



Planning Project Checklist

This form is intended to provide a property owner or applicant with an overview of the regulations and requirements applicable to a specific project. It is designed to be completed by a staff planner; however, it can be informative to an applicant as a blank form which outlines the triggers or thresholds for discretionary review. It does not constitute an entitlement or thorough analysis of any project. This review is current as of the date shown below. New regulations may be adopted or existing regulations may be amended or repealed subsequent to this review. A project is subject to the regulations in effect when the application is submitted and deemed complete.

Property Address	941-949 Moraga Road (four parcels)	Assessor's Parcel Number	243-210-013,014,015 & 016
Site Area	0.74 acres (32,408 SF)	Existing Uses	One 3,566 SF single-story vacant building; public parking
Zoning	MRO (multiple family residential/professional office) ¹	General Plan Designation	Downtown Retail District
Downtown Specific Plan Designation	Downtown Retail District	Housing Element Opportunity Site	Yes
Within Priority Development Area	Yes	Average Daily Traffic (ADT)	Approximately 20,000 trips on Moraga Road
Height Limit ²	Three stories and 35 feet. Heights of up to 45 feet are allowed only if the City Council is able to make the strict findings to grant an exception to the 35-foot height limit. There is no exception to the three-story limit.	Maximum Residential Density	35 du/acre
Parking Requirements	Varies by use. Examples are: Office: 4 spaces/1000 SF Residential: 1 space/1 BR unit 1.2 spaces/2 BR unit 1.5 spaces/ 3+BR unit		

¹ The zoning ordinance is being updated to reflect the Downtown Specific Plan designations and housing element directives. This site will be rezoned to "Downtown Retail District." New development standards will apply.

² Reflects the height limits in the Downtown Specific Plan.

Triggers for City Review

Yes	No	Triggers for City Review
X	<input type="checkbox"/>	Does the project require a building permit?
X	<input type="checkbox"/>	Is the projected cost of development \geq \$50,000, involve new construction or renovation \geq 1,000 sq. ft., and/or demolition \geq 300 sq. ft.? (Waste Management Plan required)
?	<input type="checkbox"/>	Does the project require a variance from one or more zoning regulations? (Variance required)
X	<input type="checkbox"/>	Does the project require grading in excess of 50 cubic yards? (Grading permit required)
?	<input type="checkbox"/>	Does the project require the removal of a protected tree? (Tree permit required)
X	<input type="checkbox"/>	Does the project generate 500 sq. ft. of new impervious surfaces? (Drainage plan required – check with Engineering to determine if stormwater control measures are required)
<input type="checkbox"/>	X	Does the project require a Creek Setback Determination by the Engineering Services Division? (Creek Setback Exception may be required) Flood Zone = _____
X	<input type="checkbox"/>	Is the project a new residential unit, or an addition that exceeds 50% of the existing area and is over 3,600 sq. ft.? (Fire sprinklers required - check with CCC Fire Protection District)

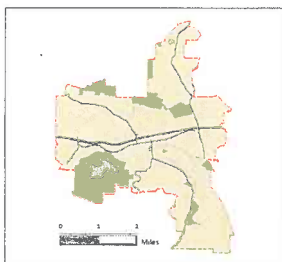
Yes	No	If any of the following is "yes" then the project is subject to design review.
X	<input type="checkbox"/>	Is the property in a commercial or multi-family zoning district?
?	<input type="checkbox"/>	Will the proposed structure be more than 17 feet in height? (measured from the average grade along the lowest foundation wall to the high point)
?	<input type="checkbox"/>	Will the sum of the structures on the property exceed 6,000 square feet? (including all structures – i.e. the house, garage, pool house, shed, etc.)
<input type="checkbox"/>	X	Is the property subject to design review because of a subdivision condition of approval or prior development application approval?

Attachments

1. Aerials
2. Average Daily Traffic
3. Downtown Retail District (Downtown Specific Plan)
4. Housing Element Opportunity Site Data



Old Library Task Force 941 - 949 Moraga Road

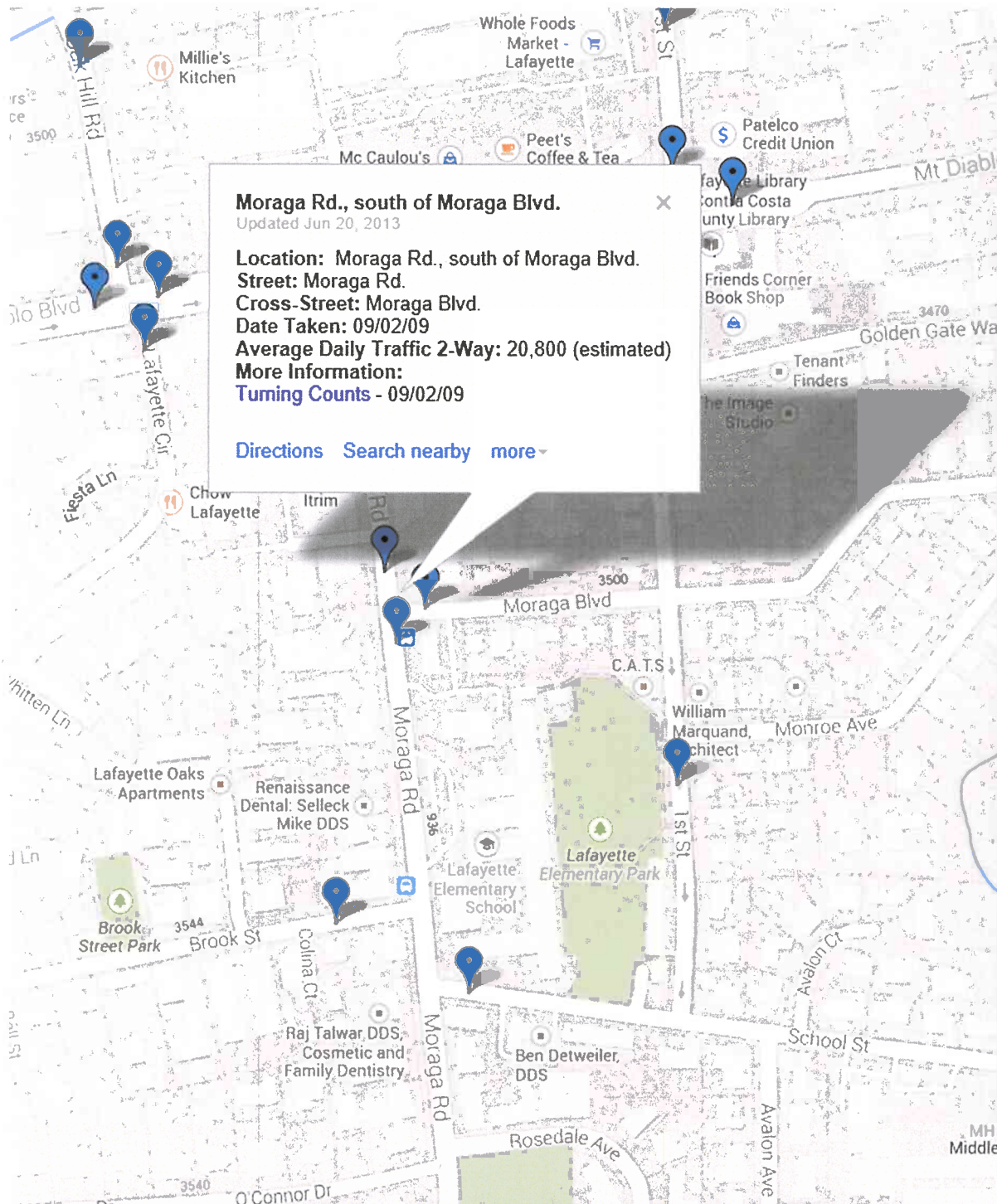


Average Daily Traffic on Moraga Road and Moraga Blvd.



Note: Traffic counts taken in 2013 on Moraga Rd between Moraga Blvd & Brook St show an ADT of 19,869 trips.
Source: City of Lafayette [website](#)

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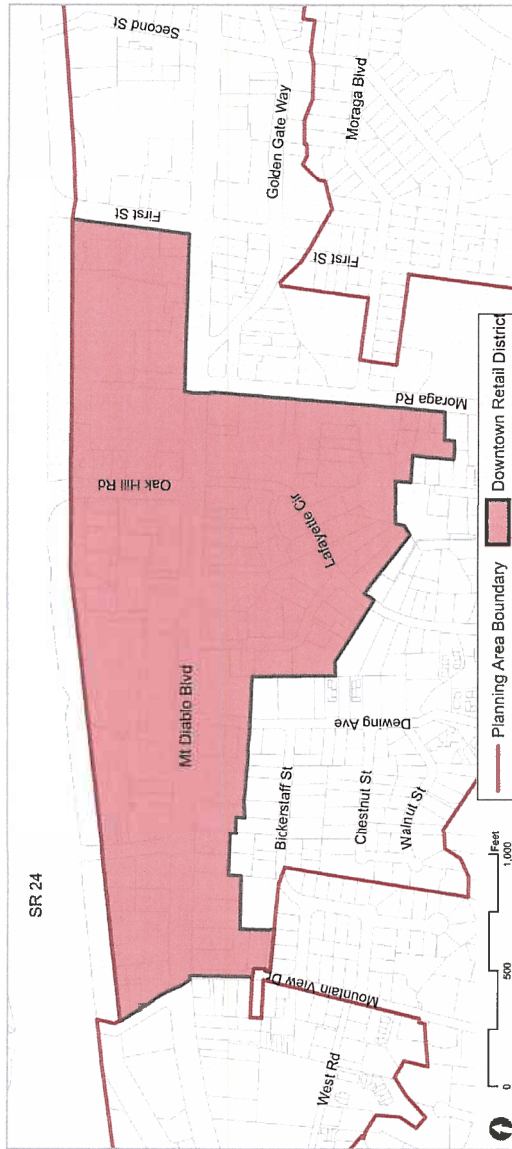
Downtown Retail District

This district is:

- The “heart” of the downtown containing a rich mix of uses that attract pedestrians
- Reminiscent of a traditional downtown main street with more concentrated, easily accessible retail shopping and personal service central area
- An area in which the physical closeness of different uses and mixing of uses within buildings are encouraged



Figure 7. Downtown Retail District



The Existing Context – Downtown Retail

Land Use. The predominant use in this district is retail. The major shopping complexes are all located here, including Happy Valley Center (Trader Joes – Diablo Foods), Town Center, La Fiesta Square, Safeway, and Plaza Center (McCaulous – Whole Foods). Ground floor retail uses are located along Mount Diablo Boulevard. Some office uses, such as banks, are on the ground floor, but most offices are above the first floor. Multifamily uses are predominantly behind the commercial uses. On the north side of the boulevard, the most notable examples are the Town Center Apartments and the apartments on Terrace Way. South of the boulevard are multifamily units along Lafayette Circle. The west side of Moraga Road has retail and office uses.

Civic uses include the Post Office in the Happy Valley Center and the south side of the BART Station. There is a small public parking lot owned by the City of Lafayette at the southwest corner of Mount Diablo Boulevard and Oak Hill Road. The City owns a parking lot on the west side of Moraga Road adjacent to the Methodist Church, which is within this district along with its parking lot off Lafayette Circle. The Chamber of Commerce is located on Lafayette Circle. While not a land use per se, the Community Banner board at the northwest corner of Mount Diablo Boulevard and Moraga Road serves an important civic function.

The Shield Block, a downtown character area, has a variety of uses: retail, office and residential. While there are no civic uses, the east side of the block along Lafayette Circle sometimes functions as a community space for festivals and other events.

Character. The character is an eclectic mix of architectural styles reflecting its history and ranging from the 1920s and 1930s to contemporary. Buildings and properties that have architectural, historical, or other character include: Postino, Clocktower, Town Center, Lafayette Mercantile, Methodist Church, Roundup, Hen House, and La Fiesta Square.

The buildings along Mount Diablo Boulevard generally have no setbacks from the sidewalk as is common, traditional, and desirable in downtown retail areas. There are some exceptions, such as Town Center retail and Postino, where the parts of the buildings are set back because of their historic locations. Off-street parking is provided in lots at the front of buildings in the older shopping centers. The newer centers and many of the smaller retail buildings have off-street parking at the rear of the buildings. The east side of La Fiesta Square faces Moraga Road. Trees provide an important element. There are several large oaks, redwoods and other trees at Town Center and in the Lafayette Circle area.



The Shield Block is often considered the best example of Lafayette's downtown character. It has buildings that capture early days of the downtown (Postino, Hen House, Roundup), more modern development that captures the small town feel (Clocktower, Chamber of Commerce building), a creek, large oak and redwood trees, and an ambience that cannot be programmed. This block is developed with low scale, older buildings, some of which are considered representative of downtown character. These have many of the features that people find attractive, such as passageways, retail spaces along the sides of buildings, and off-street parking at the back or on the sides. Architectural styles are traditional, and many buildings are wood- or brick-clad. Some of the largest oak trees in the downtown, including the Hospice Tree of Lights by the Hen House, are found in this block.



Circulation and Streetscape. The busiest streets in the downtown are the “Y” formed by Moraga Road, Mount Diablo Boulevard, First Street, and Oak Hill Road. The traffic conditions on the “Y” and Moraga Road are impacted by traffic coming and going to Moraga and by school-related traffic, particularly Lafayette Elementary School and Stanley Middle School. Most of the circulation and streetscape improvements in this district are recent. Major improvements to the Mount Diablo Boulevard and Moraga Road intersection were made in 2000-2001, and there is an ongoing program to upgrade the sidewalks consistent with the Downtown Street Improvement Master Plan. Streets that have not been improved recently are Oak Hill Road and First Street north of Mount Diablo Boulevard. Both of these have freeway ramps

There are traffic signals at every intersection along Mount Diablo Boulevard, except at Golden Gate Way, facilitating pedestrian crossings. There is an off-street, multi-purpose pathway from the BART Station through the Town Center development to Mount Diablo Boulevard, which serves as a primary access route between the Station and the downtown. Lafayette Circle and Hough Avenue are designated bicycle boulevards. On-street parking is parallel except at the Lafayette Mercantile where there is diagonal parking. Most of the utilities are undergrounded.

For the Shield Block, circulation improvements along Mount Diablo Boulevard are complete. Both sides of Lafayette Circle along the Shield Block have gaps in the walkways. There is on-street parking. Trees along Lafayette Circle are dominant. There is a long-standing desire to provide a pedestrian corridor along the creek in the Shield Block.

What the DSP Proposes – Downtown Retail

This district will:

- Be Lafayette's primary retail center
- Have a critical and compact mass and a more intimate feel
- Emphasize pedestrian convenience and de-emphasize auto-oriented uses that detract from an overall atmosphere of convenience, comfort and safety for the pedestrian retail shopper
- Be walkable
- Take advantage of the BART station
- Have new buildings close to the sidewalk
- Have ground floor uses attracting the pedestrian shopper through attractive displays and signage
- Have special paving treatments on sidewalks and crosswalks that distinguish this district from the rest of the downtown
- Encourage development to incorporate, improve, and use the creekside setting

Land Use. As Lafayette's "shopping center," this district will continue to offer a variety of goods and provide a diversity of restaurants and other food-related stores and personal services. It is important to provide uses that allow shopping and dining to be done locally. Not only is this good for the economic health of the community, it promotes pedestrian activity and results in fewer motorized vehicle trips. These smaller retail uses are generally pedestrian-oriented; shoppers and diners can park a short distance away or residents can easily walk without carrying bags of groceries or other "car trunk" goods.

Because this district is adjacent to the BART Station, transit-oriented development will be encouraged, such as office and multifamily residential uses in mixed use developments. Residential units will be attractive to those who want to live in the downtown for its amenities and convenience – seniors, empty nesters, young adults, and those with limited mobility or other disabilities.

The Shield Block will continue its mix of uses in a wooded setting with retail along Mount Diablo Boulevard. Retail will be encouraged to continue along the frontage of Lafayette Circle. Residential and office uses will be

encouraged in the middle of the block along the creek. Restaurant uses will also be appropriate along the creek corridor. As there is a shortage of parking in this area, opportunities for shared parking and improved access will be explored.

An important civic use proposed for this block is a town green, an area that is adjacent to the creek and contains some of the most significant downtown oak trees. This will be a passive park and intended for shoppers and other downtown patrons to gather, have a place to relax, and participate in community events. The park may contain both hardscape and landscaped areas, and it should include seating and areas for public art. The design of the town green should also take advantage of its adjacency to the creek. The City does not intend to use eminent domain to acquire properties for park use.

Figure 8. Shield Block



Character. The design intent is to maintain the ambience of a small town downtown of people strolling, shopping, dining, gathering, working, and living in an interesting and vital downtown. This will be accomplished by using elements characteristic of this as well as other favorite downtowns, including:

- Variations in building design and siting
- Attractive retail storefronts at the sidewalk that entice shoppers
- Restaurants with outdoor dining spaces
- Community spaces, plazas
- Quality signs
- Street furniture
- Passageways between buildings
- Public art
- Water features
- Abundance of landscaping
- Architectural design details

It is also the intent to encourage the improvement of existing, but aging development. An example is the Happy Valley Center. Because there are multiple owners, it has been difficult to promote improvements – paint, signage, landscaping, parking layout – to enhance the center. Improvement of this center has been one of most frequent public comments.

Shield Block's character will continue, preserving the village scale and ambience, preserving the wooded landscape, and providing spaces for community gatherings and events. The architectural style will include passageways, covered walkways, and outdoor dining spaces to enhance the natural setting. The use of natural materials for building architecture will be important in maintaining the character of the block. The town green will be designed as an integral and complementary design element. It is the intent to create an exceptionally attractive area to entice people to shop, dine, and linger.

Circulation and Streetscape. Circulation improvements will be consistent with those that have been completed already. The existing street layout and topography make capacity improvements difficult. The aim is to improve mobility for vehicles, pedestrians, and bicyclists. Ideas to be pursued include a downtown shuttle that will travel on Mount Diablo Road and Moraga Road, walkways that connect residential areas with the retail areas and the BART Station, and more pedestrian and bicycle amenities. Implementation of a creekside walkway in the Shield Block is still important to enhancing the character of the district. It is also the aim to improve the aesthetics of these streets to enhance the overall character of the district and the entire downtown.



Policy 2.7	<p>Downtown Retail - Land Use. This district is the retail center of the downtown with a pedestrian ambiance and higher intensity of uses.</p>
<p>Program 2.7.1</p>	<p>Amend the Zoning Ordinance to include the uses below. The amendment of the Zoning Ordinance will include a list of all the uses allowed by right and with a land use permit:</p> <p><u>Uses allowed by right - ground floor fronting on Mount Diablo Boulevard</u></p> <ul style="list-style-type: none"> • Retail • Personal services (e.g., dry cleaners, salons) • Civic and cultural • Banks (e.g., using large windows, relating to the street) • Eating establishments (e.g., restaurants, cafes) <p><u>Uses allowed by right - elsewhere on all floors (these uses will be allowed on Lafayette Circle in the Shield Block on condition that their storefronts are designed to relate to the pedestrian on the street)</u></p> <ul style="list-style-type: none"> • Retail • Personal services (e.g., dry cleaners) • Offices (e.g., administrative, consultative, medical, realty) • Housing • Food sales (e.g., grocery stores) • Civic and cultural • Banks <p><u>Uses not allowed</u></p> <ul style="list-style-type: none"> • Large office buildings without retail on ground floor • Auto service, sales, and repair • Uses that detract from an overall atmosphere of convenience, comfort, and safety for the pedestrian retail shopper (e.g., uses with trucks entering and exiting the site)
Program 2.7.2	<p>Require projects on Moraga Road to evaluate their impacts on school and sub-regional traffic.</p>
Policy 2.8	<p><u>Downtown Retail - Density.</u> The maximum residential density is 35 units per acre.</p>
Policy 2.9	<p><u>Downtown Retail - Building Height.</u> The maximum number of stories is three. The maximum height is 35 feet with the ability to increase the height limit to 45 feet only if the City Council is able to make the strict findings to grant an exception to the 35-foot height limit.</p>

Policy 2.10	Downtown Retail - Pedestrian Experience. The pedestrian experience in this district is a high priority, and sidewalks are preferred over walkways.
Program 2.10.1	<p>Provide a safe, attractive, and active pedestrian space with:</p> <ul style="list-style-type: none"> • Wider sidewalks • Benches on the sidewalk • Landscaping consistent with the Downtown Street Improvement Master Plan • Uses spilling out into the sidewalks blurring the edge between the public and private realms • Pedestrian crossings at conveniently spaced locations • Attractive signage • Public art
Policy 2.11	Downtown Retail - Parking. The location of parking will be away from the street to maximize the pedestrian experience.
Program 2.11.1	<p>Parking will be generally located at the rear of the building or above- or below-grade. Parking on the side of a building may be acceptable if its location does not disrupt the pedestrian experience of walking along an active retail frontage. The location of parking will be considered on a case-by-case basis to afford flexibility to address the needs of shoppers.</p>
Policy 2.12	Downtown Retail - Shield Block. Capture the intent and essence of the Shield Block / Plaza Way Specific Plans.
Program 2.12.1	<p>The design guidelines will include, but not be limited to, the following:</p> <ul style="list-style-type: none"> • Connecting pathways and footbridge crossings will be provided at intervals along the creek to provide access with the neighborhoods to the south. • Sidewalk design will provide recognizable separation of pedestrians and vehicles but not dissolve an informal, random flow of the street edges which favor pedestrian orientation. • Overhead utility lines will be undergrounded. • Buildings will relate well to existing building and natural features of the area. • Building clusters with courtyards, connecting corridors, seating, outdoor dining canopies and other pedestrian oriented architectural features will be encouraged. • Larger buildings will be broken up to reduce the impact of mass. • The use of natural materials, such as wood, brick, and shingles is preferred. Exterior colors will be used to create a casual, but distinctive quality. • Buildings will have entrances and display windows facing the interior of the block as well as the street to foster interior pedestrian flow. • For buildings along Mount Diablo Boulevard, there will be no setbacks or very limited setbacks. Plazas, recesses, arcaded or spaces that create wider sidewalks for cafes and other uses will be encouraged. • Developments along the creek will install creekside landscaping emphasizing native and riparian species.



Site 8

243-180-016, 243-210-004, 013, 014, 015, 016



CityGIS

140 ft

Housing Element Inventory of Sites

SITES INVENTORY AND ANALYSIS

SITE # 8

Number	Item	Data
1	Parcel numbers	243-180-016, 243-210-013,014,015,016,004
2	Size (acres)	2.26
3	GP designation	High density multi family residential, Downtown Core, Administrative/Professional Office
4	Zoning designation	MRA/MRO/RB ((Multiple family residential/Professional office, Retail Business District)
5	Vacant (Y/N)	N
6	If not vacant, existing uses	Parking lot for a church, single story doctor and insurance offices, two residences (1 vacant)
7	Map attached (Y/N)	Y
8	Environmental constraints	Level site in rear bounded by creek; contains mature oak trees. Land slopes up towards Moraga Road.
9	Infrastructure including planned water, sewer, and other dry utilities supply (Y/N)	Y
10	Realistic development capacity calculation (accounting for site improvements & land use controls)	50
11	Analysis of non-vacant and underutilized lands	Realistic capacity takes advantage of changes in topography. Properties fronting Moraga Road are underutilized given zoning potential.
12	Identification of zoning appropriate for housing for lower-income households?	Zoned for 35 du/acre
13	Distance to transit (miles)	0.22
14	Distance to grocery store (miles)	0.35
15	Income category	Very low, low, moderate

SITES INVENTORY AND ANALYSIS
SITE 8: Detailed analysis of parcels

	243-180-016	243-210-013	243-210-014	243-210-015	243-210-016	243-210-004	Total
Size (acres)	1.06	0.12	0.35	0.10	0.17	0.46	2.26
Existing uses	Parking lot	Office, built in 1950	Vacant house	Parking lot	Office, built in 1947	House, built in 1949	
Status							
Maximum Units @ 35 du/ac	37	4	12	4	6	16	79
Maximum Realistic Units on Individual Lots	28	2	6	2	3	8	49

Potential for parcel consolidation	<p>Four of the contiguous parcels are in common ownership (243-210-013, 014, 015 and 016) and the City recently acquired them. The parcels will be initially used for public parking while the City works with the church on a joint development project. The City is in ongoing contact with the church to determine if it would be willing to participate in a joint project that would permit higher density housing on the parking lot and provide convenient parking for the church.</p> <p>The site is adjacent to multifamily development and within walking distance to BART and grocery stores – factors that make it attractive to mixed use or residential developers. Note that the site can be broken up and viewed as two separate development sites – (1) church parking lot, (2) properties fronting Moraga Road.</p>
Methodology used to calculate realistic capacity	<p>Realistic capacity takes advantage of the change in topography between the front of the site and the rear. There is about a twenty foot drop in elevation between the parcels fronting Moraga Road and the church’s parking lot. This would allow for additional floors for either parking or residential use to be accommodated in the rear of the site.</p> <p>Individually, the smaller APNs would be difficult to develop at more than about 50% of maximum, while the larger parcels could potentially be developed closer to 80%. Because the site fronts Moraga Road, the realistic capacity assumes mixed use development (commercial on ground floor fronting the street, housing above and in the rear of the site)</p>
Relocation Issues	<p>As part of the acquisition of the four parcels, the City will relocate the existing uses.</p>