way to allow limited uses to ensure the protection of property rights. It was noted that the economic value of open space easements had already been addressed.

- For the requested policy related to the San Pablo Bay Conservation Area, determined that the area should go out to the City limits with no special map required beyond the Land Use Map.
- For the areas within the City’s Sphere of Influence, determined that the property be identified and included in the City’s General Plan Planning Area to communicate future land use. As a clarification, where the County’s General Plan designation was different from the City’s designation, the closest designation to current use shall apply, with the density ranges to be included and with equivalent density to apply.

Steering Committee review of Draft Natural Resources and Open Space Element

- Modify the fifth bullet on Page 7.0-15, to read: “*Ridgelines should be protected from development so they may serve the residents of Pinole as recreational and open space resources, community and visual resources;*”
- Remove reference to “Parks and Recreation Department” on Page 7.0-14, to reflect *Recreation Department* only;
- Do not pursue references to a Tree Preservation Ordinance;
- Clarified with PMC there was a need to develop or adopt wetland mitigation standards;
- Address such items as obnoxious weeds, habitat protection and the like as actions or policies under landscaping as opposed to pursuing the process of developing an ordinance;
- Graphic information identifying important biological resource areas, ridgelines and view corridors similar to what is in current General Plan needs to be included within this element.

Steering Committee direction on Draft Community Character Element

- The picture shown on Page 10.0-4 was identified as being located in the unincorporated area of the County. Another picture more representative of ranch style developments was requested to replace that picture;

- Provide a graduated list of buildings of historic significance and identify historic properties;
- Remove reference to the “building that contains the hobby shop” since that use had been closed;
- Accurately reference the properties on the National Register of Historic Places. Noted that the waterfront might have historic significance;

8/24/09

Steering Committee direction Draft Land Use and Economic Development Element, Land Use Categories and Land Use Map.

- Change “Rural Residential” land use category to “Rural” move next to “Open Space” in the list to reflect the intent that these areas are primarily designated for open space-oriented uses with very limited development potential. A maximum of 10% of “Rural” land on a given parcel could be built upon and at least 90% would need to remain open space. Any land needed for road construction would be included in the maximum 10% of developable land to encourage the roads to be smaller and any development to be clustered near existing roadways.

Steering Committee direction on the Draft Natural Resources and Open Space Element Policy Changes

- Add following language:
Goal OS8: Excellent water quality and secure water supply for human and natural communities.

Policy: Protect creeks and San Pablo Bay within the Planning Area by implementing stormwater pollution-prevention activities and through active participation on regional efforts to improve water quality within the Pinole Creek Watershed.

Implementation Action: Minimize public and private use of pesticides that may harm water quality within the Pinole Creek Watershed and Planning Area through education and outreach efforts.

Implementation Action: Implement a comprehensive municipal stormwater pollution-prevention program in compliance with requirements of the California Regional Water Quality Control Board’s stormwater National Pollutant Discharge Elimination System (NPDES) permit.

Implementation Action: Avoid excessive grading and disturbance of vegetation and soils, retain native vegetation and significant trees, and maintain natural drainage patterns by requiring proposed development to conform to natural land forms, where feasible.

Implementation Action: Continue to work cooperatively with other agencies and community groups to comply with water quality regulations, reduce pollutants in runoff, and protect and enhance water resources in the Pinole Creek Watershed and the Planning Area.

Implementation Action: Reduce directly connected impervious area by limiting the overall coverage of paving and roofs, directing runoff from impervious areas to adjacent pervious areas, and selecting permeable pavements and surface treatments to enhance water quality.

Implementation Action: Require new development projects to incorporate facilities and measures to treat stormwater before discharge from the site. The facilities shall be included in required Stormwater Control Plans and sized to meet NPDES permit requirements. Projects may protect water quality by incorporating Low Impact Development (LID) design to detain, treat, and infiltrate runoff by minimizing impervious area; use pervious pavements and green roofs, disperse runoff to landscaped areas; and/or route runoff to rain gardens, cisterns, swales, and other small-scale facilities distributed throughout the project area.

Implementation Action: Support and participate in regional efforts to protect water quality and enhance recreation opportunities by preserving and restoring riparian and wetland habitat within the Planning Area and the Pinole Creek Watershed.

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9/28/09

Steering Committee direction on Draft Housing Element Update and Residential Land Use Densities

- Requested a table identifying ownership of opportunity sites be added to the document.
- Requested that the idea of in-lieu housing fees be explored so that it might be included as a potential implementation tool for use at a later date.

Residential Densities Discussion

- RMU 10.1-35 units or 20-30 units with provisions to allow for special needs housing below the minimum density
- Existing High Density Residential developments outside the Specific Plan Corridor will be evaluated and staff will prepare a table of multi-family complexes with existing development density and continue the land use density discussion to the October 13, 2009 Planning Commission meeting.

- Consistency needed in how residential densities are described in the Housing Element and the other General Plan elements.

10/13/09

Steering Committee direction on Draft Housing Element Update and Residential Land Use Densities

- Page HE-13. Include definition for the term “non-family households” defined in the Housing Element document.
- Strike the sentence referring to the City’s size in this last paragraph of the homeless individuals and families discussion.
- Clearance provided to send draft Housing Element with Steering Committee changes to State for Review
- Residential Density ranges below were approved for use in the draft General Plan and Draft Specific Plan

| Land Use Category | Land Use Recommendation (dwelling units/acre) |
|--|--|
| Low Density Residential (LDR) | .21-1.0 units/acre |
| Suburban Residential (SR) | 1.1-10.0 units/acre |
| Medium Density Residential (MDR) | 10.1-20.0 units/acre |
| High Density Residential (HDR) | 20.1-35.0 units/acre |
| Mixed Use (includes RMU, CMU, OPMU) | 20.1-35.0 units/acre for RMU, CMU, OPMU Includes provisions to allow lower densities for special needs housing groups |
| Corridor Specific Plan Sub-Area | 20.1-35.0 units/acre w/Transit Oriented Development (TOD) incentives up to 50.0 |
| Corridor Specific Plan Old Town Sub-Area | 20.1-35.0 units/acre w/TOD incentive up to 50 units/acre |

| | |
|---|---|
| Corridor Specific Plan Mixed-Use Sub-Area | 20.1-35.0 units/acre w/TOD incentive up to 50 units/acre |
| Corridor Specific Plan Residential Sub-Area | 1.1-10.0 units/acre |

Steering Committee direction on Traffic & Circulation Background Report

- Asked to see further discussion on the impact of schools especially an evaluation of drop off and pickup statistics. Interested in seeing inclusion of information about draft I-80 corridor study including variable posted speeds, and how contemplated on ramp metering may affect traffic in Pinole.
- Referencing Graph 14, noted that the Appian I-80 interchange and lane configuration is poorly designed and needs to be analyzed. The middle lane was noted as a cause for confusion and safety issues.
- Commissioner McGoldrick referenced page 5-30, and noted that it listed the Prune Street Bridge as closed, when it is actually open.
- Requested that information be provided to describe the impact of narrowing Old Town portion of San Pablo Avenue on San Pablo Avenue side streets as part of evaluating alternatives within the EIR.
- The Steering Committee provided encouragement to continue to look at the Old Town portion of San Pablo Avenue roadway diet concept for ongoing evaluation and study.

10/26/09

Steering Committee Direction on Draft Land Use Map

- Street Labels - Label arterial and most collector roadways. For example, San Pablo Avenue, Pinole Valley Road, Tennent Avenue and Simas Avenue. Continue to label some local streets to help identify specific locations within the City.
- Inclusion of the Urban Limit Line – Include notation of city approved Urban Limit Line on Land Use Map.
- Identifying neighboring jurisdictions land uses and roadway network – Explore including areas outside the City’s SOI to identify abutting land uses and illustrate

the regional roadway network for planning purposes in developed areas where infrastructure is shared and consider inner-jurisdictional land use compatibility issues especially since we currently provide services (Fire and Wastewater) outside our City limits within Contra Costa County and Hercules.

- Designation of Public Facilities within the Proposed Corridor Specific Plan – Designate Pinole Valley High School, Pinole Junior High School and Collins Elementary School as Public Facilities within the proposed Specific Plan. Designate the Fire Station on Tennant, the Civic Center, Community Playhouse Youth Center, Senior Center, and Library as Public Facilities are also not denoted as public facilities and instead are designated Old town Sub-Area. Further explanation could be added to the draft Specific Plan or the draft Land Use Map could be modified to more clearly identify these existing public facilities.
- Designate Sarah Park (adjacent to Corte Cruz neighborhood) as Parks & Recreation
- Sunnyview Drive Multi-Family Development – Maintain the current High Density Residential designation for the area along Sunnyview Drive between Woy Circle and San Pablo Avenue outside the Corridor Specific Plan area.
- San Pablo Bay Conservation Area - Designate Bayfront Park in a similar fashion as other established parks. Designate the wastewater treatment plant and corporation yard as Public Facility to recognize these existing land uses.
- Appian Way Properties adjacent to Duncan Canyon – Referred to Subcommittee for further discussion

Steering Committee direction on Draft Health & Safety Element

Proof read this element more carefully to eliminate numerous typos and grammatical errors.

- Modify Figures (e.g. Geologic Hazards, Flood Hazards, Fire Hazard Severity, and Future Noise Contours) to make them easier to read.
- Add HS 1.1.6 Continue to perform active Neighborhood Watch program outreach to help prevent crime.
- Replace Policy HS.1.2 with the following language:

Require appropriate studies as part of the development review process to assess identified hazards and assure that impacts are disclosed and mitigated.

- Replace Action HS.1.2.1 with the following language:

Regulate new pipelines development through the Use Permit process. Require new developments to screen, protect, or underground all utilities and provide underground connections to improve public safety as well as the City's appearance.

- Add Action HS. 2.4.3 with the following language:

Establish a sewer lateral/rehabilitation program that requires property owners to inspect, repair, or replace sewer lines prior to time of sale.

- Add Action HS.2.4.4 with the following language:

Make needed improvements to the wastewater treatment plant to eliminate blending and eliminate use of a shallow water outfall that discharges into San Pablo Bay.

- Replace Action HS. 3.5.1 with the following language:

Work with Contra Costa County and other regional partners to implement the County Hazardous Waste Management Plan and notify the public about locations and opportunities to properly dispose of household hazardous materials.

- Modify Action HS 4.1.1 to include increasing the number of individuals that receive Citizen Emergency Response Training to encourage self-reliance during and after a natural or manmade hazard event.

- Replace Action HS. 5.2.1 with the following language:

Encourage compact transit-oriented development within one-quarter to one-half mile of transit stations and transit service stops along transit corridors.

11/9/09

Steering Committee direction on Draft General Plan Land Use Map

- Change Land Use Map to show Crown Ridge Development (Goularte Drive & Appaloosa Drive area) as "Suburban Residential" rather than "Low Density Residential." Since lot sizes are not one acre in size.
- Within the Land Use Element provide additional policy language regarding slope and topography to further support the intent of the 270' contour line used to demarcate the boundary between rural areas within Duncan Canyon and the

Mixed Use Sub-Area within the Specific Plan in order to provide more detailed policy direction.

- Designate the Fernandez Mansion as Low Density Residential rather than Parks and Recreation since this is private property. The Historic Preservation provisions of the Community Character Element shall be used to protect the integrity of the historic residential character.
- Include the acronym for each land use designation on the map itself so that the map would be comprehensible as non-color map.
- The former site of Seaview Elementary in the Bayview neighborhood is now used as West County School District offices and not a school. The map shows the Land Use Classification of "Transportation." This should be changed to a "Public Facilities classification.
- The East Bay Regional Park District managed lands along the San Pablo Bayfront should be changed from San Pablo Bay Conservation to "Parks and Recreation" for consistency with how these areas are treated within the Sphere of Influence Land Use Map and for consistency with how parks are treated elsewhere in the City.

Steering Committee Direction on the Draft Community Services & Facilities Element

- Under "Future Library Facilities Needs": Delete last two sentences relating to tentative facility relocation for the library as well as other existing community facilities.
- Current ambulance service arrangement needs to be included under the Medical Support Facilities and Programs heading on page 8.0-13 and it should be noted that the City does not provide ambulance service.
- Change Action CS.2.3.5 on page 8.0-38 to a policy statement that Fire Department will strive to provide on scene response to emergency incidents in the City within five minutes 90% of the time.
- Modify Action CS 4.3.2 to read : Work with West Contra Costa Unified School District to maximize transportation options and safety to serve all students.
- Page 8.0-6 under Future Fire Facility Needs: Delete bulleted language under item 2. relating to consolidating fire services within one station and the bullet relating to construction of new facilities in a new location and add an item labeled as 4. to read as follows:

"Solidify funding for fire services by seeking an extension of the City's Utility Tax. If the City's Utility tax are not renewed, alternative funding sources shall be researched to insure funding of the City Fire services."

- Page 8.0-12 under Future Parks, Trails, and Recreation Facility Needs: Describe breakdown between active and total recreation acreage, provide more explanation in paragraph 3, and include school facilities as well as indoor active recreation facilities within the total recreation acreage figures. Confirm the accuracy of the acreage total.
- Page 8.0-13 Medical Support Facilities and Programs: Replace last paragraph and add text mentioning that Pinole has a high number of medical offices including doctors, dentists, and other medical professionals that help serve the medical needs of the City. Many of these facilities were built around the now closed Doctors' Hospital. While these facilities do not provide emergency services, they provide valuable medical care services to the community.
- Table 4.2 in the General Plan Background Report provides figures for student enrollment. A middle school outside of Pinole recently closed (Adams Middle School) and some students are now attending Pinole Middle School. The errata for the Background Report needs to reflect the enrollment change.
- On Page 8.0-32 Modify the second sentence of the paragraph under "Future Roadway Facilities and Operational Needs" to read as follows: "This will likely result in the need for roadway expansion to maintain levels of service. Opportunities for expanding roadway infrastructure are limited. Alternatives to expansion shall be considered."

Steering Committee direction on Draft General Plan Alternatives

- Steering Committee supported the General Plan Environmental Impact Report Alternatives approach described.

12/14/09

Steering Committee Direction on Draft Growth Management Element

- Page 4.0-14: Modify ACTION GM 3.3.1 (relating to Circulation Corridors) to change the word "automobile" to "vehicle" to make the action more inclusive
- Page 4.0-9 GM 1.1.1 regional transit agencies which are listed need to be spelled out instead of only providing acronym identification and renumber the action as there are two GM 1.1.1 Actions listed.
- Page 4.0-10 Modify Parks service standard to read:

Parks: Make provision for 3.0 acres of neighborhood or regional parks, or 5.0 acres of dedicated open space per 1,000 residents.
- Page 4.0-10 Modify the Fire Engine Company response time standard to be consistent with the draft Community Services and Facilities Element by specifying that the 5 minute response time be for 90% of calls.
- Page 4.0-13 Action 3.2.1: apply the traffic service objectives established in the Circulation Element by restating or including the appropriate cross-reference language.

- Page 4.0-13 Modify Action 3.2.2 to say “**Exceptions.** Maintain traffic operation standards at intersections except where:”

Page 4.0-13 Action 3.2.2 Modify Exception 1. To read "Intersection operations exceed adopted standards but which are expected to meet standards following implementation of projects in the adopted capital improvement program;"

- Revise Goal GM.3 and Policy 3.6. to read:

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

POLICY GM.3.6 **Mobility-Impaired.** Support efforts to provide safe and convenient transportation systems for all citizens of Pinole, particularly mobility impaired individuals.

- Omit “Background” from the table of contents and replace it with “Local Requirements” and delete the “Background” on Page 4.0-2.for consistency with language and headings

Steering Committee direction on Draft Sustainability Element

- Incorporate comments from the San Francisco Baykeeper letter dated December 8, 2009 in the Sustainability Element policies.

Page 11.0-4 Review relationship between the paragraph following the “Social Systems” heading and the bullets listed below the paragraph to clarify how all the varied concepts mentioned relate to each other and consider adding further clarification language

- Page 11.0-26 Modify Action SE 9.2.3 to better define or clarify the locally grown concept

1/11/10

Steering Committee direction on Draft General Plan Land Use Map

- Add note in legend explaining that DU/AC refers to dwelling units per acre
- Show Felice Circle subdivision formerly 759 San Pablo (aka Serita Subdivision developed by Denova Homes) as Medium Density Residential (MDR) to reflect existing recently developed subdivision to ensure a nonconforming use is not created
- 1508 San Pablo Avenue (Monica Shaw property) ensure that proposed Commercial Mixed Use (CMU) zoning allows the range of existing uses on the north side of San Pablo Avenue between Roble Avenue and Pinon Avenue within the San Pablo Avenue Specific Plan corridor. Prior direction also included having an alternative in the Program EIR study this area for Residential Mixed Use (RMU) rather than CMU to evaluate the suggested change by Ms. Monica Shaw and provide decision-making flexibility later in the process.

Steering Committee direction on Draft Sustainability Element

Approved the recommended Sustainability edits provided included the addition of further language under “Sustainable Water Resources” about Low Impact Development and inclusion of the following bullet and policy language:

- Use natural systems to maintain and enhance environmental quality by having them perform such functions as cleaning air and water, and controlling storm water runoff.

ACTION SE.6.1.2 Develop a Green Streets program to encourage designs that enhance the City’s ecological function, reduce stormwater discharge through the use of pervious surfaces and infiltration enhancements (e.g. planters, swales and channels), and expand sidewalk plantings to reduce the heat island effect of developed areas.

Steering Committee direction on Revised Draft Circulation Background Report and Draft Circulation Element

- Page 5.0-3: “Subway” should be changed to read “rail” as there are no subway systems in the area.

Page 5.0-8 Table 5.1: Add daily volume traffic data for portions of San Pablo Avenue between Appian Way and Pinole Valley Road

- Page 5.0-30: change the word “mall” being used to identify Fitzgerald Drive land uses to “shopping center” for accuracy.

Page 5.0-33 Section 5.11: Change the first and second sentence of the paragraph under “Traffic Calming Program” to read: Neighborhoods wishing to install or remove speed humps on local or collector streets within residential areas may submit an application to the Public Works Department. The installation or removal of speed humps requires approval from 65% of the property owner’s within a defined area determined by the Public Works Department staff in accordance with the City Council adopted residential traffic calming policy approved on April 21, 2009 and is subject to Police and Fire review and approval .

- Page 7.0-9 Figure 7.2: Identify Bay Trail as a proposed off-street bikeway.
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Figure 7.3: Show Tennent Ave north of San Pablo Avenue as a Collector rather than an Arterial roadway.

- Page 7.0-7 Rephrase the first sentence of the fourth paragraph under Pedestrian Systems to read: “Certain sidewalks in Pinole are too narrow to facilitate convenient pedestrian travel.” Add policy provisions in the Circulation Element to address the need to inventory sidewalk conditions and make improvements where feasible and when funding becomes available.
- Page 7.0-13 Revise last sentence of first paragraph to state “The Old Town area also includes transit stops along portions of San Pablo Avenue and Tenant Avenue.
- Page.7.0-4 Mention the Coastal Starlight Train which also shares the existing tracks. The Coastal Starlight Train serves Los Angeles and Seattle and should be included in the Circulation Element and Background Report.
- Page 7.0-13: Revise the last sentence of paragraph number two to read: “Buchanan Field is a local airport that does not currently support commercial airline service located in Concord, approximately 15 miles east of Pinole.” Delete last sentence of the third paragraph under the “Parking” heading.
- Add policy language to address mitigation requirements for incremental decreases in roadway performance resulting from smaller infill projects that may not cause the level of service to drop below an established threshold. This language would strive to ensure that smaller projects contribute towards future necessary roadway improvements. This policy language could be added to Policy CE 3.2 or 3.3 or supporting actions and involve calling for a nexus study to quantify LOS changes that would trigger required mitigation utilizing various available approaches to address incremental worsening of traffic LOS.
- Modify the Bus Service Map (Figure 7.1) to add AC Transit Route 70 to Appian Way and Fitzgerald Drive. Add AC Transit Route 376 to I-80, Richmond Parkway, and Fitzgerald Drive.
- Modify the Old Town Parking Figure (Figure 7.5) to note the existing public parking lot near the intersection of Park Street and Buena Vista Drive. Cross reference Figure 7.5 in Action CE.5.1.2. Note that there is limited parking at the Park St./Buena Vista lot.
- Traffic Calming Program – Modify the traffic calming paragraph on page 5.0-33 of the draft Circulation Background Report and 7.0-13 of the draft Circulation Element to read as follows:

“Neighborhoods wishing to install or remove speed humps on local or collector streets within residential areas may submit an application to the Public Works Department. According to the adopted residential traffic calming policy approved by the City Council on April 21, 2009, the installation or removal of speed humps require approval from 65% of the property owners within a defined area and is subject to Police and Fire Department review and approval.”

February 22, 2010

The Steering provided the following direction on the Housing Element Update including modifications to the Three Corridor Specific Plan Land Use Designations.

- Modify the proposed zoning for the Appian 80 Center (Appian Way Corridor - Opportunity Site #1) to include 2.5 acres of High Density Residential (HDR) allowed anywhere on the approximately 12 acre site with the balance of the site to remain proposed for Commercial Mixed Use (CMU)
- Modify the proposed zoning for 2885 Pinole Valley Road (Pinole Valley Road Opportunity Site #2) from Public/Quasi –Public /Institutional (PQI) to High Density Residential (HDR)
- Confirmed that emergency shelters shall be a permitted use in the proposed Office Industrial Mixed Use (OIMU) zoning district within the San Pablo Avenue Corridor Service Sub-Area subject to satisfaction of State allowed performance standards relating to following topics:
 - The maximum number of beds/persons permitted to be served nightly;
 - Off-street parking based on demonstrated need, but not to exceed parking requirements for other residential or commercial uses in the same zone;
 - The size/location of exterior and interior onsite waiting and client intake areas;
 - The provision of onsite management;
 - The proximity of other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart;
 - The length of stay;
 - Lighting; and
 - Security personnel present during hours that emergency shelter is in operation.