

EL SOBRANTE MUNICIPAL ADVISORY COUNCIL  
4/18/2008 RECOMMENDED LAND USE ELEMENT  
POLICY LANGUAGE CHANGES IN REDLINE/STRIKEOUT

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**POLICIES FOR APPIAN WAY CORRIDOR**

- 3-191 Appian Way Corridor Special Concern Area is to develop into a unified, well-designed neighborhood, which at appropriate locations provides opportunities for mixed use development, rather than an incremental accumulation of unrelated developments. The overall goal is to establish some additional business districts along the corridor with local services, shopping, and restaurants that are easily accessible to residents and are pedestrian and bicycle friendly. Opportunity for the development of secondary "downtown" should be encouraged.
- (a) ~~adhere to update~~ the adopted Appian Way Precise Plan, which provides for a standard of an 84-foot right-of-way to provide: one travel lane in each direction, opportunities to install a raised landscaped median with a left-turn pocket at appropriate intersection locations, on-street parking bays where existing right-of-way is sufficient, additional lighted pedestrian crossings, improved sidewalks and bus bays, and retain bicycle lanes on both sides of the street. ~~Develop continuous sidewalks and a bicycle path separated from automobile traffic, but designed within the right-of-way;~~
  - ~~(b)~~ development of open space and pocket parks should be encouraged in the Area
  - ~~(b)(c)~~ where possible, retain existing mature trees located either within or encroaching into the potential right-of-way, and incorporate them into the overall roadway design;
  - ~~(e)(d)~~ provide appropriate traffic signalization as new development occurs along the corridor, with each development required to pay an appropriate share of the cost;
  - ~~(e)(e)~~ eliminate the hazardous ditches along Appian Way by installing appropriate storm drains as a part of right-of-way improvements;
  - ~~(e)(f)~~ project design should reflect the objective of providing well-designed development suited to the building sites, at appropriate densities;
  - ~~(f)(g)~~ commercial areas should maintain a low profile by limiting building height to ~~35~~ 27 feet, but a mixed use project could be allowed to reach a maximum of 35 feet under certain circumstances as described in the mixed use designations and based on findings related to residential density bonus;
  - ~~(g)(h)~~ emphasis should be on landscaping and architectural continuity along Appian Way, with building masses de-emphasized;
  - ~~(h)(i)~~ variances to parking standards ~~shall not be granted~~ may be considered for a mixed use project;
  - ~~(i)(j)~~ design of buildings shall be interesting and innovative, but should have a harmonious relationship with each other;
  - ~~(j)(k)~~ consolidation of parcels shall be encouraged with emphasis on combined access and parking areas;
  - ~~(k)(l)~~ variation in building set-back from Appian Way and along side yards should be encouraged considered on a block by block basis to create openness along the corridor and also to create a sense of distinct neighborhoods;
  - ~~(l)(m)~~ provide an attractive streetscape through street tree and frontage planting and encourage the use of drought-resistant plants;
  - ~~(m)(n)~~ areas designated for commercial uses should be rezoned from Retail Business District (R-B) to ~~Neighborhood Business District (N-B) Planned Unit District (P-1)~~, as the desired zoning district to implement the mixed use concept which zone reflects the desired commercial character along Appian Way. Multiple family development shall ~~not~~ be allowed to be integrated into a commercial development at the locations designated mixed use under the Land Use Element Map by land use permit in these areas;
  - ~~(n)(o)~~ ~~rezone areas designated from multiple family residential use to M-12, except that current zoning may be retained where development already exists;~~
  - ~~(p)~~ local, owner-operated businesses should be encouraged; drive through retail operations should not be encouraged;
  - ~~(e)(q)~~ a landscaped buffer zone, including attractive fences wherever necessary to provide privacy and security shall be provided between new developments and existing residences; however, new development should also consider pedestrian connectivity from one neighborhood to another;
  - ~~(e)(r)~~ within areas designated for development in the Appian Way Special Concern Area there are those areas which, because of topography, steep slopes or aesthetic qualities, are unsuitable for development and which shall be protected as open space whenever feasible;

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- (s) each individual multi-family development shall provide recreational facilities for its occupants; efforts will be made to encourage collaboration between developers to establish recreational facilities with broader utility for area residents; an individual developer also may meet this requirement by contributing its fair share to nearby recreational facilities
- (t) following establishment of mixed use designations along Appian Way, the County may develop a mechanism for the transfer of density among parcels designated for mixed use so long as the transfer does not increase the overall maximum number of dwelling units or commercial for such designations within the Appian Way Special Concern Area;
- (u) traffic flow in the Triange Area will be studied and possible alternatives to improve circulation for automobiles, bicycles, and pedestrians will be examined.-