



Memorandum

TO: PLANNING COMMISSION MEMBERS

FROM: WINSTON RHODES, AICP, PLANNING MANAGER

SUBJECT: REVIEW OF DRAFT SPECIFIC PLAN AND FURTHER CONSIDERATION OF LAND USE AND PARKING REGULATIONS

DATE: May 11, 2009

BACKGROUND

Since the March 23, 2009 Planning Commission discussion of the Draft Specific Plan additional public meetings were held and additional feedback has been provided from the business community, Economic Development and Housing Advisory Committee (EDHAC), the Transportation and Pedestrian Safety Committee (TAPS), the Community Services Commission, and Public Works staff. On April 27, 2009 this feedback was summarized and provided to the Steering Committee for consideration. The Commission discussed and provided direction on the economic development strategy and transportation feedback received at the last meeting. Community services feedback was also reviewed. The purpose of this memo is to obtain Steering Committee direction on how the classification of certain land uses within the Specific Plan corridors needs to proceed and to further evaluate the parking standards within the draft Specific Plan. This feedback will help staff and Pacific Municipal Consultants (PMC) modify the draft Specific Plan and also assist with the General Plan Update and Zoning Ordinance Update.

Land Use

Staff previously requested that the Steering Committee closely review the land use district descriptions in Chapter 6 on pages 6.0-3 to 6.0-06 as well as the land use matrix tables (Tables 6.2, 6.9, 6.15) for each of the three corridors. This land use information will be used to prepare projections that are important to analyze anticipated project impacts. Some direction was provided on April 27 and further direction is requested in order to ensure that the tables reflect Steering Committee input prior to further study and environmental analysis.

Attached are the sub area framework and land use maps for each corridor and the accompanying land use matrix tables with specific land uses circled where additional direction is requested. The following land uses mentioned in the tables below for each corridor are suggested for review in order to confirm whether the uses should be permitted (P), permitted with approval of a conditional use permit, or not permitted (N).

San Pablo Avenue Corridor (see Table 6.2 attached)

The Steering Committee reviewed the first page of the Table 6.2 land use matrix on April 27 and provided direction related to multifamily dwellings, second unit dwellings, residential care homes, and emergency shelter/temporary home land use summarized below. Staff is seeking further direction on four additional land use types within the San Pablo Avenue corridor also summarized below.

The auto parts/sales use is currently included as a conditionally permitted use within the Draft Plan's San Pablo Avenue Old Town sub-area in the Commercial Mixed Use and Office Professional Mixed Use Districts. Given the efforts to encourage pedestrian and bicycle travel within the Old Town area, the Steering Committee may wish to treat this use as not allowed in this portion of the San Pablo Avenue corridor. Clubs, lodges, and private meeting halls are currently shown as permitted. Given the wide variety of operating characteristics of this land use, the Steering Committee may want to consider requiring a use permit. The telecommunications use is currently listed as not allowed within the Mixed Use Sub area High Density and Very High Density residential districts. Cities have limited authority to regulate this use. The Planning Commission recently approved a use permit for a telecommunications facility northwest of the intersection of Madrone and San Pablo Avenue. The Steering Committee should consider allowing telecommunications uses with a use permit in the High Density and Very High Density districts. Hotels / motels are currently mentioned as permitted in the commercial mixed use portions of San Pablo Avenue in the draft Specific Plan. Given potential concerns about the operational characteristics of this use in this area, the Steering Committee may wish to allow this use subject to obtaining a use permit.

Land Use	Affected Sub-Area / Zone	Current Classification	Potential Classification Change	Steering Committee Direction
Dwelling, Multifamily	Old Town/ CMU and OPMU	N ^b	P ^b	P ^b
Dwelling, Second Unit	Old Town / RMU	N	P	P
Residential Care Home	Old Town / MDR and HDR	N	CUP	CUP
Emergency Shelter/Temporary Home	Old Town / RMU, CMU, OPMU	P	CUP	CUP
Auto Parts/Sales	Old Town / RMU	CUP	N	
Clubs, Lodges, Private Meeting Halls	Old Town, Service, Mixed Use / RMU, CMU, OPMU, PQI	P	CUP	
Telecommunications	Mixed Use /HDR, VHDR	N	CUP	
Hotels/Motels	Old Town, Service, Mixed Use / CMU	P	CUP	

Pinole Valley Road Corridor (see Table 6.9 attached)

The treatment of four uses within the Pinole Valley Road corridor may warrant reconsideration. The residential care home use is shown as not allowed in the Medium Density Residential District. The Steering Committee may wish to modify the land use matrix to allow this use subject to obtaining a conditional use permit. The emergency shelter / temporary home use is currently shown as a permitted use within the Old Town Sub area of this corridor. The Steering Committee may wish to allow the use subject to obtaining a use permit as was directed for the San Pablo Avenue Old Town sub area above. The park and ride facility use is currently not allowed in the areas designated Commercial Mixed Use within the corridor. The Steering Committee may wish to allow this use in order to encourage carpooling and transit use as well as better utilization of existing parking lots subject to obtaining a conditional use permit. Lastly, the draft Specific Plan currently requires a use permit for retail uses within the Commercial Mixed use and Office Professional Mixed Use Districts within this corridor. The Steering Committee should consider encouraging new retail development in the future within the Pinole Valley Corridor by making these uses permitted rather than subject to a use permit. The Zoning Ordinance Update will provide further direction on circumstances that trigger use permits (e.g. for uses involving the sale of alcohol) or more information can be provided as footnote to Table 6.9 on this issue.

Land Use	Affected Sub-Area / Zone	Current Classification	Potential Classification Change	Steering Committee Direction
Residential Care Home	Old Town / MDR	N	P	
Emergency Shelter / Temporary Home	Old Town / RMU and CMU	P	N	
Park and Ride Facility	Old Town and Service /CMU	N	CUP	
Retail	Service / CMU and OPMU	CUP	P	

Appian Way (see Table 6.15 attached)

The Appian Way corridor includes four land uses where further Steering Committee direction is requested. The Draft Plan currently does not allow multi-family dwellings in the residential and commercial mixed use areas. This appears to be an error. Staff suggests that this land use be identified as a permitted use to be consistent with the land use district descriptions. Clarification is also desired concerning the emergency shelter /temporary home use within this corridor. The Draft Plan currently states that this use is not allowed in the Residential Mixed Use District. The Steering Committee may wish to allow this use within this portion of the corridor subject to obtaining a use permit. The Draft Plan currently requires a use permit for hotels/motels within the Commercial Mixed Use portion of the corridor. Due to the proximity of Interstate 80, the Steering Committee may want to consider allowing this use as permitted use in order to help attract new hotels/motels to this corridor with further Table 6.15 notes about what might trigger a use permit (e.g. total square footage, number of rooms, sale of alcohol, etc.). Lastly, the Draft Plan currently does not allow manufacturing uses within the Residential, Commercial, or Office Professional Mixed Use Districts within the corridor. The Steering Committee may

wish to allow manufacturing uses subject to obtaining a conditional use permit. This change could help encourage small scale enclosed manufacturing enterprises such as biotechnology research facilities near Interstate 80 while also ensuring that potential land use compatibility issues can be carefully evaluated.

Land Use	Affected Sub-Area / Zone	Current Classification	Potential Classification Change	Steering Committee Direction
Dwelling, Multifamily	Mixed Use / RMU and CMU	N	P	
Emergency Shelter/Temporary Home	Mixed Use / RMU	N	CUP	
Hotels/Motels	Service and Mixed Use /CMU	CUP	P	
Manufacturing	Service and Mixed Use / RMU, CMU, OPMU	N	CUP	

Parking

Feedback received prior to the April 27 Steering Committee meeting included concerns about the location of parking in the Old Town and the need to periodically evaluate the available supply. EDHAC members thought future consideration of a parking structure is prudent but that more cost effective approaches to manage the available parking supply should be considered first if parking becomes a problem in the Old Town.

As requested, staff has prepared information illustrating parking required at five different types of recently developed projects (see Attachment E). The table has been revised to reflect the parking variance granted for the Pinole Valley Shopping Center and additional background information providing the rationale for the previously granted parking variance is attached (see Attachment F).

One of the most significant development incentives that the City could provide is relaxing parking requirements or providing flexibility based on site specific conditions or project characteristics. For residential or mixed use developments including residential use some factors to consider include number of bedrooms, whether units are age-restricted for seniors, whether units are planned as affordable housing units, proximity to bus stops, and arrangements to share private parking areas through reciprocal parking agreements. For non-residential uses some factors to consider include proximity to bus stops, hours of operation of planned commercial uses to assess daily parking space turnover, reciprocal parking arrangements, and the ability to provide or share parking nearby. The City’s current parking requirements provide mechanisms to reduce parking based on project or site specific circumstances. This issue can be addressed more explicitly in the Draft Specific Plan as well as the parking chapter of the Zoning Ordinance Update. Steering Committee direction is requested on the Draft Specific Plan parking standards and the factors that should be considered when contemplating a

reduction in parking provided. This issue is important in order to attract future development and redevelopment interest and effectively compete with nearby jurisdictions that are also seeking establishment of new business enterprises in their community.

RECOMMENDATION AND NEXT STEPS

Staff recommends that the Commission, acting as the Steering Committee, review the report and attached information and provide further direction to staff and the PMC Specific Plan consultant team on desired land use or parking changes. May 21, 2009 is the next scheduled meeting when review of the Zoning Ordinance Update will begin. Review of the General Plan update information is anticipated to begin in June. Staff anticipates that additional Specific Plan information concerning implementation information (Chapter 10) will also be available in June.

ATTACHMENTS

- A. Draft Specific Plan San Pablo Ave. corridor sub area map, land use map, and land use matrix table
- B. Draft Specific Plan Pinole Valley Rd. corridor sub area map, land use map, and land use matrix table
- C. Draft Specific Plan Appian Wy. corridor sub area map, land use map, and land use matrix table
- D. Draft Specific Plan Parking Requirements
- E. Recent Pinole Project Parking Information
- F. Pinole Valley Shopping Center Parking Variance Information