

## LAND USE DESIGNATIONS AND STANDARDS

### Land Use Designations

The following land use designations establish a range of residential and non-residential uses and development intensity/density levels for the City of Pinole Planning Area. The land use designations also include brief descriptions of the essential characteristics and intent of each category. The land use designations establish general use categories that will be further refined and implemented through a Redevelopment Plan, Specific Plan, and/or the Zoning Ordinance.

#### Commercial Land Uses

1. *Regional Commercial*. Intended for large regional shopping centers serving the West County market area. Uses may include large retailers, such as furniture, appliance, auto and hardware stores, department stores, toy stores, offices, hotels and restaurants. This designation would apply to areas along Interstate 80 that are not within the Corridor Specific Plan Area described below. Examples include Pinole Vista, and Pinole, Ridge shopping centers. . Maximum Floor Area Ratio (FAR): 0.40.

#### Residential Land Uses

~~2. *Rural Residential (no more than 0.2 units per acre)*. Includes sites characterized by steep slopes, which have geologic constraints, visual significance in the community, sensitive environmental resources, or which have been identified as having limited development due to service delivery constraints. This designation is typical of sensitive hillside areas in the Pinole Planning Area where the clustering of development consistent with surrounding uses is desirable to protect natural resources and retain the rural character and small town ambiance of portions of Pinole. These parcels also create opportunities for urban agriculture uses, including agricultural parks and specialty crop farming. These areas help preserve remaining natural landscapes. In certain areas of the city, they can also provide open space buffers between Pinole and neighboring communities, serve as fire breaks, provide connections between neighborhoods and recreational areas, and may provide an educational resource.~~

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~~3.2. *Low Density Residential (0.21 to 1 unit per acre)*. Includes sites located adjacent to open space areas or near environmental resources where a development transition from suburban to rural land use is desirable. This designation is typical of sites where larger lot sizes are appropriate to ensure flexible siting and design to maintain the scenic and environmental resources.~~

~~4.3. *Suburban Residential (1.1 to 7 units per acre)*. Provides for single-family development that is typical of most residential areas of the city. This is the single largest residential category. One dwelling unit per parcel, with the potential for a secondary dwelling unit. Other uses which may be considered potentially compatible with single-family neighborhoods include, but are not limited to: religious facilities, day care and group care facilities, schools, cemeteries and home occupations subject to compliance with City standards.~~

5.4. Medium Density Residential (7.1 to 15 units per acre). Intended for attached dwelling units, typically two or three stories, which include on-site useable open space. Medium Density Residential land use would include town homes, apartments, condominiums, and planned unit developments.

6.5. High Density Residential (15.1 to 30 units per acre). Provides for higher density multi-family areas, typically two or three stories, usually located near transit corridors, arterial roadways and located in close proximity to commercial services.

#### Public and Other Land Uses

6. Rural (no more than 0.2 units per acre). This designation includes sites where development should be clustered to preserve at least 90% of the property in a natural condition and predominantly free of development in order to protect visual and environmental resources. This designation is typical for sites that are characterized by steep slopes, contain environmental resources, have visual significance in the community, are integral to riparian systems, or which have been identified as having limited development potential due to service delivery constraints. These parcels also create opportunities for urban agriculture uses, including agricultural parks and specialty crop farming. Other uses, such as telecommunications facilities, solar collectors, and wind energy conversion systems may be considered provided they are designed to preserve the natural landscape. These areas help preserve remaining natural landscapes. In certain areas of the city, they can also provide open space buffers between Pinole and neighboring communities, serve as fire breaks, provide connections between neighborhoods and recreational areas, and may provide an educational resource.

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7. *Public Facilities*. Reserved for uses which are public-serving in nature, including religious institutions, City and other government offices, publicly owned recreation facilities, and fire and police facilities. For schools, letters will be used on the map to designate grade levels as (ES) elementary, (MS) middle school, or (HS) high school. This designation also includes facilities owned and/or operated by public utilities to serve the public with electricity, gas, water and communications.

8. *Parks and Recreation*. Includes public parks, City-owned conservation lands, and private open space or recreation facilities. This designation is intended for improved open space lands whose primary purpose is recreation and includes all local and regional parks. Wherever possible, school sites shall be combined with public park and recreation facilities.

9. *Open Space*. Reserved for undeveloped lands which are vacant of structures and improvements and which are primarily maintained in their natural condition and designated as open space. In some cases, maintained pathways or access routes, which enhance access to the open space areas, may be considered suitable for this designation.

10. *San Pablo Bay Conservation Area*. Reserved for the portion of the Pinole Planning Area that extends into San Pablo Bay and the land immediately adjacent to San Pablo Bay. This is primarily an open space designation with a

few other possible uses such as for expansion of the Pinole-Hercules Water Pollution Control Plant; railroad corridors; passenger rail stations, recreation facilities such as the Bay Trail; or flood protection improvements. In addition, very limited commercial development which is directly related to, and enhances the public use of, the waterfront may also be allowed. Appropriate commercial uses may include limited food establishments, marine-related recreational uses, marine-related retail, offices and marina berths. City uses such as sewage treatment, corporation yard, and parks are also allowed uses. Maximum FAR: 0.25.

11. *Transportation.* Designated transportation corridors that accommodate movement of goods and services through the City, regional trips and transit service. The designation includes Caltrans rights-of-way, railroad corridors which provide transportation (portions of the railroad corridor not required for transportation purposes may be considered for other uses), San Pablo Avenue, Appian Way, portions of Pinole Valley Road, and other mass transit rights-of-way.

#### Corridor Specific Plan Area Land Uses

The three primary commercial corridors in Pinole that include portions of San Pablo Avenue, Pinole Valley Road, and Appian Way that provide an opportunity to concentrate development, improve transit service, create more mixed-use development, and encourage redevelopment and substantial economic investment over time. Where creation of a Specific Plan is recommended by the General Plan, broad land use categories with flexible development standards are established as follows:

12. *Service Sub-Area:* The Service Sub-Area is intended to maintain and preserve areas for manufacturing and industrial uses, particularly “green industry” necessary for a multi-faceted economy and job growth. Uses include automobile and truck repair, auto sales, building materials, nurseries, contractor’s storage yards, wholesaling, warehousing, light manufacturing, and research and development industries. A limited amount of general office, retail, and residential uses may be permitted where they will not conflict with the principal industrial uses in the area. The service sub-area designation allows for small-scale specialty manufacturing uses, such as arts and crafts, woodworking, and assembly processes, when they are compatible with surrounding industrial activity.
13. *Old Town Sub-Area:* The Old Town Sub-Area will maintain and enhance the residential, commercial, and mixed use character, scale, and style of Old Town Pinole. All types of commercial and residential uses as either a single use or in combination with other allowable commercial and residential uses are allowed within this area, at intensities that preserve the character of Old Town Pinole. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and service uses with upper floors of office and/or residential uses. Commercial activity can include a range of retail activity from neighborhood convenience stores to community shopping centers and regionally oriented specialty stores; office uses, including administrative, professional, medical and dental offices. Residential uses may include single-family and multi-family

residential uses. Limited, small-scale specialty manufacturing uses, such as arts and crafts, woodworking, and assembly processes, when they include retail sales on-site and are located in areas that are compatible with surrounding uses.

14. *Mixed Use Sub-Area:* The Mixed Use Sub-Area encourages mixed residential and commercial development that is united by transit and pedestrian improvements, parks and public spaces. This land use designation allows all types of commercial and residential uses as either a single use or in combination with other allowable commercial and residential uses at densities and intensities that support transit service. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and service uses with upper floors of office and residential uses. Commercial activity can include a range of retail activity from neighborhood convenience stores to community shopping centers and regionally oriented specialty stores office uses, including administrative, professional, medical and dental offices. Residential uses may include single-family and multi-family residential uses.

15. *Corridor Sub-Area:* The Corridor Sub-Area provides vital circulation links between other sub-areas while allowing for a mix of land uses. Primary use of this corridor is as public or private right-of-way for automobile, transit, pedestrian and bicycle circulation, other transportation uses and facilities, and landscaping.

16. *Residential Sub-Area:* The Residential Sub-Area is intended to protect and preserve single-family neighborhoods. Appropriate uses for these areas include: residential, community services, schools, home occupations, recreational uses, and open space and institutional facilities. Building intensity will range from 1 to 7 dwelling units per acre, not including secondary units.

#### Development Densities and Intensities

The density and intensity ranges for the above Three Corridor Specific Plan Area land use categories are as shown on Table 4.x. Residential and mixed-use projects shall comply with both the floor-area ratio (FAR) requirements and the density requirements, except that the FAR for projects built pursuant to state-mandated density bonuses may be increased beyond the city's specified limits if necessary to accommodate the increased density required by law.

The FAR provides a measurement of the maximum amount of building that may be developed on a site; it does not provide any specifications about how tall a building is or otherwise how it is shaped or how it looks. The FAR is not intended to define the character of a building or the quality of buildings within a neighborhood; such issues will be addressed through zoning and design standards that specify height, bulk, coverage and setbacks of buildings, and the form guidelines within the Three Corridor Specific Plan which contain more definitive formulas of how buildings are shaped and how they relate to each other and to streets and open spaces. More qualitative standards addressing architectural style, materials, and other details are established through the guidelines contained within the Three Corridor Specific Plan.

For purposes of interpreting the land use densities and intensities expressed for each land use category above and as described in Table 4.x below, the following definitions apply:

- Density is the number of permanent residential dwelling units per total gross acre of land in the development site.
- Floor area ratio (FAR) is the gross floor area, divided by the total gross area of the development site.
- Incentives include density bonuses, FAR bonuses, and other benefits that the City may grant in return for special benefits provided by the development project to a particular neighborhood or the City as a whole.

**Table 4.X - Three Corridor Specific Plan Area**

	Density		Intensity (FAR)	
	Normal	TOD Incentives*	Normal	With PDA Incentives
<b>Sub-Area</b>				
Residential	Up to 7	NA	NA	NA
Mixed-Use	Up to 35	Up to 50	Up to 2.0	Up to 3.0
Old Town	Up to 25	Up to 35	Up to 2.0	Up to 2.5
Service	Up to 20	Up to 30	Up to 0.5	Up to 1.0

\*The maximum densities allowed by State Density Bonuses are to be included within the maximum density established for TOD incentives

Development incentives may be granted for a project where the project promotes Transit Oriented Development (TOD) objectives or other City objectives as identified in a Specific Plan, the Redevelopment Plan, an approved Planned Unit Development (PUD) or through other similar planning document adopted for the area. Incentives may include increased density, reduced parking, greater building height, or other deviations from regular zoning standards. In exchange for such incentives, the City will require desirable features, such as exceptional design, innovative use of green building practices, creative design of off-street parking, enhancements to public amenities, environmental benefits such as creek restoration, affordable housing, transit oriented development, and similar benefits to the community.