

Section 9

Growth Management Element

9.1 Introduction

The purpose of the Growth Management Element of the Pinole General Plan is to establish policies and level of service standards for growth management and traffic, and performance standards for fire, police, parks, sanitary facilities, water and flood control in order to ensure generally that public facilities are provided consistent with adopted standards. By adopting and implementing this Element, the City of Pinole intends to establish a comprehensive, long-range program that will match the demands for public facilities generated by new development or redevelopment of parcels with plans, capital improvement programs and development mitigation programs to ensure those facilities are provided at an appropriate time and level. Specific purposes of the Growth Management Element are to:

- (1) Attain a new level of mutually beneficial communication and coordinated planning between Pinole and its neighboring jurisdictions, other public agencies and regional agencies.
- (2) Provide community facilities, commercial services and amenities easily accessible to and from residential neighborhoods.
- (3) Provide a safe, attractive and efficient circulation system that ensures ongoing convenient access to all residential, business and recreational areas by all modes of transportation.
- (4) Guide future growth so that the community even when “Built Out,” remains an attractive, uncrowded and pleasant place to live and work.

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

9.2 Growth Management Element Requirements

In November 1988, the voters of Contra Costa County approved Measure C (Transportation). That action established a .5% sales tax Countywide. Measure C requires that revenues from that tax be dedicated to transportation projects in Contra Costa County and to the implementation of a Growth Management Initiative by all the Cities and the County. Measure C provides funding for three general categories of transportation projects:

- (1) Projects identified in Measure C;
- (2) Para transit programs; and
- (3) Transportation projects funded by Local Street Maintenance and Improvement, or Return-to-Source’ funds.

“Return-to-Source” funds are revenues derived from the additional sales tax which are

distributed to participating general purpose governments in Contra Costa County. The system of distribution is based on a formula which includes the jurisdiction's population and the miles of streets and highways within the jurisdiction. Measure C requires that in order to receive "Return-to-Source" funds, participating jurisdictions prepare a Growth Management Element and participate in other regional transportation planning initiatives designated in the Implementation Guide. This Element satisfies that requirement for the City of Pinole and is consistent with the standards established by Measure C and the Contra Costa Transportation Authority (CCTA) in the Implementation Guide adopted in 1990.

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

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

As required by Measure C, the Growth Management Element of the Pinole General Plan must: (a) establish traffic Level of Service (LOS) standards; (b) implement a regional Action Plan for routes of regional significance in conjunction with other West County jurisdictions; (c) establish local service standards for public facilities and services, including police, fire, parks, water, sanitation and flood control; and (d) establish programs to achieve adopted standards. In addition, all jurisdictions must have an adopted Housing Element by 1992 that meets the requirements of the State Department of Housing and Community Development (HCD). Pinole's Housing Element, adopted in November 1991, has been approved by HCD in a letter dated November 12, 1991. By having a legally adequate Housing Element with Implementing Programs reflected in a five-year Capital Improvement Program, the City can comply with proposed Measure C and Proposition 111 requirements, enabling the City to receive much-needed funds for street improvements.

9.3 Growth Management Background

Population projections for the Pinole Planning Area are summarized in the Land Use and Economic Development Element. The information below focuses more specifically on factors related to the rate and type of growth and its implications for the quality of life in Pinole.

Jobs/Housing Balance

For purposes of the Growth Management Element, jobs/housing balance is defined as the reasonable opportunity for people to live and work within a defined area which generally encompasses the City's Sphere of Influence (501). Three components of jobs/housing balance were analyzed: (1) The number of jobs as a percent of the number of employed residents (i.e., Total Jobs/Total Employed Residents); (2) average household income, and the implicit relationship between income and the ability to pay housing costs; and (3) the amount of vacant land by current zoning designation. Maintaining a reasonable jobs/housing balance is important because it:

- (1) Reduces the need for residents to use regional transportation infrastructure;

- (2) Reduces the amount of household income which must be used for transportation costs;
- (3) Has positive environmental impacts, because of overall reduction in commute trips;
- (4) Reduces the amount of time residents must spend commuting, and allows the use of that time for leisure activities; and
- (5) Is important to the overall health and vitality of the community, by creating greater opportunities for community involvement and interaction.

The Pinole Planning Area is projected to grow in the Pinole Planning Area by about 3,200 people between 1990 and 2010 (a 12% increase). The number of households is expected to increase by 1,300 between 1990-2010 (a 14% increase). The average household size is projected to decrease from 2.86 in 1990 to 2.79 persons/household in 2010. Demographic trends, which affect policy, which can be concluded from the background information, include:

1. **Significant increase in population between 1980-1990 with little increase in ability to provide services.** There was a 32% increase in population between 1980-1990 with little increased ability to provide services. There will be increases in households and population with a continuing need to provide services, increasing state and federal requirements and costs also impact the City's ability to provide services.
2. **The growth rate of local employment opportunities exceeds the growth rate in the number of employed residents, providing local work for Pinole Planning Area residents.** Between 1990-2010, based solely in the number of jobs and employed residents in the City, Pinole is anticipated to increase the ratio of employed residents to jobs from 2.7 to 2.3 employed residents/job. The number of employed residents is expected to increase 1,108 over the next twenty years, while the number of local jobs is expected to increase by 1,440.
3. **Housing development is anticipated to slow down dramatically over the next twenty years.** Most large sites have been built-out. Opportunities exist for infill housing and mixed-use development.
4. **The high cost of market rate housing in conjunction with increase in lower paying employment opportunities, reinforces the need to provide affordable housing programs through the Housing Element.** While the number of jobs is expected to increase, many will be at salary levels that are below what is needed to afford market rate housing in Pinole. This is consistent with the current demographic make-up of the community. The Housing Element estimates that of the 5,580 households in Pinole in 1989, only 2,100 (37%) had an annual income over \$49,476, which would be considered sufficient to qualify for the average priced home (\$143,672 in 1989 according to the Contra Costa County Board of Realtors).

Housing Needs identified in the Housing Element

The Association of Bay Area Governments (ABAG) has produced housing need figures for Pinole from 1988 to 1995 for various types of housing and income groups, as they are required to do for every city and county in the Bay Area. ABAG's determination of the local share of the regional housing need takes into consideration the following factors: market demand for housing; employment opportunities; availability of suitable sites and public facilities; commuting patterns; and the type and tenure of housing.

Based on building permits issued from 1988 to 1990, Pinole has already exceeded its 1988-1995 total unit requirement. The City has completed a full land use analysis of potential housing sites within the City which concludes that there are sufficient sites with the potential to meet the City's housing needs at all income levels. The Housing Element of the Pinole General Plan has been approved by the California State Department of Housing and Community Development (HCD) and was incorporated into Pinole's General Plan in November of 1991.

Most of the vacant or redevelopable sites that are designated on the General Plan for single family or multiple family use within the Pinole Planning Area are infill lots of 3.5 acres or less. These lots have in-place most of the necessary infrastructure to be developed and are within the existing service areas of the City's Police and Fire Departments.

Traffic Capacity

Pinole, as part of the Measure C initiative, has participated in the development of the West Contra Costa County Traffic Model, and will be developing specific standards for traffic level of service and standards for the provision of other facilities and services based on the Model and on the sub regional Action Plan for Regional Routes Measure C established two basic categories of routes: (1) Routes of Regional Significance; and (2) Basic Routes.

Routes of Regional Significance are addressed on a regional basis by an Action Plan for Regional Routes. In West Contra Costa County, the Action Plan for Regional Routes is being developed by the West Contra Costa Transportation Advisory Committee (WCCTAC). The Regional Route System adopted by WCCTAC is attached to the Growth Management Element. Actions to improve Basic Routes are addressed on a local level through the development of other General Plan Implementation Programs and the City's Capital Improvement Program (CIP).

The relative congestion of roadways and intersections is measured by dividing the peak period traffic volume by the observed capacity of the roadway segment or intersection. The resulting ratios, called Volume to Capacity or V/C ratios, range from 0 to 1.00. These V/C ratios are classified into six levels of service (LOS). In brief, LOS ranks the quality of the roadway and intersection operations based on a scale of A through F, from best to worst. When the V/C ratio of an intersection reaches 1.00, the intersection, "at capacity" and is described as operating at level of service E. When the V/C ratio exceeds 1.00, the intersection is then said to be operating at LOS F, and the capacity of the intersection has been exceeded.

The City has adopted Traffic Level of Service Standards (see Circulation Element). Currently, all roadways meet City standards. City standards keyed to land use types are as follows:

- | | | |
|----|----------------------------|---|
| 1. | Rural: | LOS low C (Volume to capacity Ratio of .70 to .74). |
| 2. | Semi-Rural: | LOS high C (V / C Ratio of .75 to .79) |
| 3. | Suburban: | LOS low D (V / C Ratio of .80 to .84) |
| 4. | Urban: | LOS high D (V / C of .85 to .89) |
| 5. | Central Business District: | LOS low E (V / C Ratio of .90 to .94) |

The West County computerized traffic model, developed in conjunction with Contra Costa County, the five West Contra Costa County cities and the local transit agencies, can be used to analyze existing and anticipated traffic levels impact on Basic and Regional Routes. The model integrates transportation demands in the cities of El Cerrito, Hercules, Pinole, Richmond and San Pablo, and the surrounding unincorporated areas, including Bay Area-wide through traffic along the major travel corridors.

West County Action Plan

The West County Action Plan is a program of improvements to be carried out by the members of the West Contra Costa County Advisory Committee (WCCTAC) to improve and maintain the network of regional routes in West Contra Costa County. The five cities, the County, BART and the other transit agencies will combine their efforts to ensure that traffic and transit facilities can handle the needs of the community into the future, to the year 2010 and beyond.

The Action Plan is required by Measure C, as part of the Growth Management initiative, and is being prepared for adoption by the WCCTAC Principal Planner in conjunction with the member staffs and consultants and including background work by CCTA consultants. It is the intention of Measure C that the Regional Transportation Planning Committee (WCCTAC) prepare Action Plans which reflect a regional view of transportation needs and issues, and that ultimately, implementing actions and projects for the improvement of the regional routes are funded and carried out through local Capital Improvement Programs, Return to Source Funding and Measure C project funding. The regions will independently decide what improvement actions are suitable and will carry them out by jurisdiction.

Description of Other Service Capability

This Growth Management Element will tie the level of service for fire, police, traffic, water, sewer and parks to a Five-Year Capital Improvement Program and to the City's development potential under the Land Use Element of the General Plan. The intent is to plan for adequate services and facilities to accommodate projected development. The cost of providing city services to a predominantly residential community is an ongoing problem. Some of the issues related to adequate transportation and other facilities and services in the community are:

- (1) The rising costs of providing services to a predominantly residential community.
- (2) The costs of new and improved public facilities to serve the residents of Pinole.
- (3) Traffic on residential streets and lack of alternative modes of transportation.
- (4) Diversions caused by commute traffic flow.
- (5) City street connections for enhanced in-City circulation.
- (6) Coordination with neighboring jurisdictions.

9.4 Growth Management Goals

- GM1 **COORDINATED REGIONAL PLANNING.** Attain a level of mutually beneficial communication and coordinated planning among the City of Pinole and its neighboring jurisdictions and other public and regional agencies in the provision of adequate services and facilities, and housing and employment opportunities.
- GM2 **ADEQUATE COMMUNITY AND COMMERCIAL SERVICES AND FACILITIES.** Provide community services, facilities, commercial services, and amenities, which are accessible from all residential neighborhoods.
- GM3 **PROVIDE SAFE, ATTRACTIVE AND EFFICIENT CIRCULATION.** Provide a safe, attractive and efficient circulation system that ensures ongoing convenient access to all residential, commercial and community areas and to neighboring jurisdictions.
- GM4 **GUIDE, CONTROL AND MONITOR FUTURE GROWTH.** Guide, control and monitor future growth to ensure that the goals and values *of* the citizens of Pinole as expressed in the General Plan are maintained and enhanced.

9.5 Growth Management Policies

GOAL GM1 COORDINATED REGIONAL PLANNING. ATTAIN A LEVEL OF MUTUALLY BENEFICIAL COMMUNICATION AND COORDINATED PLANNING AMONG THE CITY OF PINOLE AND ITS NEIGHBORING JURISDICTIONS AND OTHER PUBLIC AND REGIONAL AGENCIES IN THE PROVISION OF ADEQUATE SERVICES AND FACILITIES, AND HOUSING AND EMPLOYMENT OPPORTUNITIES.

- GM1.1 **West Contra Costa County Planning Activities.** Achieve efficient public service delivery by coordinating with affected jurisdictions and agencies concerning public and private developments.

	Primary Implementing Programs
GMIP-1	Measure C and Growth Management Initiatives
GMIP-2	Regional Development Mitigation Program
CIP-8	Regional Traffic Impacts

- GM1.2 **Regional Jobs/Housing Balance.** Consistent with the Land Use and Economic Development Element of the Pinole General Plan, encourage reasonable opportunity for people to live and work within West County (see Policy LU7.3).

Primary Implementing Programs

GMIP-3 Housing Element Programs
HIP-13 Redevelopment Agency (Housing)

GOAL GM2 ADEQUATE COMMUNITY AND COMMERCIAL SERVICES AND FACILITIES. PROVIDE COMMUNITY SERVICES AND FACILITIES AND COMMERCIAL SERVICES AND AMENITIES WHICH ARE ACCESSIBLE FROM ALL RESIDENTIAL NEIGHBORHOODS.

GM2.1 **Plan for Public Facility and Service Needs.** Future development shall be planned based on public facility and service capacity; community-wide needs; sound Citywide and neighborhood planning; and public improvement programming.

Primary Implementing Programs
GMIP-5 Monitor Service Standards
CMIP-6 Update Service Standards
CMIP-7 Growth Management Capital Projects
LUIP-37 MonTaraBay Annexation Implementation

GM2.2 **Provide Other Needed Services.** Provide convenient and pleasant recreational, civic, and commercial facilities to support the residential qualities of Pinole, including:

- a. Through redevelopment, additional commercial development will be generated and some of the burden of supporting public services can be shifted from increased dependency on the property taxes to revenue from sales taxes generated by regionally drawn new businesses.
- b. The City should continue to operate in the most efficient and cost-effective ways to provide the services the community needs and wants, while holding the line on unnecessary expenditures.
- c. Provide specific residential recreational and park standards in an updated Open Space Element.

Primary Implementing Programs
CMIP-5 Monitor Service Standards
GMP-6 Update Service Standards
GMIP-7 Growth Management Capital Projects
LUIP-37 MonTaraBay Annexation Implementation

GM2.3 **Establish Service Standards.** Assure that the needs of the city's current and future population achieve and maintain a level of service consistent with or exceeding the City's adopted performance standards for parks, fire and police facilities, sanitary facilities, water services and flood control as shown in the Growth Management Element.

	Primary Implementing Programs
GMIP-5	Monitor Service Standards
GMIP-6	Update Service Standards
GMIP-7	Growth Management Capital Projects
LUIP-37	MonTaraBay Annexation Implementation

CM2.4 **Costs of New Development.** Ensure that any new development in the City pays its share of the costs associated with the provision of facilities for fire, police, schools, parks, sanitary facilities, water, and flood control necessitated by it, by attaching project specific mitigation requirements as conditions of approval. *(Note: Measure C policy relating to contributions for improvements)*

	Primary Implementing Programs
GMIP-4	Growth Management Fees

GOAL GM3 PROVIDE SAFE, ATTRACTIVE AND EFFICIENT CIRCULATION.
PROVIDE A SAFE, ATTRACTIVE AND EFFICIENT CIRCULATION SYSTEM THAT ENSURES ONGOING CONVENIENT ACCESS TO ALL RESIDENTIAL, COMMERCIAL AND COMMUNITY' AREAS AND TO NEIGHBORING JURISDICTIONS.

GM3.1 Provide Adequate Transportation Facilities and Services. Provide adequate transportation facilities and alternatives which improve accessibility of residential neighborhoods to the community and beyond, while maintaining neighborhood integrity. The following considerations are aimed at reducing traffic on residential streets and improving available transportation alternatives:

- a. Through-traffic should be discouraged as much as possible from residential streets.
- b. New commercial development should only be planned around the use of certain arterial corridors.
- c. Children, adults and senior citizens should be within walking distance of bus stops, schools and shops.
- d. Commuters should be able to easily reach the BART feeder system, whose operating hours should correspond to need.
- e. A shuttle bus, especially for seniors, at regular intervals throughout the City, as well as hiking and biking trails, is desirable.
- f. Maintenance of AC Transit, BART feeder and WestCat services.
- g. Measure C participation.
- h. Selection of BART station location.

Primary Implementing Programs
 CMIP-7 Growth Management Capital Projects
 CIP-9 Transportation Mitigation
 CIP-10 CIP (Roadway Improvements)

GM3.2 **West Contra Costa County Transportation Planning Activities.** Participate effectively in regional transportation planning, specially the West Contra Costa Transportation Advisory Committee (WCCTAC).

Primary Implementing Programs
 GMIP-2 Regional Development Mitigation Program
 CIP-6 TDM Ordinance
 CIP-8 Regional Traffic Impacts
 CIP-16 Coordinate with Transit Providers

GM3.3 **Trips Within the Community.** Place a higher priority on facilitating trips with origins or destinations within the community than on efforts to provide improvements for through trips.

Primary Implementing Programs
 CIP-6 TDM Ordinance
 CIP-8 Regional Traffic Impacts

GM3.4 **Traffic Level of Service Map.** Maintain Level of Service standards which comply with requirements of Countywide Transportation Measure C as shown on the Circulation Plan in the Circulation Element of the Pinole General Plan, including standards for Regional Routes and Basic Routes.

Primary Implementing Programs
 CMIP-7 Growth Management Capital Projects
 CIP-10 CIP (Roadway Improvements)
 CIP-9 Transportation Mitigation
 CIP-6 TDM Ordinance
 CIP-8 Regional Traffic Impacts
 CIP-12 Monitor Traffic Level

GM3.5 **Mobility-Impaired.** Provide convenient transportation systems for mobility-impaired individuals.

Primary Implementing Programs
 GMIP-1 Measure C and Growth Management Initiatives
 CIP-6 TDM Ordinance
 CIP-16 Coordinate with Transit Providers

GM3.6 **Public Transit.** Encourage the development of a safe, efficient and reliable transit system, in coordination with the West Contra Costa Action Plan, to

provide a convenient alternative to driving.

	Primary Implementing Programs
GMIP-1	Measure C and Growth Management Initiatives
CIP-6	TDM Ordinance
CIP-16	Coordinate with Transit Providers

GOAL GM4 GUIDE, CONTROL AND MONITOR FUTURE GROWTH. GUIDE, CONTROL AND MONITOR FUTURE GROWTH TO ENSURE THAT THE GOALS AND VALUES OF THE CITIZENS OF PINOLE AS EXPRESSED IN THE GENERAL PLAN ARE MAINTAINED AND ENHANCED.

GM4.I Planning for Present and Future Community Needs. Plan for, provide and maintain a level of public infrastructure facilities and services that adequately serves the present and future needs of the community.

	Primary Implementing Programs
GMIP-1	Measure C and Growth Management Initiative
GMIP-4	Growth Management Element
LUIP-1	General Plan Land Uses
LUIP-2	Pinole Zoning Ordinances
LUIP-3	Grading and Subdivision Ordinances
LUIP-37	MonTaraBay Annexation Implementation

9.6 Growth Management Programs

GMIP-1 Measure C and Growth Management Initiatives. Participate in formulating and implementing requirements consistent with Measure C and Proposition 111, as follows:

- (1) Maintain adequate Growth Management and Housing Elements.
- (2) Participate in a local and regional growth management effort in accordance with the Measure C Growth Management Implementing Documents.
- (3) Establish and maintain local intersection Levels of Service (LOS) through conditions of approval on development and a seven-year Capital Improvement Program (CIP).
- (4) Participate in the development and implementation of the West County Action Plan for routes of regional significance.
- (5) Ensure that growth management initiatives are implemented through the local planning review process.
- (6) Submit annual compliance checklist and qualify for and spend Measure C and Proposition 111 Return to Source funding for local street maintenance and improvement.
- (7) Establish and maintain service standards for the following facilities and services:
 - a. Police.

- b. Fire.
 - c. Parks and open space.
 - d. Sewer.
 - e. Water.
 - f. Flood control.
 - g. Schools.
- (8) Implement actions designed to attain traffic service objectives consistent with the adopted West County Action Plan.
 - (9) Circulate environmental documents as specified in the West County Action Plan.
 - (10) Submit to Regional Committee proposed revision(s) to West County Action Plan to mitigate impacts associated with proposed General Plan amendments over the threshold size specified in the adopted West County Action Plan.
 - (11) Adopt standards for Basic Routes and procedures to implement standards.
 - (12) Maintain standards at intersections on Basic Routes with the following exceptions:
 - a. Intersections where operations exceed adopted standards but which are expected to meet standards following implementation of projects in the adopted seven-year capital improvement program; and
 - b. Intersections subject to Findings of Special Circumstances.
 - (13) Participate in multi-jurisdictional planning for intersections subject to Findings of Special Circumstances.
 - (14) Implement mitigation measures adopted for intersections subject to Findings of Special Circumstances.
 - (15) Participate in the conflict resolution process established by the CCTA in the Growth Management Implementation Documents as a means of resolving disputes between neighboring jurisdictions related to the Action Plan and other Measure C transportation-related issues.
 - (16) Ensure that all new development bears a fair share cost of mitigating impacts on the City's ability to provide essential services.

GMIP-2 **Regional Development Mitigation Program.** Participate in the development and implementation of a regional or sub-regional development mitigation program based on any nexus established through the Action Plan process.

GMIP-3 **Housing Element Programs.** In accordance with the General Plan's Housing Element, provide housing opportunities in a variety of structure and tenure types for all economic sectors and compositions of households to maintain a jobs-housing balance as a method of potentially reducing commute trip lengths.

GMIP-4 **Growth Management Element.** Review and update the Growth Management Element as needed when any part of the General Plan is updated.

GMIP-5 **Service Standards.** Monitor and review Pinole's service standards on a periodic basis to comply with and maintain compliance with service standards for fire,

police, parks, sewer, water, and flood control established in Pinole’s Growth Management Element, and apply the standards to Pinole’s development review process. *(Note: See Measure C Policy Relating To Performance Standards Monitoring and Review)*

GMIP-6 Update Service Standards. Update service standards as part of the General Plan Community Services and Facilities Element.

GMIP-7 Growth Management Capital Projects. Include capital projects, generally showing complete project cost and intended project phasing in Pinole’s annual Seven-Year Capital improvement Program review which are necessary to:

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

GMIP-8 Growth Management Fees. In coordination with other programs identified in the General Plan, and in accordance with the Pinole Municipal Code, update and collect applicable fees to mitigate impacts of developments on the local and regional transportation system.

9.7 Growth Management Standards

Measure C requires that a jurisdiction’s Growth Management Element address: (1) **Traffic Standards** as established in the Circulation Element of this Plan, by Measure C or by the West Contra Costa Action Plan as applicable to Pinole (*Measure C Traffic Service Standards and Programs*); and (2) **Service Standards** established by the City for fire, polices parks, sewer, water, and flood control (*Note: See Measure C Performance Standards for the Provision of Services*).

Traffic Service Standards and Programs

Measure C establishes standards for traffic service through volume/capacity (V/C) ratios (see Definition Section for discussion of V/C). Measure C mandates the following traffic Level of Service (LOS) standards (see definitions in Table 5 “Traffic Level of Service”) by land use categories:

- (1) **Rural:** LOS low-C (70 to 74) V/C
- (2) **Semi-Rural:** LOS high-C (75 to 79) V/C
- (3) **Suburban:** LOS low-D (80 to 89) V/C
- (4) **Urban:** LOS high-D (85 to 89) V/C
- (5) **Central Business District:** LOS low-E (90 to 94) V/C

The “City of Pinole Adopted Traffic Level of Service Standards” (as shown on the Circulation Plan map in the Circulation Element) shows maximum Levels of Service standards acceptable for Basic and Regional Routes in Pinole. All streets and highways not identified as Regional Routes map, also attached, are Basic Routes and, in accordance with the Implementation

Documents, all signalized intersections on Basic Routes are subject to the standards listed above by land use category. See “City of Pinole Existing Traffic Level of Service” map for 1990 existing conditions at Pinole’s signalized intersections (see Circulation Element).

Service Standards for the Provision of Services

This section of the Growth Management Element establishes minimum service standards for fire, police, parks, sewer, water, and flood control as required by Measure C. All new development shall be approved only if the following service standards are met or if facilities proposed in a Seven-Year Capital Improvement Program can improve the City’s ability to provide the minimum established service level:

Parks and Recreation

- (1) **Parks:** 2.0 acres of parks per 1,000 population.
- (2) **Community Recreation Center Facilities:** 1.0 square foot of Community recreation center space per capita.

Fire

Capital facilities sufficient to maintain the following service level:

- (1) **First Engine Company:** 5 minute response time in 90% of emergency calls.
- (2) **Water Requirements:** 3,500 gallons per minute (GPM) minimum on initial response assignment.
- (3) **Access Widths:** Turn-arounds with minimum inside turning radius of 37.5 feet.

Police

Capital facilities sufficient to maintain the following response time (for first unit):

- (1) **Code One (1) Service Calls:** 60 minutes (assignments are not urgent; however, they shall be completed at the earliest opportunity of the individual assigned).
- (2) **Code Two (2) Service Calls:** 15 minutes (assignments are urgent; but are not of an emergency nature - response is directly to the assignment).
- (3) **Code Three (3) Service Calls:** 5 minutes (emergency assignments calling for all practical haste - police response will allow use of emergency lights and siren).

Sanitary Facilities

Verification by the Pinole Municipal Sewer District, or other applicable Sanitary District, that adequate collection and treatment to Regional Water Quality Control Board (RWQCB) standards can be provided.

- (1) **System:** Class 4 conventional activated sludge and secondary treatment facility.
- (2) **Capacity:** Design Row of 4 million gallons per day (gpd).
- (3) **Monitoring:** As required to comply with discharge standards.

Water

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

Flood Control

- (1) **Capacity:** Containment by an approved flood control and drainage system of a 100-year flood event, as determine by the Federal Emergency Management Agency (FEMA).

Other Facilities

The General Plan Community Services and Facilities Element will contain specific policies, as distinguished from service standards, which address the following additional facilities and services:

- (1) Hazardous Material Management.
- (2) Emergency (Disaster Management).
- (3) Solid Waste.
- (4) Utilities (Gas, Electricity, Telecommunications).
- (5) Local Government Facilities.
- (6) Child-care Facilities.
- (7) Other human services facilities (medical and social services, senior services, libraries, and other service centers).
- (8) Schools.
- (9) Arts and Cultural facilities.