

2 LAND USE

This element outlines the framework embodied by the City's land use approach, describes the General Plan land use classification system, projects buildout of various land uses through 2020, and provides both city-wide and sub-area specific policies to guide land use decisions.

Pittsburg's land use pattern is reflective of its history as an industrial center of Contra Costa County. The City's Downtown and industrial center are near water and rail transportation corridors – the Sacramento River and the Burlington Northern & Santa Fe and Southern Pacific railroads. As the City grew southward, auto-oriented residential subdivisions became dominant, and regional streets and highways such as State Route 4 became major transportation routes.

With limited availability of vacant land within City limits, major land use challenges include Downtown revitalization, infill development, fostering land use/transportation linkages, and appropriate hillside development.

2.1 BACKGROUND AND CONTEXT

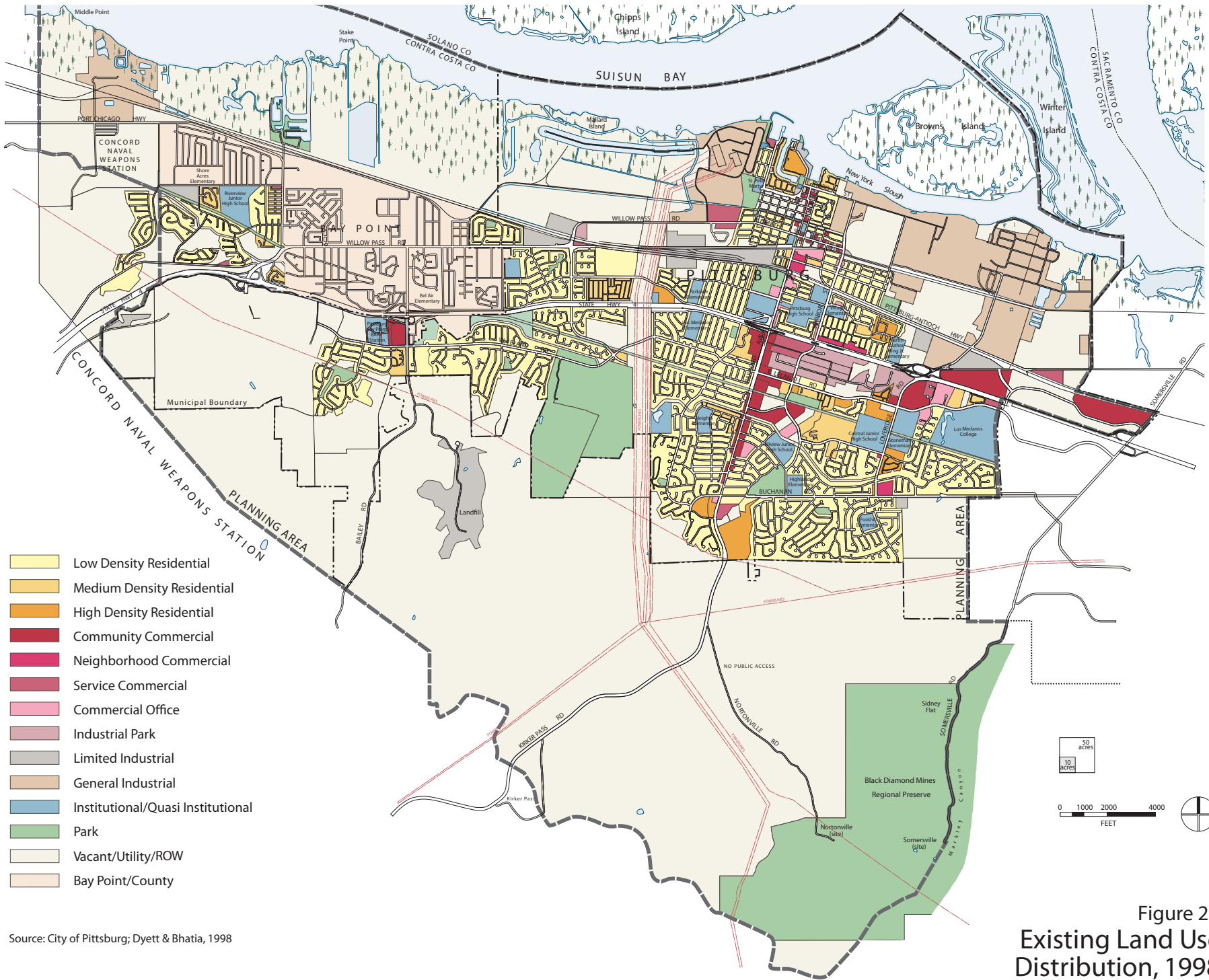
LAND USE PATTERN

Much of Pittsburg's land use pattern can be traced to its industrial heritage. Both the historic Downtown and adjacent industrial waterfront evolved along the shores of the Sacramento River, which was a shipping route for goods. The Southern Pacific Railroad is the dividing line between the gridiron street network of older portions of the City and the larger-scale industrial parks, commercial centers, and newer residential developments. The relatively small-scale Downtown gives way to larger, predominately single-use areas as one moves south through the City. Figure 2-1 illustrates the City's existing land use distribution, as of 1999.

Residential and commercial developments throughout the City are characteristic of the period in which they initially developed. Smaller-scale neighborhoods in older sections of Downtown contrast with new residential subdivisions that have spread into the hills. Locally-owned stores coexist with larger retailers throughout the length of Railroad Avenue, the City's main north-south artery. The advantages of visibility and vehicular accessibility are now encouraging large-scale commercial development in eastern Pittsburg along State Route 4.

Magnitude of Uses

The Pittsburg Planning Area comprises a total of 26,960 gross acres (42 square miles). Of this area, approximately 7,700 acres (12 square miles) lie within City limits (28 percent of the Planning Area). The community of Bay Point, the area West of Bay Point, and other vacant and unincorporated areas of the northwest planning area lie within the Sphere of Influence and encompass approximately 10,900 gross acres (17 square miles). Wetlands and Suisun Bay/ Sacramento River environs account for 6,760 additional acres. Table 2-1 shows the land area distribution within the Planning Area.

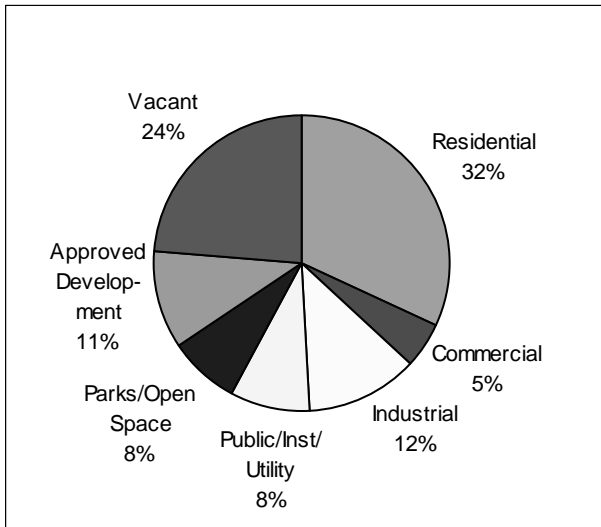


- Low Density Residential
- Medium Density Residential
- High Density Residential
- Community Commercial
- Neighborhood Commercial
- Service Commercial
- Commercial Office
- Industrial Park
- Limited Industrial
- General Industrial
- Institutional/Quasi Institutional
- Park
- Vacant/Utility/ROW
- Bay Point/County

Source: City of Pittsburg; Dyett & Bhatia, 1998

Figure 2-1
Existing Land Use
Distribution, 1998

Chart 2-1
Existing Land Area Distribution, City of Pittsburg, 1998



Source: Dyett & Bhatia, 2000.

Table 2-1
Existing Land Area Distribution, Pittsburg Planning Area, 1998

Land Use	City Acreage	Percent of City Acreage	Total Acreage	Percent of Total Acreage
City of Pittsburg			7,700	28%
Residential	2,450	32%		
Commercial	400	5%		
Industrial	940	12%		
Public/Institutional/Utility	650	8%		
Parks/Open Space	610	8%		
Approved Development	830	11%		
Vacant	1,820	24%		
Bay Point / West of Bay Point / Wetlands / Suisun Bay			8,407	31%
Southern Hills			9,253	35%
Streets / Roadways			1,600	6%
Total Planning Area			26,960	100%

Source: Dyett & Bhatia, 2000; Updated by City Staff, 2010.

Residential and industrial uses are dominant in the developed portions of the Planning Area. As Chart 2-1 shows, residential uses comprised 32 percent of the City’s land area in 1998. Approximately 12 percent of the City was occupied by industrial uses, primarily in the northeastern parts of Pittsburg. Commercial uses, encompassing five percent of the City’s land area, were located principally along major transportation corridors such as Railroad Avenue and State Route 4. A total of 60 percent of the Planning Area (16,300 acres) consists of open spaces areas, including City parks, Suisun Bay wetlands, and vacant land within the unincorporated northwest areas.

Residential Development

With over a century of development, residential neighborhoods in Pittsburg represent a wide range of development patterns, ranging from traditional neighborhoods with a gridiron block pattern, such as Central Addition, to the

emerging commuter neighborhoods at the City's fringe. The more recently developed neighborhoods, especially at the City's southern fringe, are typified by suburban-style residential development – large expanses of residential subdivisions with little or no other uses, with a layout dominated by cul-de-sacs and few through-streets, and often built within peripheral walls. Because grocery stores and other commercial uses are limited to Railroad Avenue and East Leland Road, Pittsburg's emerging residential neighborhoods are located at increasing distances from basic shopping facilities.

A wide range of housing types—single-family homes, multifamily units, and mobile homes—are present in the City. With 17,770 housing units on 2,450 net acres, the average residential density in Pittsburg in 2000 stands at 7.2 housing units per net acre. Low Density Residential uses, occupying 2,080 acres, comprise about 85 percent of the land area devoted to residential uses in the City. Higher density residential sites are scattered throughout the City; those south of State Route 4 generally take the form of large residential complexes five acres or greater in size.

Commercial Development

In addition to Downtown, commercial uses are concentrated along the City's major transportation corridors: Railroad Avenue, Leland Road, Loveridge Road, and State Route 4.

- *Downtown Commercial.* Once the center of commerce in Pittsburg and Contra Costa County, commercial activity in Downtown has decreased in the last several decades. Although retail sales along Railroad Avenue and State Route 4 have captured a larger market with retail chain and value-oriented centers, such as WalMart and Home Depot, the Downtown continues to feature specialty retail and service uses.
- *Community Commercial.* Many of Pittsburg's community shopping centers are located along Railroad Avenue, south of State Route 4. Few neighborhoods in the City are within a five- to ten-minute walk (1/4 mile-1/2 mile) of a major grocery store.
- *Regional Commercial.* Larger-scale warehouse and big-box retail centers are



Most city neighborhoods are suburban-style like those pictured in this downtown neighborhood (West Eighth Street).



Ultramar Inc., a petroleum refining company located at Harbor Street and East Third Street, is one of Pittsburg's many industries.

concentrated in the State Route 4 corridor, between Loveridge and Somersville Roads.

- *Business Commercial.* Only 64 acres in the City are currently devoted to business and office uses. Generally, office uses in Pittsburg are either intermixed with other commercial businesses or serve as buffers between busy arterials and residential neighborhoods. The City currently does not have any large-scale office developments.
- *Service Commercial.* Service commercial areas often feature automobile repair, contractors' services, and other heavy maintenance activities. Service commercial areas within the City include: East Tenth Street in Downtown; West Tenth Street, west of Downtown; Harbor Street, south of State Route 4; and Pittsburg-Antioch Highway, north of Century Boulevard.

Industrial Development

Pittsburg is known for its steel, petroleum, and chemical industries. Originally located along New York Slough to facilitate shipping, industrial uses continue to dominate the waterfront. Major manufacturing operations such as USS-Posco and the Dow Chemical plant are located along the eastern waterfront, while the Mirant (formerly PG&E) power plant, a visual landmark, dominates the western waterfront. Physical and visual buffering between industrial facilities and residential neighborhoods continues to be a major issue.

TRANSIT-ORIENTED DEVELOPMENT (TOD)

The concept of transit-oriented development (TOD) is based on the assumption that small, dense urban districts near transit platforms will result in greater transit ridership. The City's Downtown maintains the potential for TODs, as bus routes are expanded and concentrated within Downtown neighborhoods. The City's BART station also presents tremendous opportunity for TODs, because of the BART system's connectivity to employment and housing centers throughout the region.

Pittsburg/Bay Point BART Station Specific Plan

The Pittsburg/Bay Point BART Station opened in fall of 1996, becoming the eastern terminus of BART's Concord line. Shortly thereafter, the Pittsburg/Bay Point BART Station Area Specific Plan was written to facilitate continued orderly growth of the station area, stimulate revitalization activities in the unincorporated Bay Point community, and capitalize on special opportunities presented by the presence of a BART Station. The Specific Plan Area consisted of approximately 295 acres of land that are adjacent to the Station or along major access routes to the Station. Major components emphasized in the Specific Plan included Land Use, Circulation, Urban Design, and Implementation. Development proposals will be reviewed based on the merits of their plans to meet the broad goals of providing housing, office, and commercial activities.

The policies throughout the Specific Plan facilitate creation of a high intensity mixed use area in the immediate vicinity of the BART Station, with the intention of serving residents as well as BART commuters. Land Use policies focus on new development ideas as well as redevelopment and revitalization of existing land uses in order to take advantage of the Station Area's unique transportation opportunities and advantages, and to ensure a high quality environment for residents. Circulation policies balance local and regional circulation needs, while prioritizing local needs in terms of traffic circulation, access to transit, and pedestrian and bicycle circulation. In particular, such policies encourage greater accessibility to transit and non-automotive travel. The Urban Design Element of the Specific Plan focuses on establishing a cluster of mixed-use neighborhoods around the BART Station, and linking these and nearby neighborhoods in order to establish a sense of cohesion and identity. This section of the Specific Plan consists of a series of concepts (such as a Transit Plaza, a Linear Park, and a Neighborhood Commercial District) that will achieve various urban design and other Specific Plan objectives.

The City and BART have also proposed an extension of the current rail line to Railroad Avenue. Should this proposal move forward, the City will have the opportunity to develop a specific plan for the Railroad Avenue BART station area, with a dense mix of compatible land uses and transit-oriented design regulations.

GROWTH AND ANNEXATION

Since the 1988 General Plan was adopted, Pittsburg has witnessed six major expansions of its City boundaries, totaling approximately 2,780 acres:

- *Northeast River subarea.* In 1990, 1,170 acres were annexed for industrial development;
- *West Central subarea.* In 1991, 190 acres were annexed for construction of a mobile home park;
- *Buchanan subarea.* In 1997, 160 acres of Highlands Ranch were annexed for residential development;
- *Southwest Hills subarea.* In 1990, 1,030 acres were annexed for the San Marco project. In 1992, 130 acres were annexed along the western municipal boundary. Then in 1996, 100 acres were annexed south of Oak Hills.

As part of the 1996 Contra Costa County General Plan, the County delineated an Urban Limit Line (ULL) to identify areas appropriate for urban expansion and preserve open space in the southern hills. However, the County ULL does not reflect topographic or environmental constraints. Recently (year 2000) the County amended its ULL, removing several hundred acres of the southern hills from planned urban growth areas. This General Plan seeks to define appropriate limits for urban growth based on land use considerations and environmental and topographic constraints.

Major Development Projects, 2000

The City has a substantial inventory of residential projects with development approvals, as well as several planned commercial and industrial complexes. The two largest residential projects—San Marco and Alves Ranch (Vista del Mar)—are both located in the Southwest Hills subarea. A total of 4,000 housing units are in the pipeline. Business and Community Commercial districts are also planned for the southwestern portion of the City along State Route 4, within the proposed San Marco and Alves Ranch projects. Two major industrial projects are located along the industrial waterfront area – Los Medanos Energy Center and Delta Energy Center.

PLANS AND PROGRAMS OF ADJACENT JURISDICTIONS

Pittsburg lies adjacent to the Planning Area boundaries of three nearby cities in Contra Costa County: Concord, Antioch, and Clayton. Several long-range planning policies in Concord and Antioch may have an effect on Pittsburg. In Concord, plans for conversion of the Naval Weapons Station to civilian uses may directly impact Pittsburg because of the facility's size and proximity to Pittsburg. However, the Weapons Station Restricted Federal Easement, an area surrounding weapons bunkers with the potential for critical damage, overlaps a small portion of the Pittsburg Planning Area. This easement in the southern hills prohibits construction of all development, including infrastructure and roadways. In addition, potential business park and regional commercial development in eastern Concord may affect Pittsburg, by saturating the commercial development market and increasing the amount of traffic on State Route 4.

Bay Point, a community in Pittsburg's SOI, has expressed a desire to incorporate. In light of this, land uses in this General Plan either reflect existing uses for the area or are consistent with the adopted County General Plan. The incorporation of Bay Point would likely have little effect on Pittsburg, as there are no major shopping or employment centers within the small, unincorporated community.

2.2 GENERAL PLAN DIAGRAM AND USE CLASSIFICATIONS

GENERAL PLAN LAND USE FRAMEWORK

General Plan Diagram

The land use framework of the General Plan is embodied in the General Plan Diagram (Figure 2-2), which is a graphic representation of the themes and policies in the Plan. A calculated distribution of land use acreages, according to the General Plan Diagram, is shown in Table 2-2. The General Plan Diagram designates the proposed general location, distribution, and extent of land uses through buildout, which is expected by about 2020. As required by State law, land use classifications, shown as color/graphic patterns, letter designations, or labels on the Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined; they also reflect the environmental carrying-capacity limitations established by other elements of the General Plan.

The Diagram is to be used and interpreted only in conjunction with the text and other figures contained in the General Plan. The legend of the General Plan Diagram abbreviates the land use classifications described below, which represent an adopted part of the General Plan. The General Plan Diagram is not necessarily parcel-specific, and uses on sites less than one acre in size are generally not depicted on the Diagram. The interpretation of consistency with the General Plan on sites less than one acre in size will be done through the Zoning Ordinance and the Zoning Map.

Magnitude of Uses

The Pittsburg Planning Area comprises a total of 26,960 gross acres (42 square miles). Approximately 20,028 acres (33 square miles) of this will be located within the City or southern hills. More than half of this will remain in Open Space and Parks. Table 2-3 shows the General Plan land area distribution for the entire Planning Area (including Bay Point and other land). For land distribution by sub area, see Table 2-7.

Table 2-3 General Plan Land Use Distribution, Pittsburg Planning Area, 2020¹				
<i>Land Use Category</i>	<i>Acreage</i>	<i>Percent of Total</i>	<i>Total Acreage</i>	<i>Percent of Total Acreage</i>
City of Pittsburg and Southern Hills (see Table 2-2)			20,028	74%
Residential	4,257	24%		
Mixed Use	186	1%		
Commercial	772	4%		
Industrial	1,589	9%		
Parks	2,773	13%		
Open Space	7,367	39%		
Public / Institutional	419	5%		
Utility ROW	865	5%		
Bay Point / West of Bay Point / Wetlands / Suisun Bay			6,932	26%
Total Planning Area			26,960	100%

¹ including Brown's Island
 Note: Areas shown as wetlands and other northwest unincorporated areas in Table 2-1 have been included in low density residential and open space calculations according to their General Plan designation.
 Source: City of Pittsburg GIS, 2010

**Chart 2-2
General Plan Land Area Distribution, City of Pittsburg, 2020**

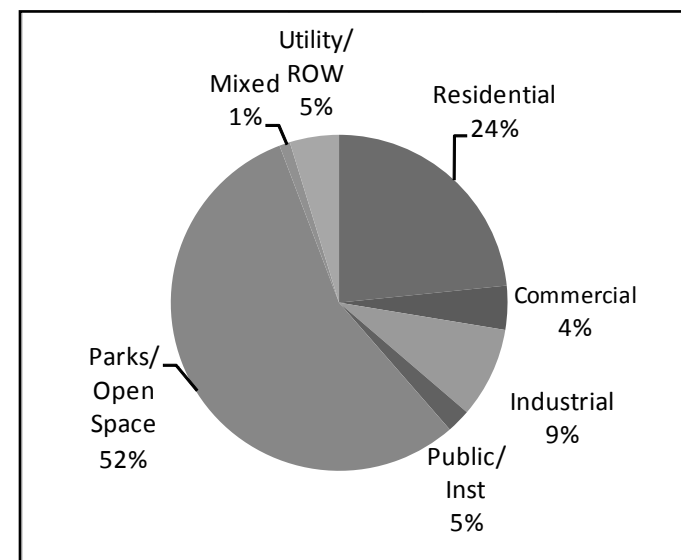
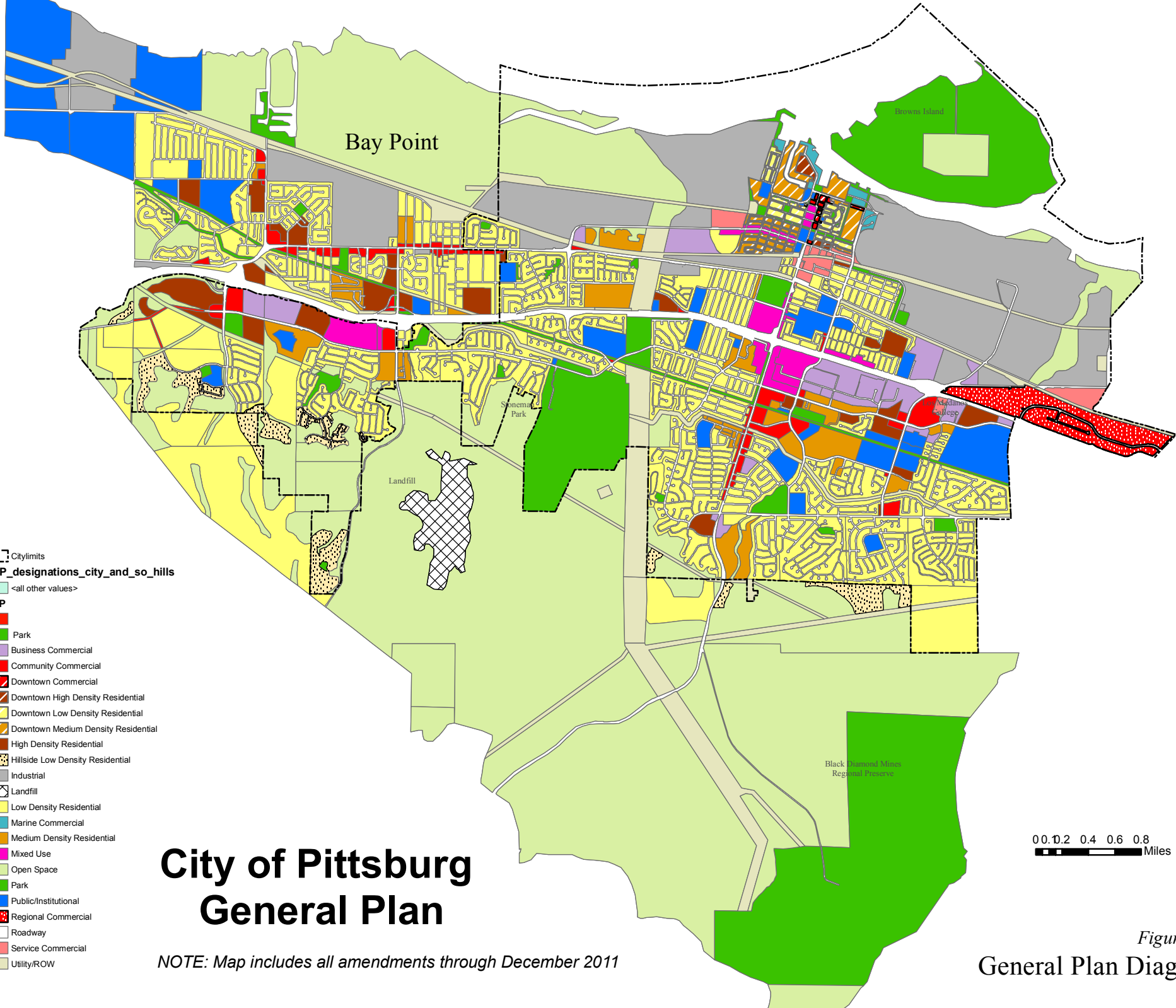


Chart 2-2 shows that Park and Open Space uses will be dominant within the City of Pittsburg, comprising a combined 52 percent of the City's land area in 2020. Approximately 24 percent of the City will be occupied by residential uses, while commercial and Public/Institutional/Utility will encompass 5 and 5 percent, respectively.



- Citylimits
- GP_designations_city_and_so_hills**
- <all other values>
- GP**
- Park
- Business Commercial
- Community Commercial
- Downtown Commercial
- Downtown High Density Residential
- Downtown Low Density Residential
- Downtown Medium Density Residential
- High Density Residential
- Hillside Low Density Residential
- Industrial
- Landfill
- Low Density Residential
- Marine Commercial
- Medium Density Residential
- Mixed Use
- Open Space
- Park
- Public/Institutional
- Regional Commercial
- Roadway
- Service Commercial
- Utility/ROW

City of Pittsburg General Plan

NOTE: Map includes all amendments through December 2011

0.0 0.2 0.4 0.6 0.8 Miles



Figure 2-2
General Plan Diagram

Land Use Framework Guiding Principles

The General Plan Diagram embodies several ideas and principles. These include:

- *Compact urban form.* All growth, with the exception of the Bay Point unincorporated community and a small amount of clustered low-density residential hillside development, is contiguous to existing City limits.
- *Promotion of Downtown as a focus of activity.* Plan policies seek to increase Downtown population, as well as non-residential activity, to enhance vitality and provide a market for commercial uses. Policies that promote development standards that build on Downtown's traditional urban pattern are identified.
- *Modulated development intensities that reflect accessibility.* Development intensities are modulated to reflect accessibility to transit and services. The General Plan designates highest intensities in Downtown and around the Pittsburg/Bay Point BART Station, and lowest intensities in the constrained hillside areas.
- *Promotion of infill development.* In order to minimize encroachment into the hillsides, reverse and prevent blight, promote economic development, and efficiently provide services, the Plan encourages use and revitalization of vacant and underutilized sites. These include areas in and around Downtown (West Tenth Street and Harbor Street), around Railroad Avenue and East Leland Road, the Pittsburg/Bay Point BART station, and complementary and viable uses on vacant sites in existing neighborhoods.
- *Increased connectivity between and within neighborhoods.* Major arterial streets are designated to result in increased connectivity between neighborhoods in different subareas. In addition, policies for locating local streets are included to ensure neighborhood-level connections while providing flexibility to project developers.
- *Designation of mixed-use and pedestrian-oriented activity centers.* New neighborhood centers are envisioned in the form of mixed-use pedestrian-oriented centers. Designated centers include the area surrounding the West Leland Road/San Marco Boulevard intersection. In addition, mixed-use or multi-use development is encouraged surrounding the proposed location of Railroad Avenue BART Station, between East Leland Road and State Route 4.

- *Increased diversity in housing types.* The General Plan seeks to expand the range of housing types currently available in Pittsburg through designation of sites for low-density hillside development, as well as higher-density residential development in selected locations. This allows for a diverse range of housing opportunities for residents of different social/economic sectors. Plan policies also provide for increased flexibility in single-family development by encouraging small-lot (Downtown and arterial corridors) or executive-style and custom/estate (Southern Hills) housing design.
- *Protection of ridgelines and creeks, and expansion of the trail and park network.* The General Plan identifies major and minor ridgelines, and establishes development guidelines to protect them. Additionally, the Plan identifies a network of open space along creeks in new growth areas that will be realized over time. These open space areas will also facilitate development of a network of bikeways and pedestrian trails.
- *Flexibility and mixed-use areas.* To provide flexibility and encourage mixed-use development, the use and intensity regulations provide variable development standards and incentives for mixed-use development in locations such as Downtown and neighborhood centers.

DENSITY/INTENSITY STANDARDS

The General Plan establishes density/intensity standards for each use classification. Residential density is expressed as housing units per gross acre. Gross acreage includes all identified areas within the specific land use designation, including public and/or private streets and other rights-of-way or easements. Gross acreage is measured to the centerline of any abutting peripheral street (not including State Route 4).

Maximum permitted ratio of gross floor area to site area, called Floor Area Ratio (FAR), is specified for non-residential uses. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the type of use occupying the building.

Density (housing units per gross acre) and intensity (FAR) standards are for gross developable land (that is, including streets and other rights-of-way), but excluding areas subject to physical or environmental constraints, which include ridgelines and steep hillside slopes, creek corridors and floodways, and areas dedicated for greenways or habitat protection.

Maximum Density/Intensity Not Automatic

The density/intensity standards do not imply that development projects will be approved only at the maximum density or intensity specified for each use. Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges. Examples of conditions that may limit attainment of the maximum densities/intensities include, but are not limited to:

- Development standards established in the Zoning Ordinance (such as for heights and setbacks, or minimum habitable space) may limit building size;
- The Zoning Ordinance and Zoning Map may break down a single General Plan land use classification into two or more districts with intermediate maximums; and
- The Zoning Ordinance may establish intermediate maximum densities/intensities, with attainment of the General Plan maximum subject to specific performance, design, or other criteria.
- Site constraints due to environmental hazards, infrastructure limitations, and/or compatibility with neighborhood land uses may place limitations on the size and/or density of projects.

Additionally, density bonuses provided to development projects for provision of public facilities, infrastructure, or services beyond that which is required may allow development in excess of stated General Plan densities and FARs. Gross density standards and assumed averages for residential categories are listed in Table 2-4. Design standards specified in the Urban Design Element and/or the Zoning Ordinance should also be consulted in addition to the density/intensity standards in this element.

LAND USE CLASSIFICATION SYSTEM

The classifications in this section are meant to be broad enough to give the City flexibility in implementing policy, but clear enough to provide sufficient direction to carry out the General Plan. The City's Zoning Ordinance contains more detailed provisions and standards to implement these classifications. More than one zoning district may be consistent with a single General Plan land use classification.

For residential uses, densities are stated as the number of housing units per gross acre of developable land. Development would be required within the density range (both maximum and minimum) stipulated in the classification. For non-residential and mixed uses, floor area ratios (FARs) area specified.

Residential

Seven residential land use classifications—including three for Downtown—are established to provide for development of a full range of housing types (mixed-use classifications that permit residential uses are included later in this section).

Second units (accessory dwellings) permitted by local regulation and a 25 percent density bonuses for provision of affordable housing are in addition to densities otherwise permitted. An additional 25 percent bonus is available for projects located within one-quarter mile of a BART station.

Assumed average densities listed are used to calculate probable housing unit and population holding capacity. Neither the averages nor the totals constitute General Plan policy. Population densities corresponding to the housing unit densities can be obtained by multiplying each housing unit by 3.1, the average projected

Pittsburg household size in 2020, according to the Association of Bay Area Governments' (ABAG) Projections '02.

Hillside Low Density. Single-family (attached or detached) residential development in the southern hills built at a density of less than 5 units per gross acre. Maximum densities should be allowed only in flatter, natural slope areas or non-environmentally sensitive level areas. An open, natural character is encouraged by clustering homes and minimizing cut-and-fill of natural hillsides. The average density assumed for General Plan buildout calculations in this classification is 3 units per gross acre.

Low Density. Single-family residential units built at a density of 1 to 7 units per gross acre. Typical lots would be 6,000 square feet; the Zoning Ordinance may permit lots smaller than 6,000 square feet, if the proposed development meets specified community design standards in specific neighborhoods, such as Downtown, to promote compact development. This classification is mainly intended for detached single-family dwellings, but attached single-family units in selected or all areas may be permitted, provided that each unit has ground-floor living area, and private or common outdoor open space. The average density assumed for General Plan buildout calculations is 6 units per gross acre.

Medium Density. Housing at densities from 7 to 14 units per gross acre. Dwelling types may include one or two story garden apartments, townhouses, and attached or detached single-family residences. The Zoning Ordinance may permit zero lot-line or small-lot detached residential units in some or all areas. The average density assumed for General Plan buildout calculations is 12 units per gross acre.

High Density. Residential development at densities ranging from 14 to 25 units per gross acre. Subject to design review by the Planning Commission, additional discretionary density increases, up to a maximum project density of 40 units per gross acre, may be granted to projects that fulfill community objectives. A wide range of housing types, from single-family attached units to multi-family complexes are permitted. The average density assumed for General Plan buildout calculations is 20 units per gross acre.

Downtown Low Density. Housing densities from 4 to 12 units per gross acre.



Pittsburg has a diverse housing stock. A view of Suisun Bay is shown here from the Oak Hills Park development.

Dwelling types may include attached or detached single-family housing and townhouses. The average density assumed for General Plan calculations is 8 units per gross acre.

Downtown Medium Density. Residential development at densities ranging from 12 to 18 units per gross acre. Dwelling types may include attached or detached single family townhouses, garden apartments, and other forms of multi-family housing. The average density assumed for General Plan buildout calculations is 16 units per gross acre.

Downtown High Density. Residential development at densities ranging from 18 to 30 units per gross acre. New high-density projects within Downtown should have transit-oriented amenities (such as covered bus stops at project entrance, where appropriate) and reduced parking requirements to encourage use of alternative modes of transportation. The average density assumed for General Plan buildout calculations is 24 units per gross acre. Subject to design review by the Planning Commission, additional discretionary density increases, up to a maximum project density of 40 units per gross acre, may be granted to projects that fulfill community objectives.

Mixed Use

This mixed use land use designation is established to allow for greater flexibility of land uses around and accessible by transit.

Pittsburg/Bay Point BART Station Area. Encompasses approximately 54 acres located west of the Oak Hills Shopping Center, including the Pittsburg/Bay Point BART Station parking lot. Residential densities up to 65 units per gross acre, or as approved by the Pittsburg/Bay Point BART Station Specific Plan, are allowed on these properties. Maximum FAR for non-residential development is 1.0, or as approved by the Specific Plan.

Railroad Avenue Specific Plan. Encompasses approximately 97 acres located within a roughly one-half mile radius surrounding the Railroad Avenue/State Route 4 intersection. Residential densities between 15 and 65 dwelling units per acre are permitted and nonresidential FAR between 0.25 and 1.0 is permitted.

Downtown. Encompasses approximately 20 acres located in and near the Downtown. Residential densities between 12 and 30 units per acre are allowed on these properties. For properties located along West Tenth Street, maximum FAR for non-residential development is 0.6. For properties located along Railroad Avenue, maximum nonresidential FAR of 1.0, with maximum total FAR not to exceed 2.0.

Commercial

Six commercial land use designations are established; each of these serves a specific purpose, accommodating a broad range of uses.

Each commercial land use designation allows residential uses above ground floor office and retail uses (mixed use development). Subject to design review approval by the Planning Commission, the maximum allowable FAR in each land use designation could be increased, up to a maximum of 0.25 additional FAR, in order to accommodate a residential component. Higher FARs may be allowed as identified by specific subarea policies (see Section 2.5: Planning Subareas).

Regional Commercial. Provides commercial acreage for large-scale retailers and big-box retail centers, such as Home Depot, Best Buy, and auto dealerships, designed to attract shoppers from a wide market area. The Zoning Ordinance will provide adequate sites for regional commercial uses to ensure visibility and access from major transportation corridors, such as State Route 4, which are necessary for establishing a regional clientele.

Community Commercial. Intended to provide sites for retail shopping areas (primarily in shopping centers) containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The Zoning Ordinance may limit certain commercial areas to neighborhood stores or non-automotive establishments.

Downtown Commercial. Accommodates specialty retail, personal services, restaurants, offices, financial organizations, institutions, and other businesses



Commercial opportunities in the City include the WalMart shopping center on Loveridge and East Leland Roads.

serving the daily needs of Downtown residents. Upper-story residential and mixed commercial/residential ground-floor uses are permitted, subject to appropriate design standards. The maximum allowable FAR is 2.0, with a maximum 1.0 for non-residential uses. Limitations on the size and location of parking, coupled with building orientation and design standards, will ensure that a pedestrian-oriented environment is created. A detailed discussion of Downtown land uses is located in Chapter 5: Downtown.

Business Commercial. Intended to provide sites for administrative, financial, business, professional, medical, research and development, and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and support commercial uses. The maximum allowable FAR is 1.0. The Zoning Ordinance will identify areas appropriate for office/business uses vs. industrial parks. Limits on retail activities will be specified in the Zoning Ordinance, in addition to potential specific locations for hospitals, extended care and other similar facilities. Development standards and buffering requirements will prevent significant adverse affects on adjacent residential uses.

Marine Commercial. Business and professional services, offices, convenience sales, restaurants, public marketplaces, repair services, specialty retail (such as boat sales and repair), hotel/motel with a coastal orientation, recreational facilities, research and development, custom manufacturing, and marinas are all accommodated. Maximum allowable FAR is—0.5 for retail, recreation facilities, marinas, and eating and drinking establishments, 1.0 for offices, and 1.5 for hotels—for all (commercial and residential) uses; no separate residential density is specified.

Service Commercial. Intended to provide sites for commercial business not appropriate in other commercial areas because of high volumes of vehicle traffic and potential adverse impacts on other uses. Also, residential uses may be permitted above ground floor commercial uses (such as office and retail). The maximum allowable FAR is 0.5 for all (commercial and residential) uses; no separate residential density is specified. Allowable uses include automobile sales and services, building materials, nurseries, equipment rentals, contractors, wholesaling, warehousing, storage, and similar uses. Offices, retail uses,

restaurants, and convenience stores should be allowed as ancillary uses.

Industrial

Manufacturing, wholesale, warehousing and distribution, commercial and business services, research and development, and storage uses are permitted, in addition to agricultural, food and drug, and industrial processing. Only small restaurant and ancillary commercial uses would be appropriate, subject to appropriate design standards. The maximum FAR is 0.5, and increases in the maximum FAR may be permitted up to 0.8, for uses with low employment intensities. Performance standards in the Zoning Ordinance will minimize potential environmental impacts.

Public/Institutional

Intended to provide for schools, government offices, transit sites, public utilities, and other facilities that have a unique public character. Religious facilities are not called out separately on the General Plan Diagram; these facilities may or may not be specifically delineated on the Zoning Map.

Parks/Recreation

Provides for parks, recreation complexes, community fields, public golf courses, stadiums, and greenways. Local and regional trail network is also accommodated. Ancillary facilities such as concession stands, clubhouses, and equipment rental are also allowed.

Open Space

Much of the City's Planning Area is rural privately-owned land that falls within the open space designation. This classification accommodates any greenbelts and/or urban buffer areas that may be designated in the future. Greenbelts are open space, parkland, and agricultural areas located outside urban areas, as opposed to urban parks located within developed areas. Generally, there are two primary criteria that identify lands as open space:



Pittsburg attempts to provide a variety of recreational facilities including parks and community fields, as shown here.

- *Resource Conservation.* Includes sites with environmental and/or safety constraints, such as riparian corridors, sensitive habitats, and wetlands. Development is limited to one housing unit per existing legal parcel, and no construction is allowed on land within the parcel that is unsuitable for development.
- *Agriculture and Resource Management.* Includes orchards and cropland, grasslands, incidental agricultural or related sales, and very low-density rural residential areas, not to exceed one housing unit per 20 acres. One housing unit may be built on each existing parcel, and agriculture is allowed with fewer restrictions on keeping animals than in the residential classifications.

Permitted residential development may be clustered in locations with little or no environmental constraints. However, land area with the open space designation is not to be used in calculating allowable density.

Utility/ROW

Intended to designate land area dedicated to utilities, infrastructure or road right-of-way.

2.3 GENERAL PLAN BUILDOUT

Development consistent with the General Plan resulting from application of assumed average densities and intensities is described in Tables 2-5 and 2-6. The time at which full development (“buildout”) will occur or areas where redevelopment may occur are not specified in or anticipated by the Plan. Designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use over the Plan horizon.

BUILDOUT POPULATION

Buildout of the General Plan, at the assumed densities shown in Table 2-5, will result in approximately 31,690 housing units located within the City limits. An estimated population of 93,340 will reside within the City limits, while approximately 15,730 people will live within Bay Point by 2020; resulting in a

total Planning Area population of 109,060¹. Nearly 11,450 housing units are proposed within City limits (which includes the San Marco development), in addition to 1,300 units approved as of 1999.

**Table 2-5
Population and Housing: 2020, Pittsburg Planning Area***

	<i>Housing Units</i>	<i>Population</i>	<i>Employed Residents</i>
Existing	19,600	57,710	26,550
Approved	640	1,890	870
Proposed	11,450	33,730	15,520
City of Pittsburg 2020	31,690	93,340	42,930
Existing	6,190	14,990	8,040
Proposed	310	740	400
Bay Point 2020	6,500	15,730	8,440
Total Planning Area 2020	38,190	109,060	51,370

*See Housing Element (Chapter 13) for updated information

Note: Items may not sum up to total due to independent rounding.

Assumptions:

City of Pittsburg = Housing Units based on City's GIS database; Population based on 3.1 persons per household and 5 % vacancy; Employed Residents based on 46% of population.

Bay Point = Housing Units, Population, and Employed Residents based on LUIS 99 database.

Source: ABAG Projections 2002, Dyett & Bhatia, May 2004.

¹ City of Pittsburg buildout projections based on land use development assumptions (see Table 2-5), while Bay Point buildout projections based on LUIS 99 Contra Costa County TAZ Estimates.

BUILDOUT EMPLOYMENT

Buildout of all commercial and industrial sites within the Planning Area would result in approximately 14.9 million square feet of commercial space and 6.4 million square feet of industrial space. This increase in non-residential building area, in conjunction with increased populations and business expansion throughout East County, will result in a total of 54,170 commercial jobs and 10,470 industrial jobs at buildout (see Table 2-6).

Table 2-6**Employment: 2020, Pittsburg Planning Area***

	<i>Commercial Sq Ft</i>	<i>Commercial Jobs</i>	<i>Industrial Sq Ft</i>	<i>Industrial Jobs</i>	<i>Total Jobs</i>
Existing	4,799,330	17,450	3,735,620	4,150	21,600
Approved	1,443,250	5,250	491,180	550	5,790
Proposed	8,124,570	29,540	2,193,060	2,440	31,980
City of Pittsburg 2020	14,367,150	52,240	6,419,860	7,130	59,380
Existing	467,170	1,700	0**	3,050	4,750
Proposed	62,320	230	0**	280	510
Bay Point 2020	529,490	1,930	0**	3,330	5,260
Total Planning Area 2020	14,896,630	54,170	6,419,870	10,470	64,630

Note: Items may not sum up to total due to independent rounding.

*See Housing Element (Chapter 13) for more updated information.

** Less than 10 sq. ft.

Assumptions:

City of Pittsburg = Commercial and Industrial Sq Ft based on City's GIS database; Commercial Jobs based on 275 sq ft per employee; Industrial Jobs based on 900 sq ft per employee.

Bay Point = Commercial and Industrial Jobs based on LUIS 99 database; Commercial Sq Ft based on 275 sq ft per employee; Industrial Sq Ft based on 900 sq ft per employee.

Source: ABAG Projections 2002, Dyett & Bhatia, May 2004.

2.4 CITY-WIDE LAND USE POLICIES

GOALS: LAND USE

- 2-G-1 Maintain a compact urban form within the City's projected municipal boundary. Ensure that hillside lands not environmentally suitable for development are maintained as open space.*
- 2-G-2 Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.*
- 2-G-3 Emphasize concentrated commercial development, rather than linear commercial strips.*
- 2-G-4 Provide a range of development intensities, with the highest intensities in Downtown and in areas accessible to transit and services, and lower intensities in hillsides and at the City's southern edge.*
- 2-G-5 Promote a diversity of housing types, including opportunities for hillside estate development, as well as smaller lot, infill, and high-density housing.*
- 2-G-6 Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites.*
- 2-G-7 Promote flexibility and diversity in land use arrangements, including mixed-use development in appropriate areas.*
- 2-G-8 Ensure that hillside development enhances the built environment, improves safety through slope stabilization, is respectful of topography and other natural constraints, and preserves ridgelines and viewsheds.*
- 2-G-9 Exercise leadership in securing development and preserving open space consistent with the General Plan in portions of the Planning Area that will ultimately be inside the city boundaries.*

POLICIES: LAND USE

The policies in this section address city-wide land use strategies. Section 2.5 applies to specific sub-areas.

For Downtown policies, see Chapter 5: Downtown. For parks, recreation, and open space policies, see Chapter 8: Youth and Recreation.

Growth Boundaries and Procedures

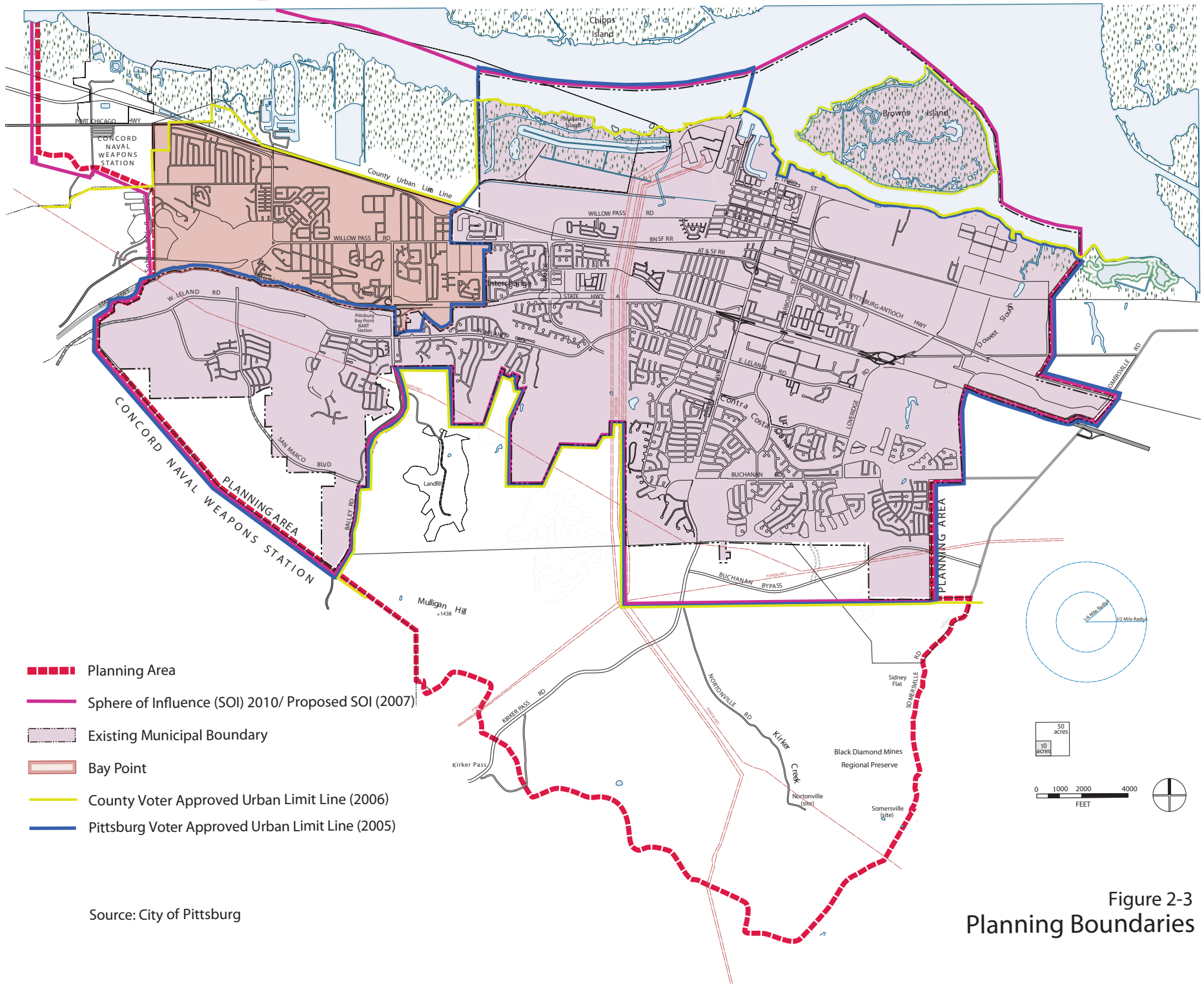
2-P-1 Review the City's Sphere of Influence every 5 years. Pursue necessary annexation and Sphere of Influence changes through coordination with the County and Local Agency Formation Commission, in accordance with Figure 2-3.

Changes to the City's Sphere of Influence (SOI) are shown in Figure 2-3. The figure shows several areas where the City's SOI would be expanded: the area between Bailey Road and the Concord Naval Weapons Station, and the area east of the PG&E transmission line corridor and Kirker Pass Road. Both of these areas are proposed exclusively for low-density development.

2-P-2 Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.

This revision would include:

- Establishing new base districts, consistent with the land use classifications in the General Plan;
- Revamping regulations to ensure well-designed hillside development;
- Considering use of new overlay districts for environmental protection, new review processes, and mixed-use and specific plan areas; and
- Drafting new development regulations that reflect policy direction contained throughout the General Plan, including planning sub-area standards.



- - - - - Planning Area
- Sphere of Influence (SOI) 2010/ Proposed SOI (2007)
- Existing Municipal Boundary
- Bay Point
- County Voter Approved Urban Limit Line (2006)
- Pittsburg Voter Approved Urban Limit Line (2005)

Source: City of Pittsburg

Figure 2-3
Planning Boundaries

2-P-3 *Allow market forces, the status of agricultural preserve (Williamson Act) contracts, and the availability of urban services to determine the timing of annexation or development expansion into the hillsides.*

2-P-4 *Consider amendments to the current Sphere of Influence for properties along the eastern and western edges of the City, to take advantage of providing City services for the development of adjacent vacant lands.*

The undeveloped Chevron East site has historically been considered part of Pittsburg, and is a logical extension of the Highlands Ranch development. Developable sites west of Bay Point can also be served by extending existing City services.

Planned Development and Compatibility

2-P-5 *Undertake planned development as a means to achieve high community design standards, not to circumvent development intensity standards.*

Planned Development (PD) zoning has been used fairly extensively in the City. While the use of PD regulations in itself is not a problem, the PD mechanism should not be a vehicle to circumvent policies, regulations, and standards embodied in the General Plan and the Zoning Ordinance.

2-P-6 *Ensure provision of community amenities within planned development projects, including parks and recreation facilities, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities. Ensure construction of amenities at a time that is in balance with the needs of the development.*

2-P-7 *During development review, consider project compatibility with existing surrounding land uses. Ensure that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.*

Land use compatibility occurs when a land use exists and functions without creating a nuisance, hazardous, or unhealthy condition with adjacent land uses.

2-P-8 *In the case of resident and/or business displacement due to redevelopment activities, provide tenants/property-owners with fair market values and moving costs.*

Commercial and Industrial Development

2-P-9 *Allow development of residential uses in transition areas where real estate interest in industrial land adjacent to existing or planned residential areas has diminished. However, ensure project design avoids potential activity conflicts.*

2-P-10 *Reserve sites for Business Commercial uses, including but not limited to:*

- *Along State Route 4, focused at the Willow Pass Road/San Marco Boulevard interchange and Loveridge Road interchange;*
- *Adjacent to the Pittsburg/Bay Point BART Station;*
- *Between Willow Pass Road and the BNSF Railroad tracks, west of Downtown; and*
- *Along Harbor Street, between State Route 4 and East Leland Road (the proposed Railroad Avenue BART Station).*

2-P-11 *Do not allow sites designated for Business Commercial uses to be changed to another land use designation unless it is determined that adequate sites are available elsewhere to meet the City's office and business development objectives.*

2-P-12 *Discourage the conversion of existing retail and service storefronts to group assembly-type uses.*

2-P-13 *Ensure that buffers—including landscaping, berms, parking areas, and storage facilities—are used to separate potentially incompatible*



Businesses on East Tenth Street are an example of Business Commercial uses in the City.

activities.

- 2-P-14 *Locate office and other support facilities along arterial roadways to screen heavy industrial and manufacturing activities.*

Redevelopment of industrial areas should locate administrative uses along street frontage to buffer heavy industrial activities from people traveling along City roadways, such as Willow Pass Road and Pittsburg-Antioch Highway.

Residential Development

- 2-P-15 *Ensure minimum residential densities, in accordance with the ranges stipulated in this Plan.*

This would require update of the City's Zoning Ordinance to ensure consistency with the General Plan, including rezoning of sites to appropriate designations so that planned development is within the designated range.

- 2-P-16 *Develop criteria and standards for small-lot single-family residential development that:*

- *Promotes design and development flexibility;*
- *Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and*
- *Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.*

- 2-P-17 *Maintain regulations to permit second units (accessory dwellings) in single-family residential developments in accordance with State law.*

Requirements for this are spelled out in California Government Code Section 65852.



Housing opportunities in Pittsburg include the Oak Hills development pictured here.

2-P-18 *Limit all new multi-family housing to 20 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large-scale, professionally maintained, high-density housing.*

2-P-19 *Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.*

2-P-20 *Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.*

If switch boxes and transformer boxes cannot be undergrounded due to physical constraints, these boxes should be placed in locations that are not visually obtrusive and screened to avoid visual blight.

Hillside Development

2-P-21 *Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction. Revisions may include, but are not limited to:*

- *Designating protected ridgelines, creeks, and other significant resource areas, along with daylight plane or setback standards;*
- *Defining protected viewsheds;*
- *Designating location and density of low-density hillside residential development based on slope stability and visual impact;*
- *Provision of well-designed hillside projects that provide larger, family-oriented lots; and*
- *Protection of significant ridgelines and incorporation of hill forms into project design.*

2-P-22 *Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base district.*

- 2-P-23 *Restrict development on minor and major ridgelines (as identified in Figure 4-2). Encourage residential construction on flatter natural slopes or non-sensitive graded areas that reduce environmental and visual impacts. Minimize cut-and-fill of natural hillsides.*
- 2-P-24 *Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.*
- 2-P-25 *As a condition of approval, ensure that residential developers incorporate natural creeks as open space amenities into the design of residential neighborhoods.*
- 2-P-26 *Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-foot setback with fire-resistant landscaping.*
- 2-P-27 *Minimize single-access residential neighborhoods in the hills; maximize access for fire and emergency response personnel.*
- 2-P-28 *During development review, ensure that the design of new hillside neighborhoods minimizes potential land use incompatibilities with any grazing/agricultural activities in the southern hills.*

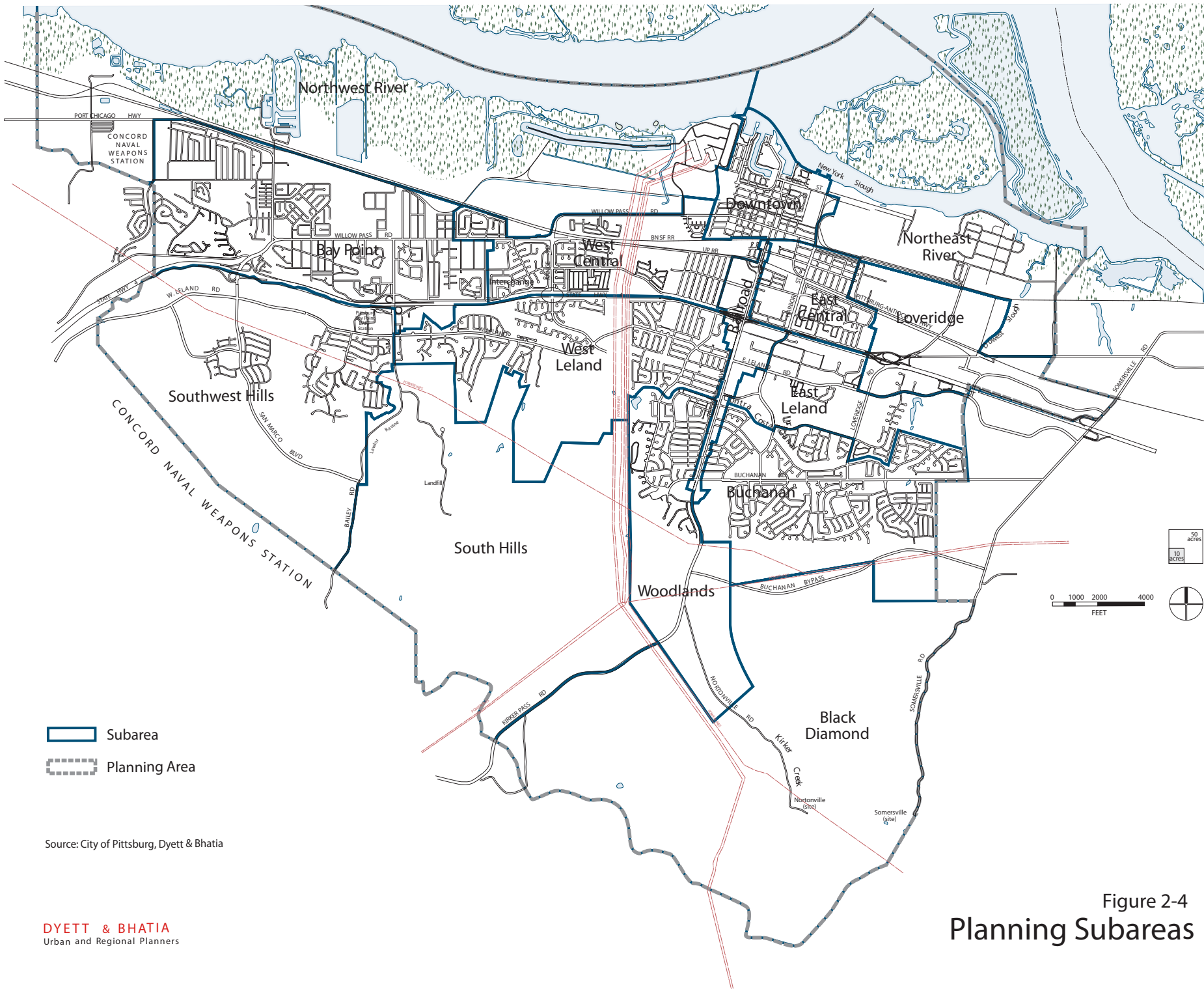
Environmental Review

- 2-P-29 *Ensure that all Environmental Impact Reports for development projects, where required and necessary, be prepared by City staff or staff-approved and managed consultants. However, require project proponents to pay for all consultant services associated with environmental review.*

California Public Resource Code Section 21082.1 requires that a Draft EIR be prepared directly by or under contract to the lead agency; this

includes traffic modeling and geo-technical studies for project EIRs and program EIRs.

2-P-30 Encourage private developers to conduct geo-technical and biological studies prior to filing project applications to ensure environmentally sensitive project layout and design.



Source: City of Pittsburg, Dyett & Bhatia

Figure 2-4
Planning Subareas

2.5 PLANNING SUBAREAS

The City's subareas are defined geographically, following either major transportation routes—such as State Route 4 or the BNSF railroad—or City/neighborhood boundaries. Figure 2-4 shows the subareas, and Table 2-7 presents the land use distribution for each subarea by generalized use categories.

Subareas 1-11 are within existing City limits, while subareas 12-15 include the Bay Point Community and unincorporated lands outside of Pittsburg's Sphere of Influence. With the exception of Downtown and East Leland, the subareas are generally dominated by one land use type. A description of the subareas follows:

1. *Downtown.* Retail and commercial office uses line Railroad Avenue, north of East Tenth Street. Service commercial uses are located along East Tenth Street, the old County highway. Residential neighborhoods surround the commercial corridors, with newer, higher density developments located near the waterfront. Downtown is discussed in greater detail in Chapter 5.
2. *Northeast River.* Northeast River is characterized by large-scale heavy industrial operations and vacant land. USS-Posco, Dow Chemical, and the Delta Diablo Wastewater Treatment Plant are some of the facilities located in this subarea. Wetlands comprise a small portion of the northeastern corner where Kirker Creek meets the Sacramento River. Browns Island, located across New York Slough, is a Regional Shoreline Preserve.
3. *Loveridge.* Large industrial uses and vacant sites constitute a majority of Loveridge, adjacent to the Loveridge Road/State Route 4 interchange. A variety of land uses line East Leland Road, including a community commercial center, business commercial complex, service commercial node, and several multi-family housing developments. Between the BNSF railroad tracks and State Route 4, heavy industry and business commercial parks are planned. Land dedicated to regional commercial (big-box) retailers is concentrated along Century Boulevard.
4. *East Central.* Located east of Railroad Avenue and north of State Route 4, East Central contains some of the City's older neighborhoods; most notably the traditional Central Addition, where many industrial executives resided in

decades past. Residential uses comprise more than half of the net land area. Neighborhood commercial establishments can be found on Railroad Avenue and adjacent to State Route 4, and commercial offices on Railroad Avenue and Harbor Street. Pittsburg High School is also located in this subarea.

5. *Railroad Avenue.* The City's major commercial corridor also serves as a major north-south arterial connecting Downtown to the southern City limits. Services and business commercial uses line the corridor north of State Route 4, while community commercial activities constitute the southern portion of the corridor. Pittsburg's Civic Center is also located in this subarea, along with City Park, one of the City's major recreational areas.
6. *East Leland.* Similar to Downtown, East Leland is characterized by a diverse mix of uses. However, its commercial establishments, offices, and business/industrial parks have been developed at a much larger scale, reflecting a less dense suburban land use pattern. A proposed mixed-use, business commercial node comprises nearly all land north of East Leland Road, adjacent to the proposed Railroad Avenue BART Station. Multi-family residential uses are clustered along East Leland Road and Delta De Anza Trail in the southeastern portion of the subarea. Small World Park and Los Medanos Community College are also located within the area.
7. *Buchanan.* Located along the City's southeastern boundary, the Buchanan subarea consists of many newer single-family residential subdivisions. Additionally, this subarea features a multi-unit senior community along Kirker Creek. Two parks and three schools are located here, along with a few commercial establishments. Hillside and low-density residential acreage is available for development of new up-scale neighborhoods along the southeast boundary of the Planning Area.
8. *Woodlands.* Like Buchanan, Woodlands contains many newer single-family housing developments. A small park and one elementary school serve the subarea. Clustered, low-density neighborhoods are proposed for the small valleys adjacent to Kirker Creek.
9. *West Central.* Residential neighborhoods comprise the primary use in West Central. Two small neighborhood commercial uses serve the subarea (Fountain Plaza and Parkside Market). Two mobile home parks also lie

within the area, adjacent to the PG&E transmission corridor. Business commercial, services, and industrial parcels adjacent to and north of the BNSF railroad tracks have potential for redevelopment opportunities.

10. *West Leland.* West Leland is dominated by single-family residential neighborhoods, and the City's joint Golf Course/Stoneman Park recreational facility. Additional public facilities include Del Monte Community Center, an elementary school, and a new fire station.
11. *Southwest Hills.* Annexed by the City in 1990, this subarea presently consists primarily of undeveloped, rolling hills. However, the area is the site of the approved 640-acre San Marco residential development, which will include both low and high-density residential units. The Oak Hills and Alves Ranch residential subdivisions are also located within this subarea. Additionally, the southern hills subarea includes the San Marco Meadows and Bailey Estates projects, which are not yet annexed to the City but are located within the County ULL. Potential sites for low-density residential neighborhoods are located outside the County ULL and may be available for development after the Restricted Federal Easement is abandoned.

Multi-family housing developments will be concentrated along the West Leland Road corridor. A mixed-use, community commercial center at the West Leland Road/San Marco Boulevard intersection will serve nearby neighborhoods, while business commercial parks will be developed along West Leland Road. A small portion of the Pittsburg/Bay Point BART Station Area Specific Plan area also lies within this subarea.

Unincorporated Areas

Subareas 12-15 comprise the unincorporated portions of the Pittsburg Planning Area. These areas include:

12. *Northwest River.* Two major uses are located in the Northwest River: the Mirant (previously PG&E) Power Plant, and a small portion of the Concord Naval Weapons Station. The remainder of Northwest River consists of marshland.

13. *Bay Point*. Located west of Pittsburg, the unincorporated community of Bay Point consists primarily of residential neighborhoods. Multi-family housing is concentrated along Bailey Road north of the Pittsburg/Bay Point BART Station, and commercial activities line the Willow Pass Road corridor. A large swath of industrial land lies along the railroad tracks. The Mount Diablo Unified School District operates two elementary schools within the community. The majority of the developed portion of Bay Point, while unincorporated, is nevertheless within Pittsburg's SOI and Planning Area.
14. *South Hills*. South of the City limit, South Hills consists of undeveloped, rolling hills. The Keller Canyon Landfill is in the northwestern portion of the South Hills subarea, and is surrounded by an open space buffer.
15. *Black Diamond*. Located in the far southeastern corner of the City's Planning Area, Black Diamond features undeveloped, rolling hills of primarily rural, privately-owned grazing land. The Black Diamond Mines Regional Preserve offers a variety of recreational opportunities, such as trails and picnic areas, and includes current ranching operations.

Several observations can be made about land uses at the subarea level:

- Medium and High Density Residential acreage can be found in the East Leland, Southwest Hills, West Central, West Leland, and Buchanan subareas. Most residential development outside City boundaries is located in the unincorporated Bay Point community.
- Commercial uses are focused primarily in the East Leland, Downtown, Loveridge, and Railroad Avenue subareas.
- Industrial facilities in the Planning Area are concentrated in the Loveridge, Northeast River, and Northwest River subareas.
- A majority of parks and open space acreage in the Planning Area is attributable to Browns Island Regional Shoreline and Black Diamond Mines Regional Preserve. Stoneman Park, in West Leland, constitutes the largest proportion of parkland within City limits.

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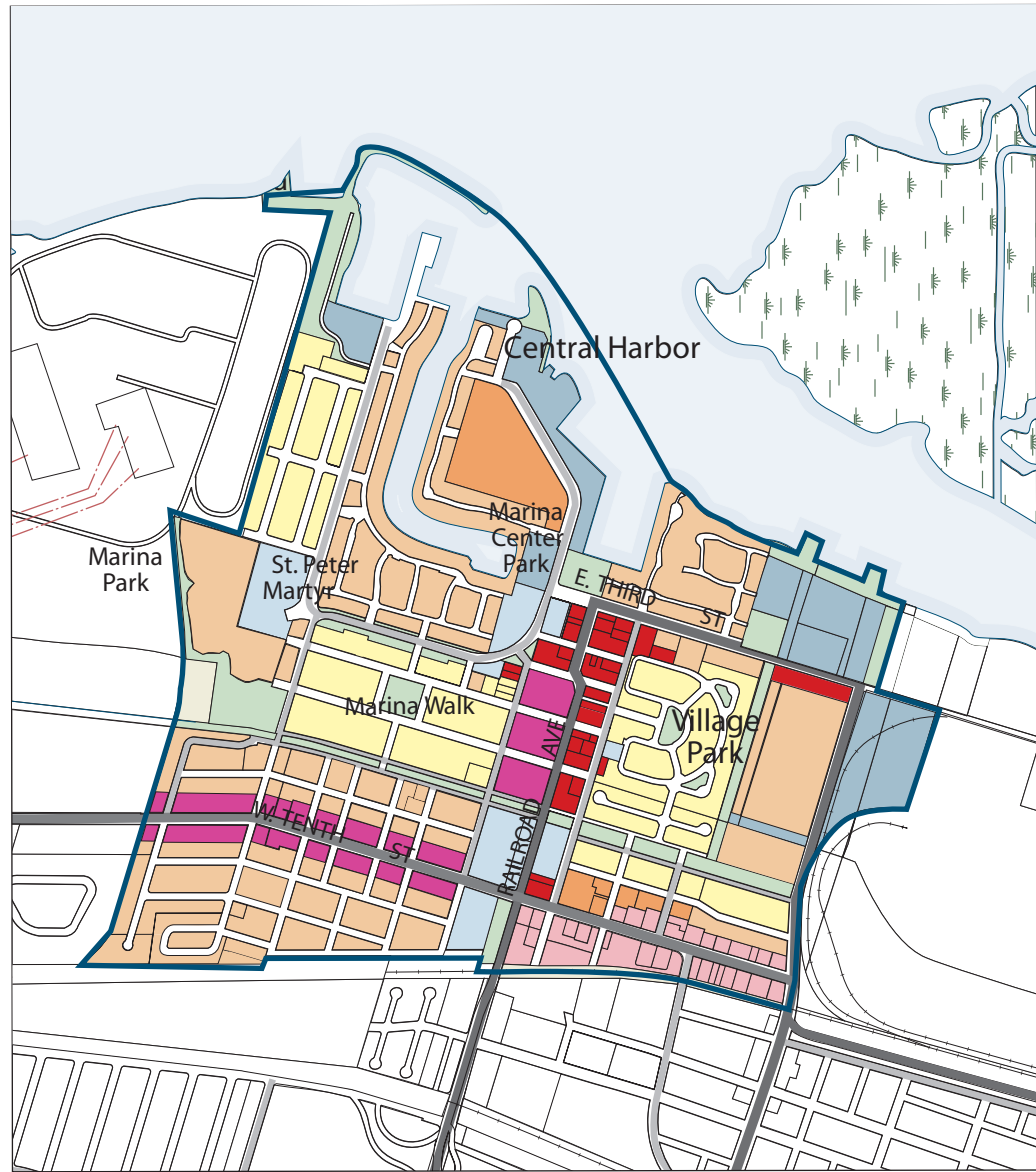
Table 2-7
General Plan Distribution, City of Pittsburg (not including Bay Point)

<i>Land Use</i>	<i>Black Diamond</i>	<i>Buchanan</i>	<i>Down- town</i>	<i>East Central</i>	<i>East Leland</i>	<i>Loveridge</i>	<i>Northeast River</i>	<i>Northwest River</i>	<i>Railroad Avenue</i>	<i>South Hills</i>	<i>Southwest Hills</i>	<i>West Central</i>	<i>West Leland</i>	<i>Wood- lands</i>	<i>Grand Total</i>
<i>Residential</i>															
Hillside Low Density	0	59	0	0	0	0	0	0	0	0	219	0	0	16	294
Low Density	0	882	0	176	27	0	0	0	4	0	928	327	534	347	3,225
Medium Density	0	57	0	0	130	0	0	0	0	0	54	76	34	12	363
High Density	0	1	0	26	42	20	0	0	0	0	114	10	0	15	228
Downtown Low Density	0	0	53	0	0	0	0	0	0	0	0	0	0	0	53
Downtown Medium Density	0	0	129	0	0	0	0	0	0	0	0	0	0	0	129
Downtown High Density	0	0	14	0	0	0	0	0	0	0	0	0	0	0	14
<i>Mixed Use</i>	0	0	16	10	0	0	0	0	103	0	52	4	0	0	185
<i>Commercial</i>															0
Regional Commercial	0	0	0	0	0	206	0	0	0	0	0	0	0	0	206
Community Commercial	0	9	0	2	25	27	0	0	39	0	30	3	1	0	136
Business Commercial	0	6	0	0	115	74	0	0	8	0	49	48	0	0	300
Downtown Commercial	0	0	11	0	0	0	0	0	0	0	0	0	0	0	11
Marine Commercial	0	0	33	0	0	0	0	0	0	0	0	0	0	0	33
Service Commercial	0	0	11	20	0	34	1	0	5	0	0	20	0	0	91
<i>Industrial</i>	0	0	0	0	0	340	669	724	0	196	0	56	0	0	1985
<i>Parks</i>	1,446	39	31	15	33	6	642	33	33	0	35	10	392	2	2,717
<i>Open Space</i>	2,618	142	0	0	0	0	228	1,560	0	2,680	692	13	66	477	8,476
<i>Public / Institutional</i>	0	42	18	60	186	0	0	571	1	0	22	24	54	13	991
<i>Utility ROW</i>	181	40	4	22	7	37	45	185	1	292	2	120	104	62	1,102
Grand Total	4,245	1,277	320	331	565	744	1,585	3,073	194	3,168	2,197	711	1,185	944	20,539

Note: Items may not sum to total due to independent rounding.

Source: City of Pittsburg GIS. June 2010

- DOWNTOWN**
- Downtown Commercial
 - Marine Commercial
 - Downtown Low Density Residential (4-12 un/ac)
 - Downtown Medium Density Residential (12-18 un/ac)
 - Downtown High Density Residential (18-30 un/ac)
 - Service Commercial
 - Public/ Institutional
 - Park
 - Utility/ROW
 - Mixed Use
- Planning Subarea
 - Existing Proposed Arterial Street
 - Existing Proposed Collector Street



Source: Dyett & Bhatia

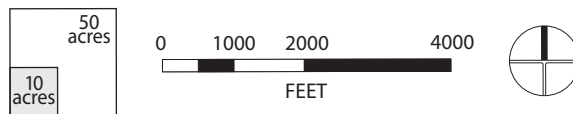
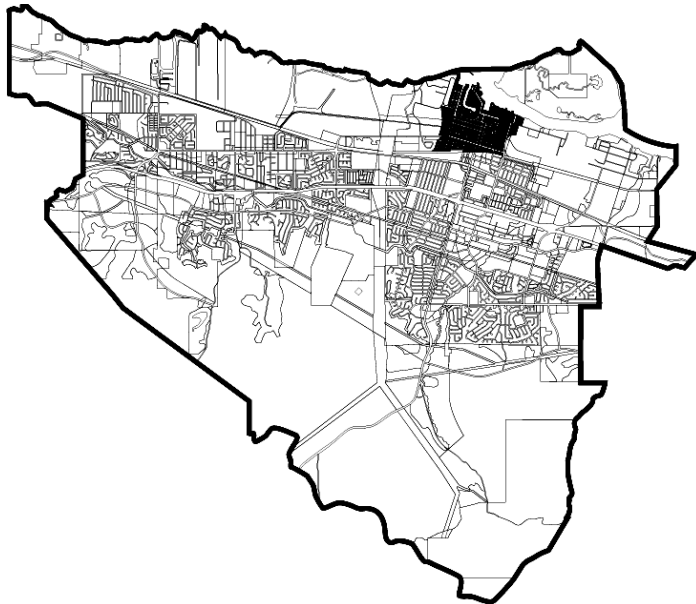


Figure 2-4a
Downtown

**Table 2-8
General Plan Land Use Distribution by
Acreage, Downtown**

<i>Land Use</i>	<i>Acreage</i>
Downtown Low Density Residential	53
Downtown Medium Density Residential	129
Downtown High Density Residential	14
Mixed Use	16
Downtown Commercial	11
Marine Commercial	33
Service Commercial	11
Parks	31
Public / Institutional	18
Utility ROW	4
Grand Total	320

Source: City of Pittsburg GIS. June 2010



GOALS AND POLICIES: PLANNING SUBAREAS

Goals and policies for the 16 subareas within Pittsburg are described individually on the following pages.

Downtown

Extensive goals and policies addressing commercial and residential development, urban design, waterfront access, historical resources, and parking within Downtown are included in Chapter 5: Downtown.

Goals: Downtown

- 2-G-10 Create a mixed-use Downtown that is a landmark and a destination point, as well as a residential neighborhood.*
- 2-G-11 Provide increased pedestrian connections to and vistas of the Suisun Bay/New York Slough waterfront.*

Policies: Downtown

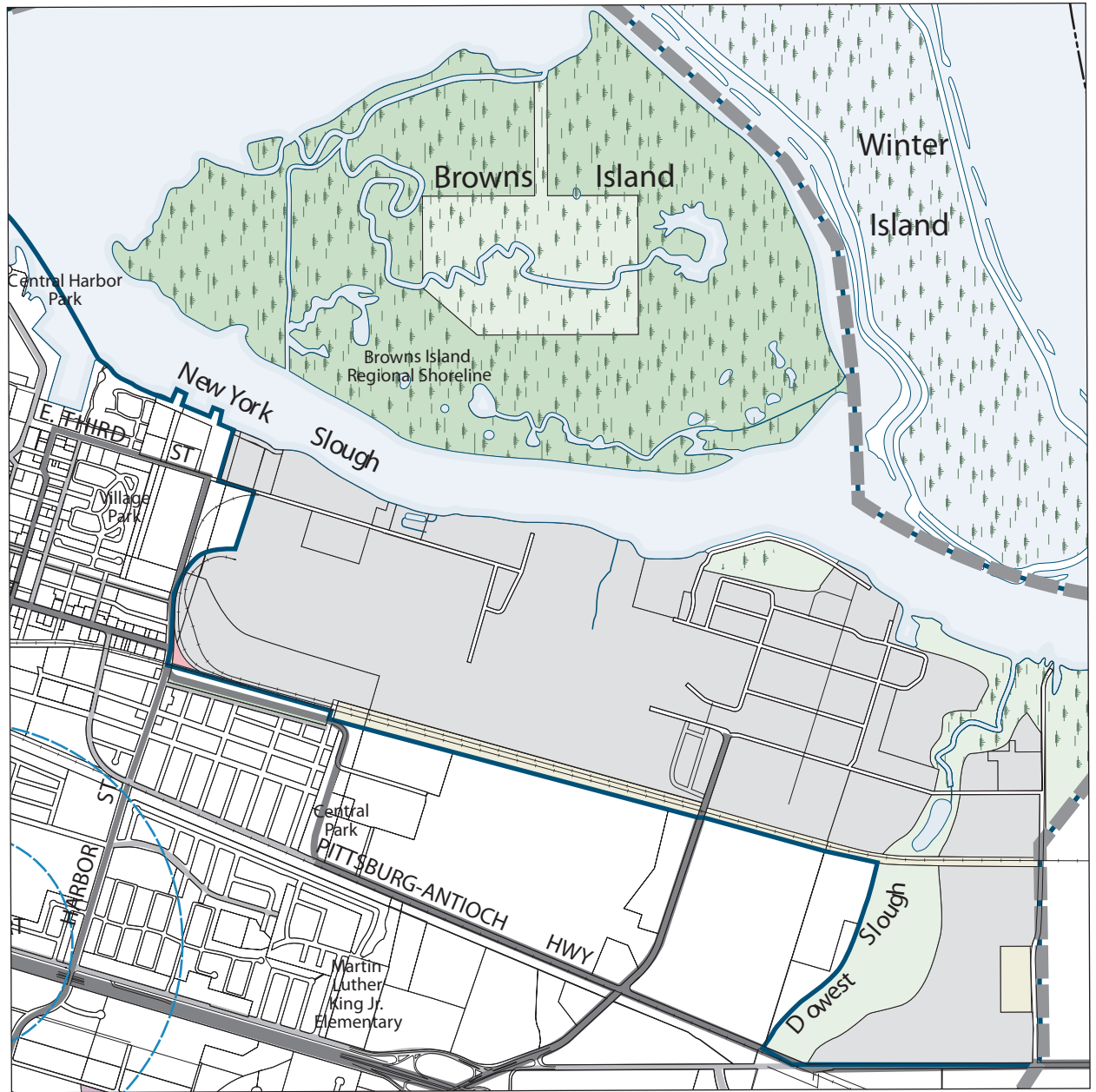
- 2-P-31 Promote and enforce the policies outlined in the Downtown element (Chapter 5: Downtown) of this Plan.*
- 2-P-32 Concentrate all Downtown Commercial activity—which includes specialty retail, professional offices, personal services, entertainment and other uses along the Railroad Avenue corridor. (Downtown: 5-P-2)*
- 2-P-33 Limit commercial uses along the southern side of East Tenth Street to Service Commercial businesses – including repair and maintenance, retail sales, special trade contracting and other uses. (Downtown: 5-P-6)*

- 2-P-34 *Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses – such as specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses. (Downtown: 5-P-13)*
- 2-P-35 *Encourage public acquisition and/or private assembly of the neighborhood blocks surrounding West Tenth Street for redevelopment to higher density housing, including rebuilding of the existing affordable housing stock. (Downtown: 5-P-19)*
- 2-P-36 *Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting. (Downtown: 5-P-42)*

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- Service Commercial
- Industrial
- Park
- Open Space
- Utility/ROW

- Planning Area
- Planning Subarea
- Existing Arterial Street
- Proposed Arterial Street
- Existing Collector Street
- Proposed Collector Street



Source: Dyett & Bhatia

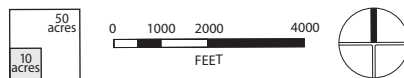


Figure 2-4b
Northeast River

Table 2-9
General Plan Land Use Distribution by
Acreage, Northeast River

<i>Land Use</i>	<i>Acreage</i>
Service Commercial	1
Industrial	669
Parks	642
Open Space	228
Utility ROW	45
Grand Total	1585

Source: City of Pittsburg GIS. June 2010



Northeast River

Goals: Northeast River

- 2-G-12 Maintain the industrial use and character of the area.*
- 2-G-13 Protect sensitive marshland habitats along the New York Slough waterfront.*

Policies: Northeast River

For policies related to Browns Island Shoreline Preserve, see Chapter 8: Youth and Recreation.

- 2-P-37 Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.*
- 2-P-38 During project review, ensure that all industrial development along public streets and in areas adjacent to Downtown maintain at least a 25 foot wide landscaped buffer (using trees and shrubs for screening) along the street.*
- 2-P-39 Encourage the development of “clean” industries along the New York Slough waterfront. Support the modernization of all industrial uses in the area to reduce both air and water pollutant levels.*
- 2-P-40 Encourage the development of office and support uses along street frontages in the Northeast River subarea to buffer heavy industrial activities.*
- 2-P-41 Support the reclamation and reuse of contaminated industrial sites within the Northeast River subarea.*
- 2-P-42 Amend the City’s Zoning Ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible*

during redevelopment of industrial activities not dependent on docking access.

2-P-43 Ensure that all proposed projects in the Northeast River area complete an assessment of biological resources, including wetlands, before site layout and design is completed.

2-P-44 Ensure—through a combination of on- and off-site mitigation—that new development results in no net loss of wetlands.

Dowest Slough is an excellent example of wetlands restoration adjacent to industrial properties. See Chapter 9: Resource Conservation for further discussion of wetlands habitat preservation.

2-P-45 Pursue opportunities for a multi-use trail along the waterfront as industrial properties are redeveloped and remediated.

2-P-46 Support the permanent preservation of the wetlands and salt marsh habitats along New York and Dowest Sloughs, including Browns Island Regional Shoreline.

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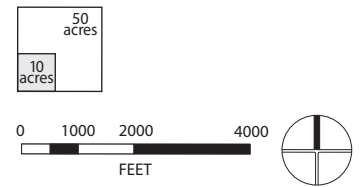
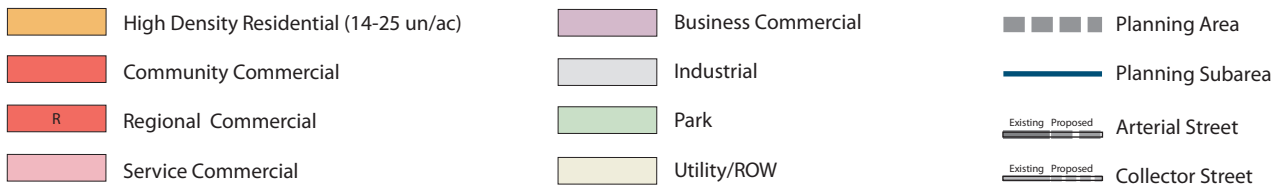
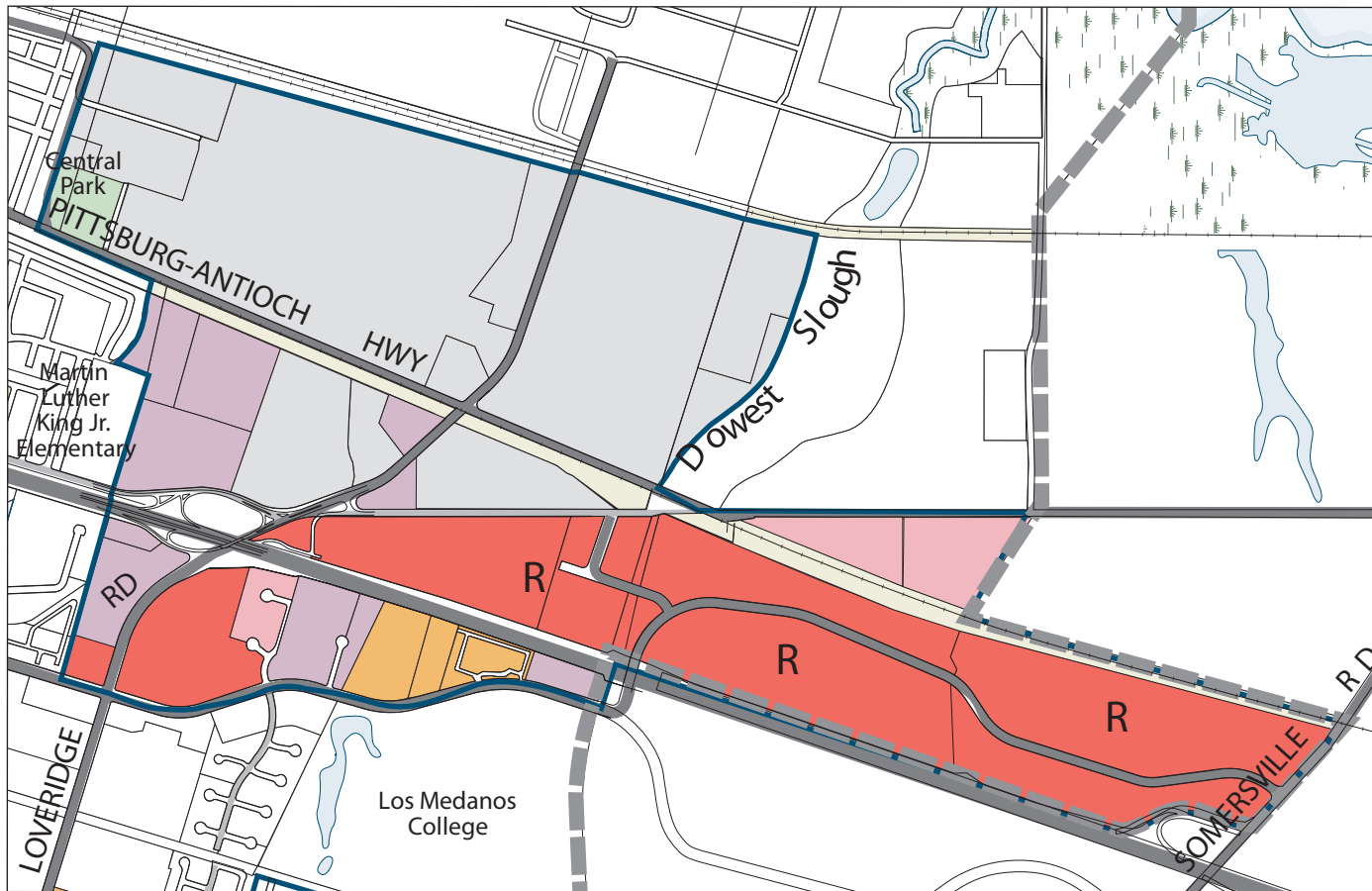
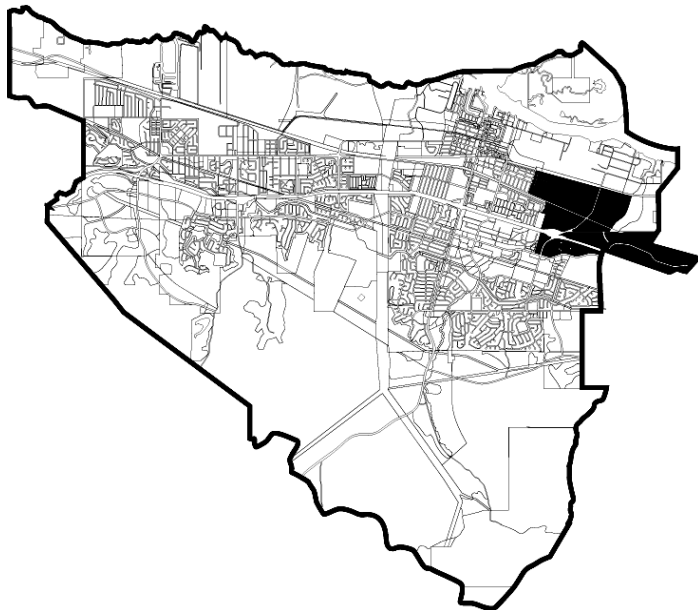


Figure 2-4c
Loveridge

**Table 2-10
General Plan Land Use Distribution by
Acreage, Loveridge**

<i>Land Use</i>	<i>Acreage</i>
High Density Residential	20
Regional Commercial	206
Community Commercial	27
Business Commercial	74
Service Commercial	34
Industrial	340
Parks	6
Utility ROW	37
Grand Total	744

Source: City of Pittsburg GIS. June 2010



Loveridge

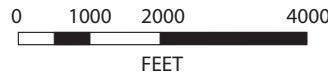
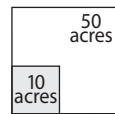
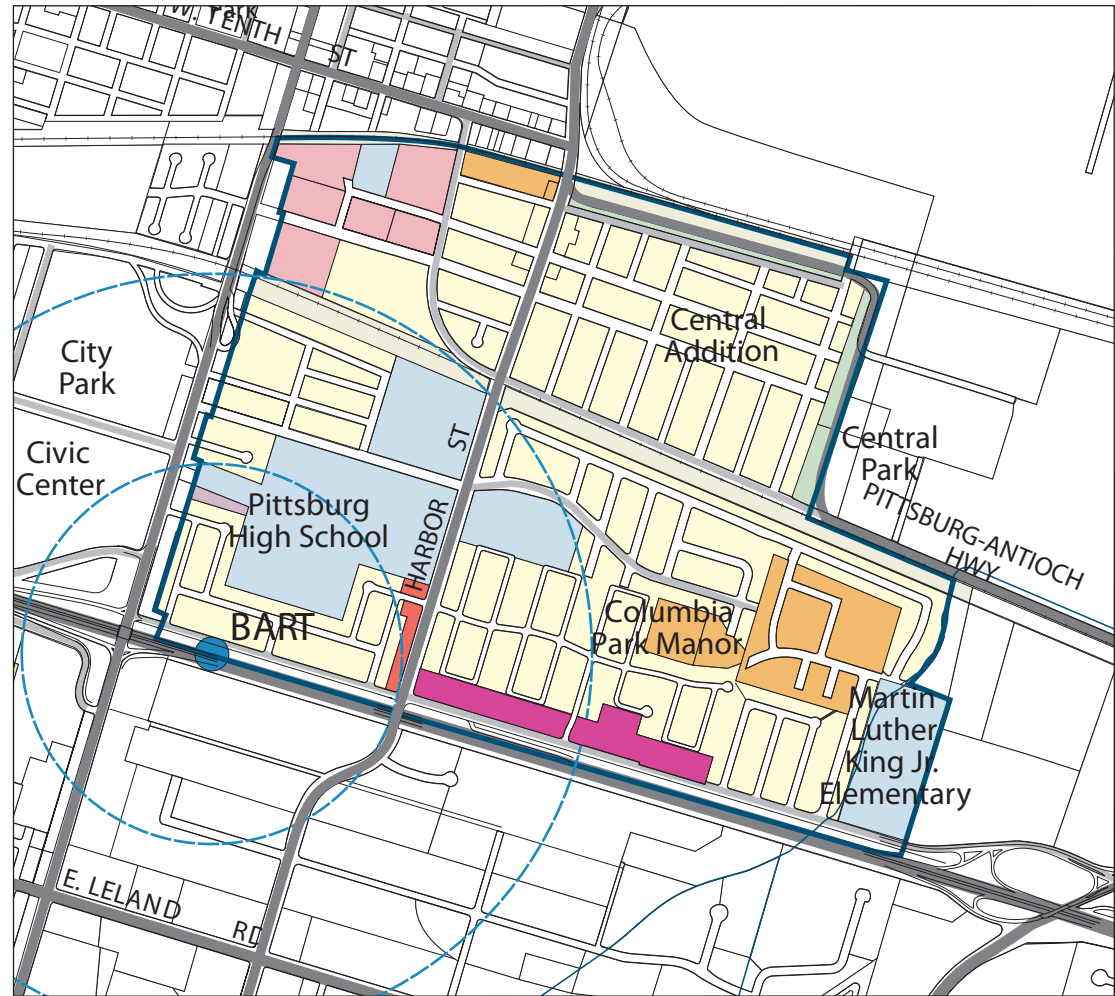
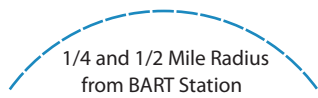
Goals: Loveridge

- 2-G-14 Support the development and expansion of regionally-oriented commercial activities within this area.*
- 2-G-15 Maintain industrial activities in appropriate, designated areas.*

Policies: Loveridge

- 2-P-47 Encourage the development and expansion of regional commercial, auto dealerships, and professional office uses along State Route 4 at Century Boulevard.*
- 2-P-48 Support the development of Business Commercial complexes adjacent to the State Route 4/Loveridge Road interchange, featuring professional offices, research and development, hi-tech manufacturing and production uses.*
- 2-P-49 Ensure that as Loveridge builds out, adequate street connections are provided to efficiently move traffic through and beyond the area's regional and business centers (as designated by the City's traffic Level of Service standards, see Chapter 7: Transportation).*
- 2-P-50 Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.*

- Low Density Residential (1-7 un/ac)
- Medium Density Residential (7-14 un/ac)
- High Density Residential (14-25 un/ac)
- Community Commercial
- Service Commercial
- Business Commercial
- Public/Institutional
- Park
- Utility/ROW
- Mixed Use
- Planning Area
- Planning Subarea
- Existing Proposed Arterial Street
- Existing Proposed Collector Street



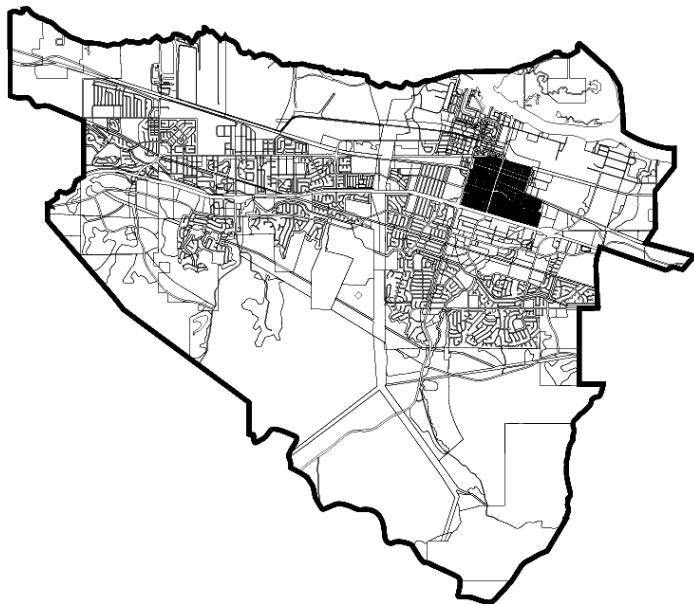
Source: Dyett & Bhatia

Figure 2-4d
East Central

Table 2-11
General Plan Land Use Distribution by
Acreage, East Central

<i>Land Use</i>	<i>Acreage</i>
Low Density Residential	176
High Density Residential	26
Mixed Use	10
Community Commercial	2
Service Commercial	20
Parks	15
Public / Institutional	60
Utility ROW	22
Grand Total	331

Source: City of Pittsburg GIS. June 2010



East Central

Goals: East Central

- 2-G-16 Maintain the existing, predominantly residential land use pattern within a grid street network.*
- 2-G-17 Foster increased connectivity within the neighborhoods, and to surrounding areas.*



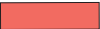












Policies: East Central

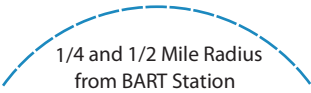
- 2-P-51 Explore the feasibility of direct pedestrian connections across the BNSF Railroad between Central Addition and Columbia Park Manor neighborhoods.*

There is only one street connection between the Central Addition and Columbia Park Manor neighborhoods. In addition to achieving closer integration between the residential areas, one or more direct connections would improve access to the schools in the southern parts of the area, and to Central Park by residents south of the BNSF Railroad/Pittsburg-Antioch Highway.

- 2-P-52 Ensure that Service Commercial development along Solari Street provides adequate buffers (such as landscaping and parking areas along street frontage) to reduce conflicts with adjacent residential units.*
- 2-P-53 Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.*

The land along the northern and eastern boundaries of this neighborhood is currently vacant.

-  Low Density Residential (1-7 un/ac)
-  Medium Density Residential (7-14 un/ac)
-  Community Commercial
-  Service Commercial
-  Business Commercial
-  Public/Institutional
-  Park
-  Utility/ROW
-  Mixed Use
-  Planning Area
-  Planning Subarea
-  Existing Arterial Street
-  Proposed Arterial Street
-  Existing Collector Street
-  Proposed Collector Street



Source: Dyett & Bhatia

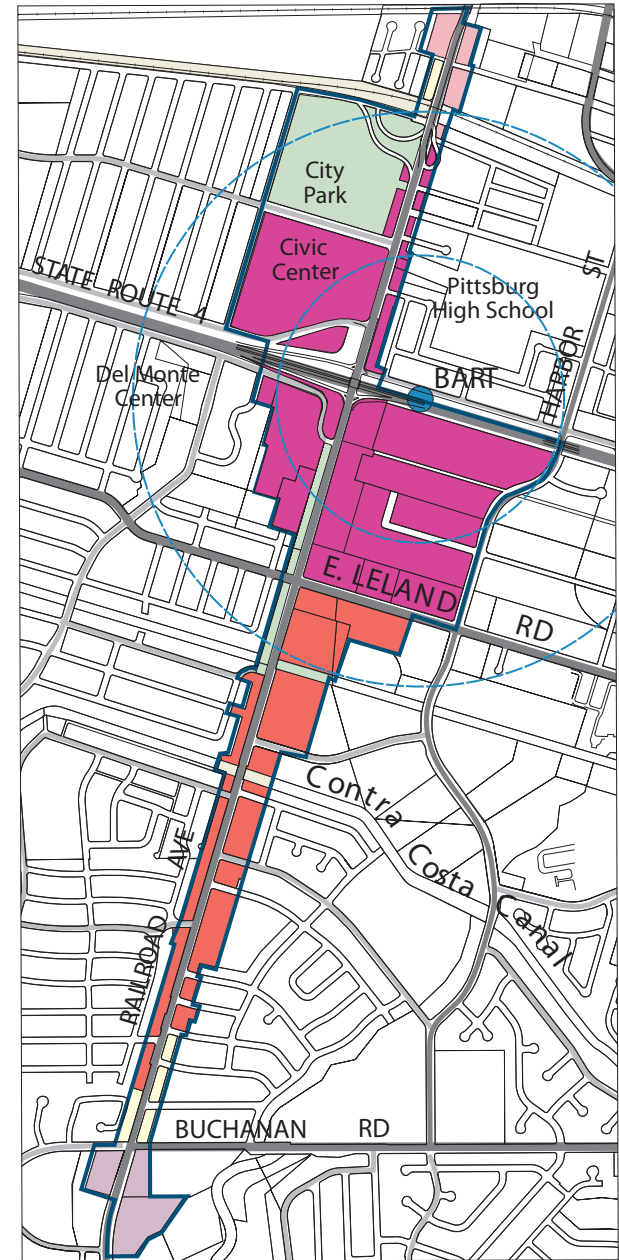
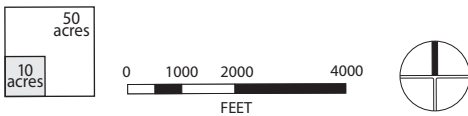
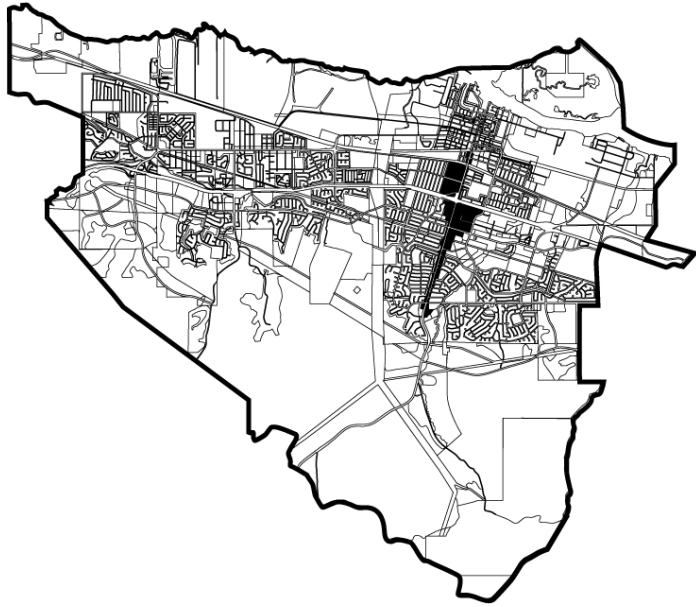


Figure 2-4e
Railroad Ave

Table 2-12
General Plan Land Use Distribution by
Acreage, Railroad Avenue

<i>Land Use</i>	<i>Acreage</i>
Low Density Residential	4
Mixed Use	103
Community Commercial	39
Business Commercial	8
Service Commercial	5
Parks	33
Public / Institutional	1
Utility ROW	1
Grand Total	194

Source: City of Pittsburg GIS. June 2010



Railroad Avenue

Goals: Railroad Avenue

- 2-G-18 Maintain Railroad Avenue as a destination point for community commercial activities, while continuing to allow other compatible uses.*
- 2-G-19 Encourage further economic development along the Railroad Avenue corridor.*
- 2-G-20 Support the extension of BART to Railroad Avenue, and develop a mixed-use, pedestrian-oriented village surrounding the proposed Station area.*

Policies: Railroad Avenue

- 2-P-54 Allow redevelopment and/or expansion of Community Commercial uses along Railroad Avenue.*
- 2-P-55 Pursue the extension of the Railroad Avenue linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City’s major shopping corridor and to the Civic Center and City Park.*

This linear park currently extends along the west side of Railroad Avenue from the Delta De Anza Trail to the State Route 4 interchange. Expanding the linear park would provide a walkable connection to the Civic Center, City Park, and Downtown in the north. However, this extension may be interrupted by lack of street width on the Railroad Avenue/State Route 4 overpass.

- 2-P-56 Work with Bay Area Rapid Transit (BART) to develop a specific plan for the Railroad Avenue BART Station area, featuring mixed-use Business Commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village*

to the Civic Center, City Park, high school, and other institutional uses on the north side of State Route 4.

The development of a specific plan for the Railroad Avenue BART Station area will ensure that adjacent business commercial sites are redeveloped in a manner consistent with a transit-oriented commercial node. This area has the potential for intensification as a regional employment center, accessible by the BART system.

2-P-57 Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.

The sites south of the Railroad Avenue/State Route 4 interchange are designated for community commercial and business commercial uses in the General Plan Diagram.

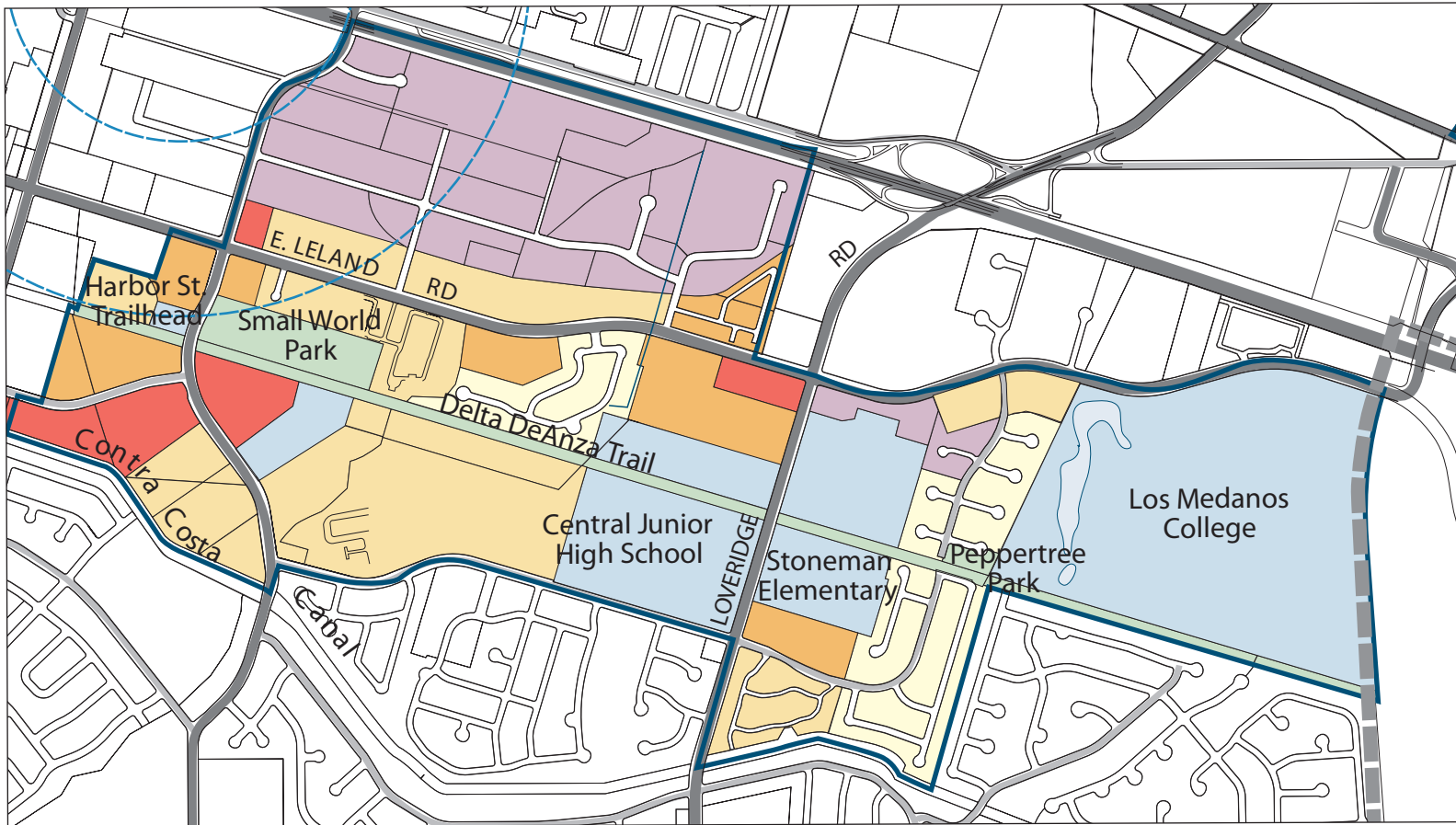
2-P-58 Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.

Such mixed-use development will be subject to review and approval by the Planning Commission, and will require provision of residential units as part of the proposal.

2-P-59 Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites, and explore the feasibility of other linkages to improve accessibility.

2-P-60 Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.

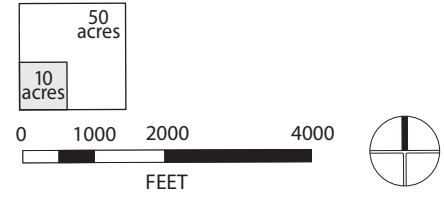
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- Low Density Residential (1-7 un/ac)
- Medium Density Residential (7-14 un/ac)
- High Density Residential (14.1-25 un/ac)
- Community Commercial
- Service Commercial

- Business Commercial
- Industrial
- Public/Institutional
- Park
- Utility/ROW

- Planning Area
- Planning Subarea
- Existing Arterial Street
- Proposed Arterial Street
- Existing Collector Street
- Proposed Collector Street



1/4 and 1/2 Mile Radius
 from BART Station

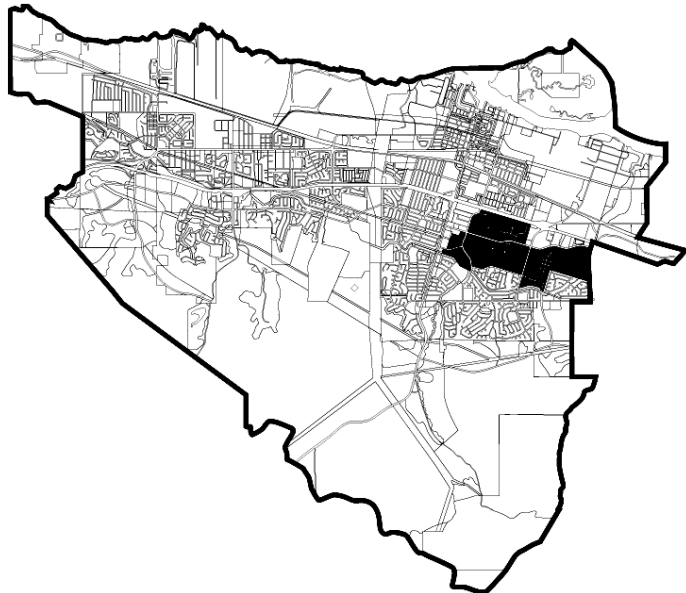
Source: Dyett & Bhatia

Figure 2-4f
East Leland

Table 2-13
General Plan Land Use Distribution by
Acreage, East Leland

<i>Land Use</i>	<i>Acreage</i>
Low Density Residential	27
Medium Density Residential	130
High Density Residential	42
Community Commercial	25
Business Commercial	115
Parks	33
Public / Institutional	186
Utility ROW	7
Grand Total	565

Source: City of Pittsburg GIS. June 2010



East Leland

Goals: East Leland

- 2-G-21 *Undertake selective improvement and intensification, while maintaining land use patterns focused on multi-family housing and commercial centers.*
- 2-G-22 *Encourage redevelopment of the existing industrial area along*
- 2-G-23 *Garcia Avenue with higher-end business commercial activities.*
- 2-G-24 *Improve connections between Los Medanos Community College and local neighborhoods and commercial activities.*

Policies: East Leland

- 2-P-61 *As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.*
- 2-P-62 *Ensure that new Business Commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes, including the proposed Railroad Avenue BART Station.*
- 2-P-63 *Participate in the development of a specific plan for the proposed Railroad Avenue BART Station. Ensure that all uses within 1/2 mile radius of the proposed Station feature mixed-use, pedestrian-oriented design.*
- 2-P-64 *Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.*
















2-P-65 Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas.

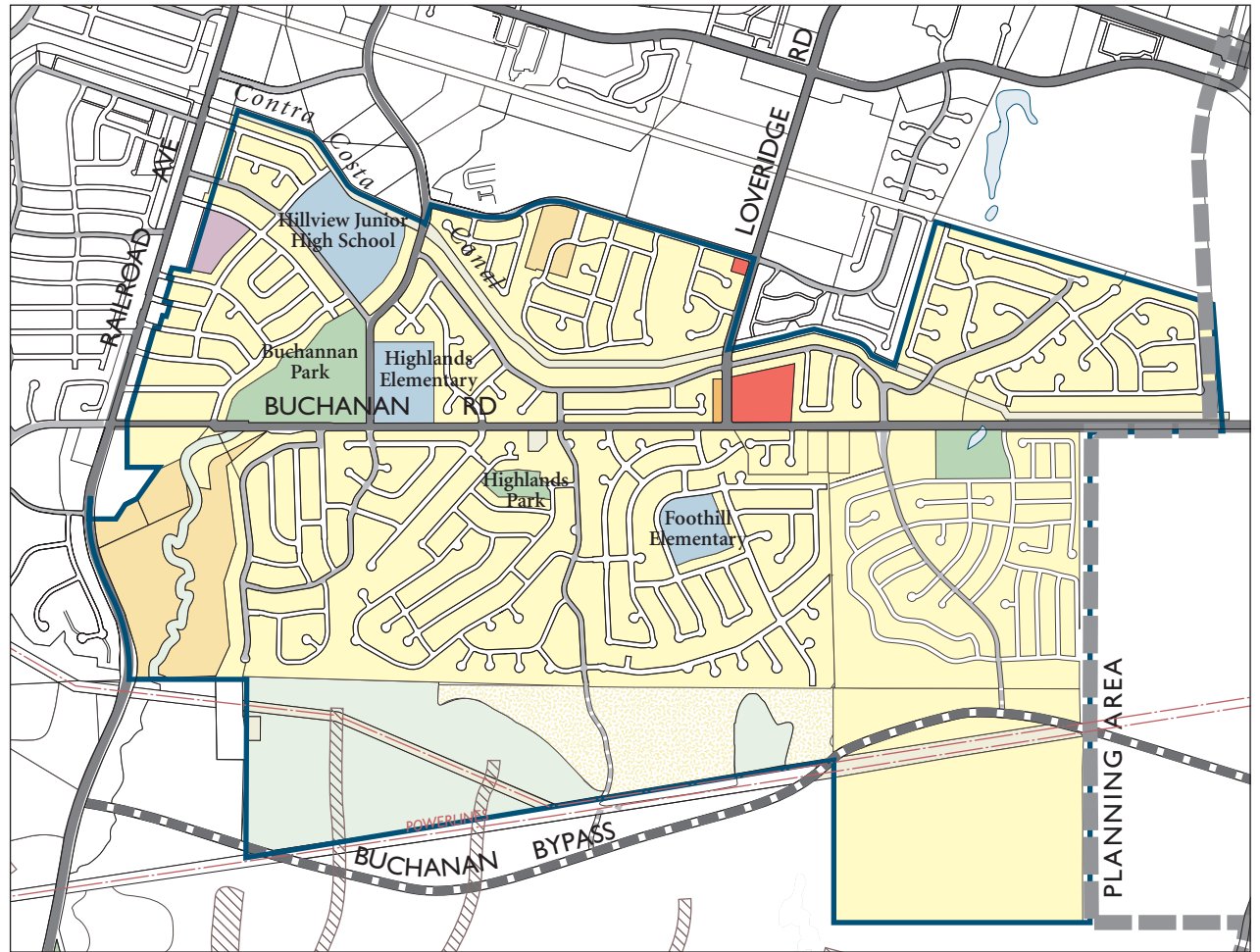
2-P-66 Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.

The proposed street would provide a connection between Loveridge and Somersville Roads, and would provide much improved access to the campus. It would also divert southwest-moving traffic from Antioch to State Route 4; however, it may need an additional highway interchange to provide increased connections without negatively impacting existing roadways.

2-P-67 Ensure that all new development—residential and non-residential—fronting the Delta De Anza trail provides pedestrian and bicycle access to the trail.

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-  Low Density Residential (1-7 un/ac)
 -  Medium Density Residential (7-14 un/ac)
 -  High Density Residential (14-25 un/ac)
 -  Hillside Low Density Residential (<5 un/ac)
 -  Community Commercial
 -  Business Commercial
 -  Public/Institutional
 -  Park
 -  Open Space
 -  Utility/ROW
-
-  Ridge
 -  Planning Area
 -  Planning Subarea
 -  Arterial Street
 -  Collector Street



Source: Dyett & Bhatia

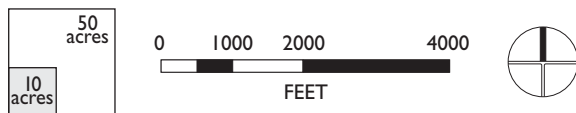
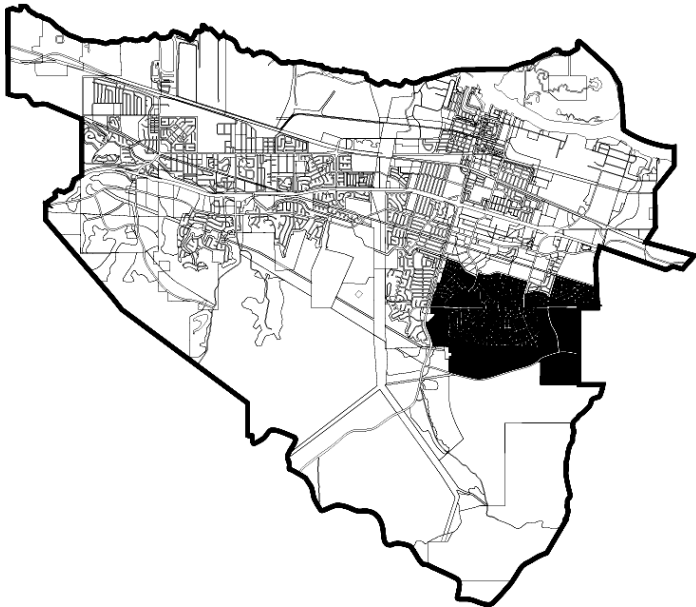


Figure 2-4g
Buchanan

Table 2-14
General Plan Land Use Distribution by
Acreage, Buchanan

<i>Land Use</i>	<i>Acreage</i>
Hillside Low Density Residential	59
Low Density Residential	882
Medium Density Residential	57
High Density Residential	1
Community Commercial	9
Business Commercial	6
Parks	39
Open Space	142
Public / Institutional	42
Utility ROW	40
Grand Total	1,277

Source: City of Pittsburg GIS. June 2010



Buchanan

Goals: Buchanan






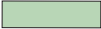






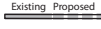
- 2-G-25 *Ensure design of new developments as inter-connected residential neighborhoods, rather than distinct, introverted subdivisions.*
- 2-G-26 *Encourage development as a means of funding the construction of Buchanan Bypass as an alternative route for regional through-traffic.*

Policies: Buchanan

- 2-P-68 *Ensure that new residential development south of Buchanan provides both street and pedestrian connections to adjacent residential areas.*
- 2-P-69 *Encourage new residential development to contain varied architectural styles and smooth visual transitions to adjacent residential areas.*
- 2-P-70 *During development review, ensure that new development maintains views of the southern hills.*
- 2-P-71 *New residential development south of Buchanan Road should:*
 - *Ensure that adequate acreage is dedicated for a neighborhood park directly adjacent to Buchanan Road;*
 - *Not result in any net increase of peak-hour stormwater flow;*
 - *Preserve and enhance existing north-south creeks;*
 - *Respect natural topography in the design and construction of new units; and*
 - *Be limited to a maximum density of 3.0 du/ac.*
- 2-P-72 *Pursue construction of the Buchanan Bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg.*

However, because the General Plan Diagram is a generalized representation of proposed development patterns, the precise alignment of Buchanan Bypass may vary according to topographic constraints.

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-  Low Density Residential (1-7 un/ac)
-  Medium Density Residential (7-14 un/ac)
-  High Density Residential (14-25 un/ac)
-  Hillside Low Density Residential (<5 un/ac)
-  Public/Institutional
-  Park
-  Open Space
-  Utility/ROW
-  Ridge
-  Planning Area
-  Planning Subarea
-  Arterial Street
-  Collector Street

Source: Dyett & Bhatia

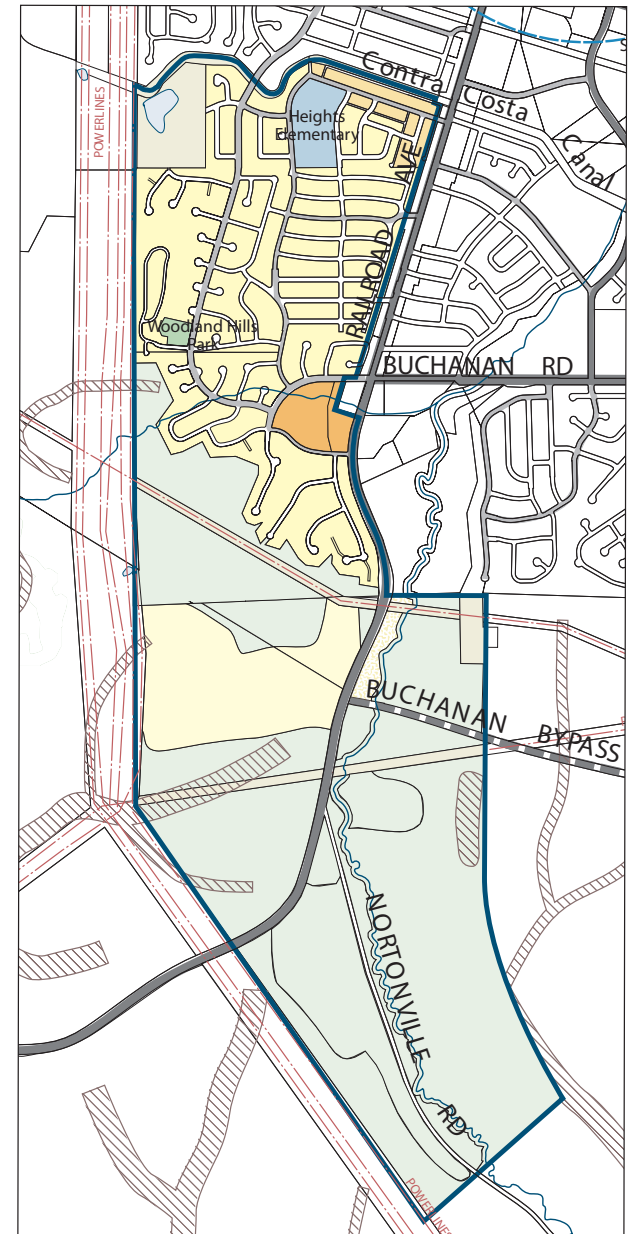
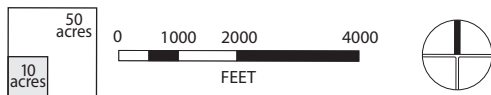
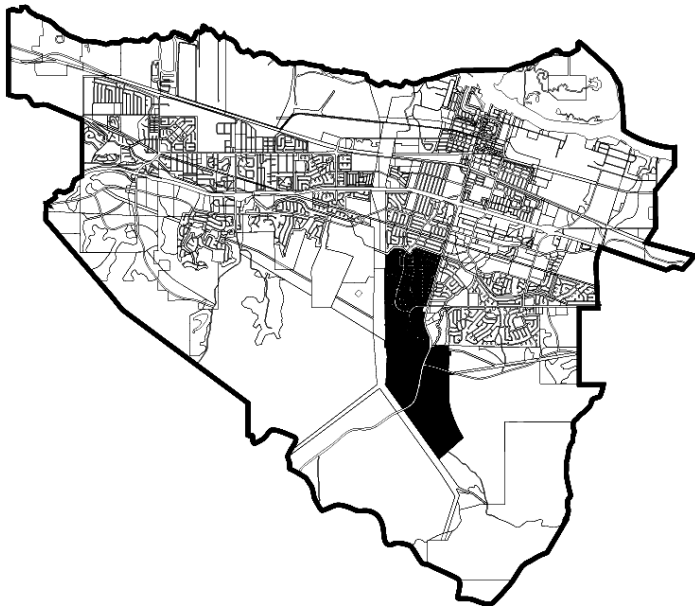


Figure 2-4h
Woodlands

Table 2-15
General Plan Land Use Distribution by
Acreage, Woodlands

<i>Land Use</i>	<i>Acreage</i>
Hillside Low Density Residential	16
Low Density Residential	347
Medium Density Residential	12
High Density Residential	15
Parks	2
Open Space	477
Public / Institutional	13
Utility ROW	62
Grand Total	944

Source: City of Pittsburg GIS. June 2010



Woodlands

Goals: Woodlands

2-G-27 *Support new residential development in locations that do not*

2-G-28 *significantly impact the natural setting.*

Policies: Woodlands

2-P-73 *Allow Low Density Residential development in selected areas along Kirker Pass Road and other valley floors as appropriate, under the following criteria:*

- *Permanent greenbelt buffers be established to encompass: 1) the southerly 1/5 (approximately) of the Montreux property; and 2) the area south of the existing PG&E transmission corridor and south of the final alignment of the Buchanan Road Bypass, just east of Kirker Pass Road.*

The City will consider, in conjunction with subdivision applications on these properties and related environmental analysis, general plan and/or the transfer of lost development rights as a result of the these greenbelts to other portions of these properties, while not increasing the overall number of units permitted on these properties

- *Natural topography be retained to the maximum extent feasible, and large-scale grading discouraged;*
- *No development on minor and major ridgelines (as identified in Figure 4-2), with residential construction on flatter natural slopes encouraged;*
- *Development designed and clustered so as to be minimally visible from Kirker Pass Road;*

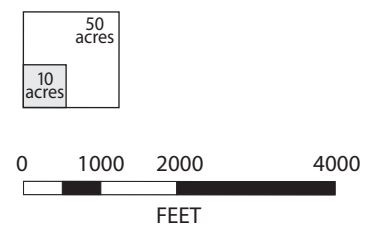
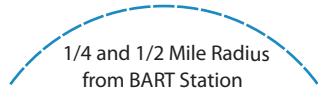
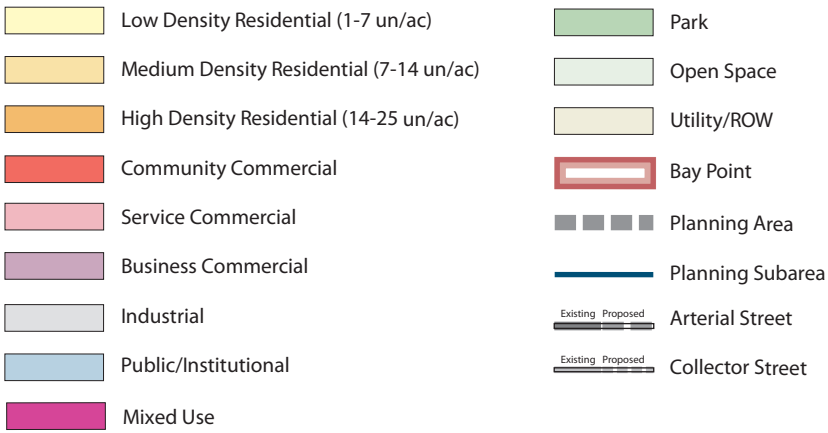
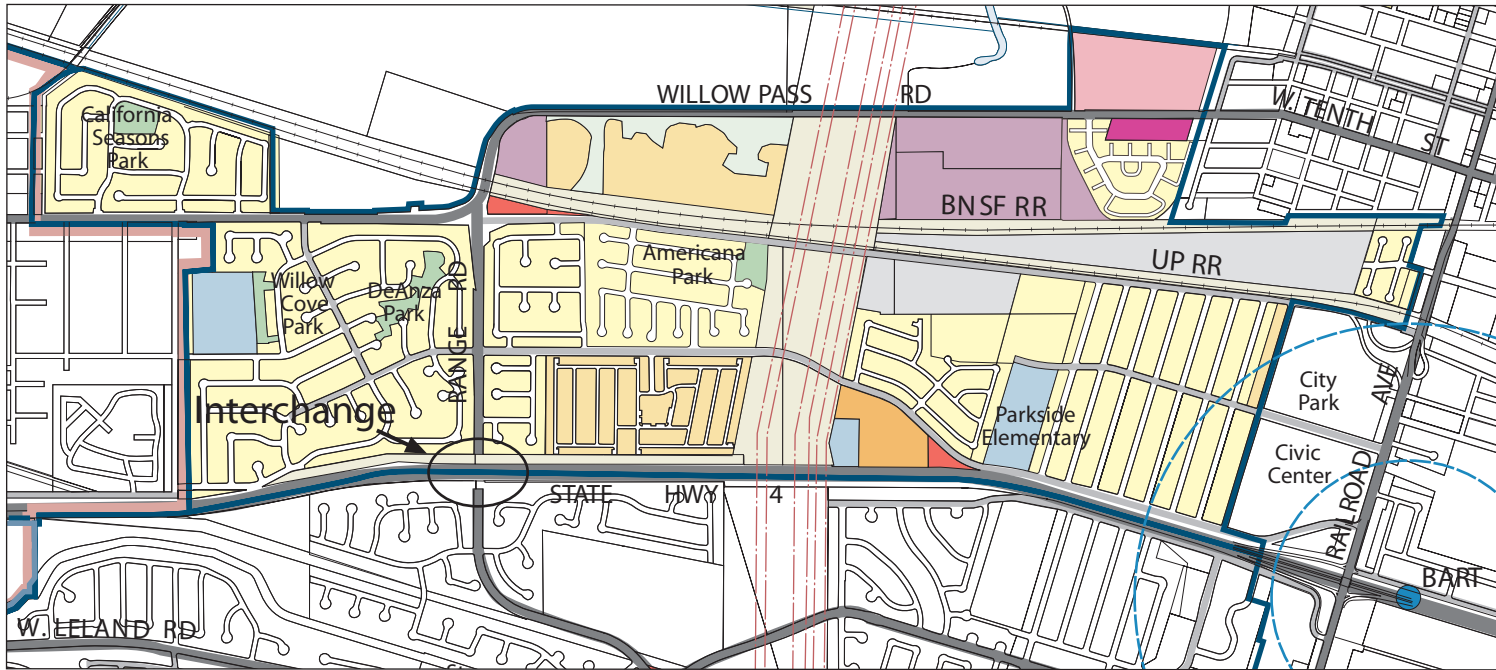
- *Creeks and adjacent riparian habitat protected;*
- *An assessment of biological resources completed; and*
- *Be limited to a maximum density of 3.0 du/ac.*

2-P-74 During review and approval of new residential uses, pursue development of a community park in proximity to the Kirker Pass Road/Nortonville Road intersection.

2-P-75 Cluster new residential development within the hills to maximize preservation of open space resources and viewsheds.

2-P-76 Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the streambank, with continuous multi-use trail access along the west side of the creek.

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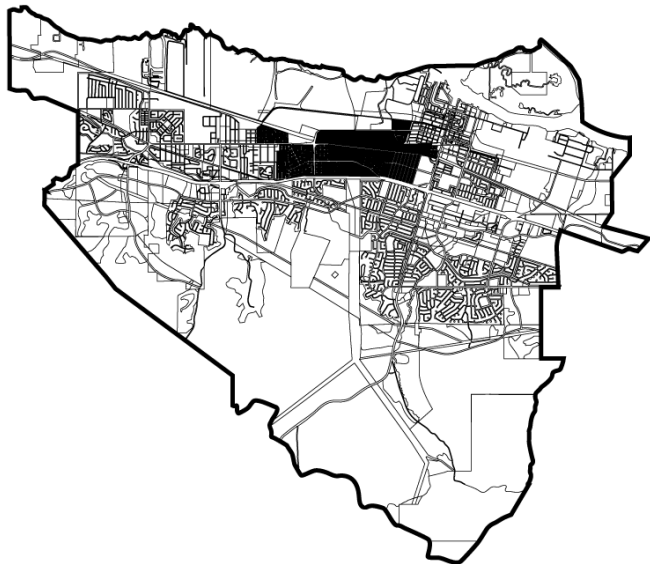
Source: Dyett & Bhatia

Figure 2-4i
West Central

Table 2-16
General Plan Land Use Distribution by
Acreage, West Central

<i>Land Use</i>	<i>Acreage</i>
Low Density Residential	327
Medium Density Residential	76
High Density Residential	10
Mixed Use	4
Community Commercial	3
Business Commercial	48
Service Commercial	20
Industrial	56
Parks	10
Open Space	13
Public / Institutional	24
Utility ROW	120
Grand Total	711

Source: City of Pittsburg GIS. June 2010



West Central

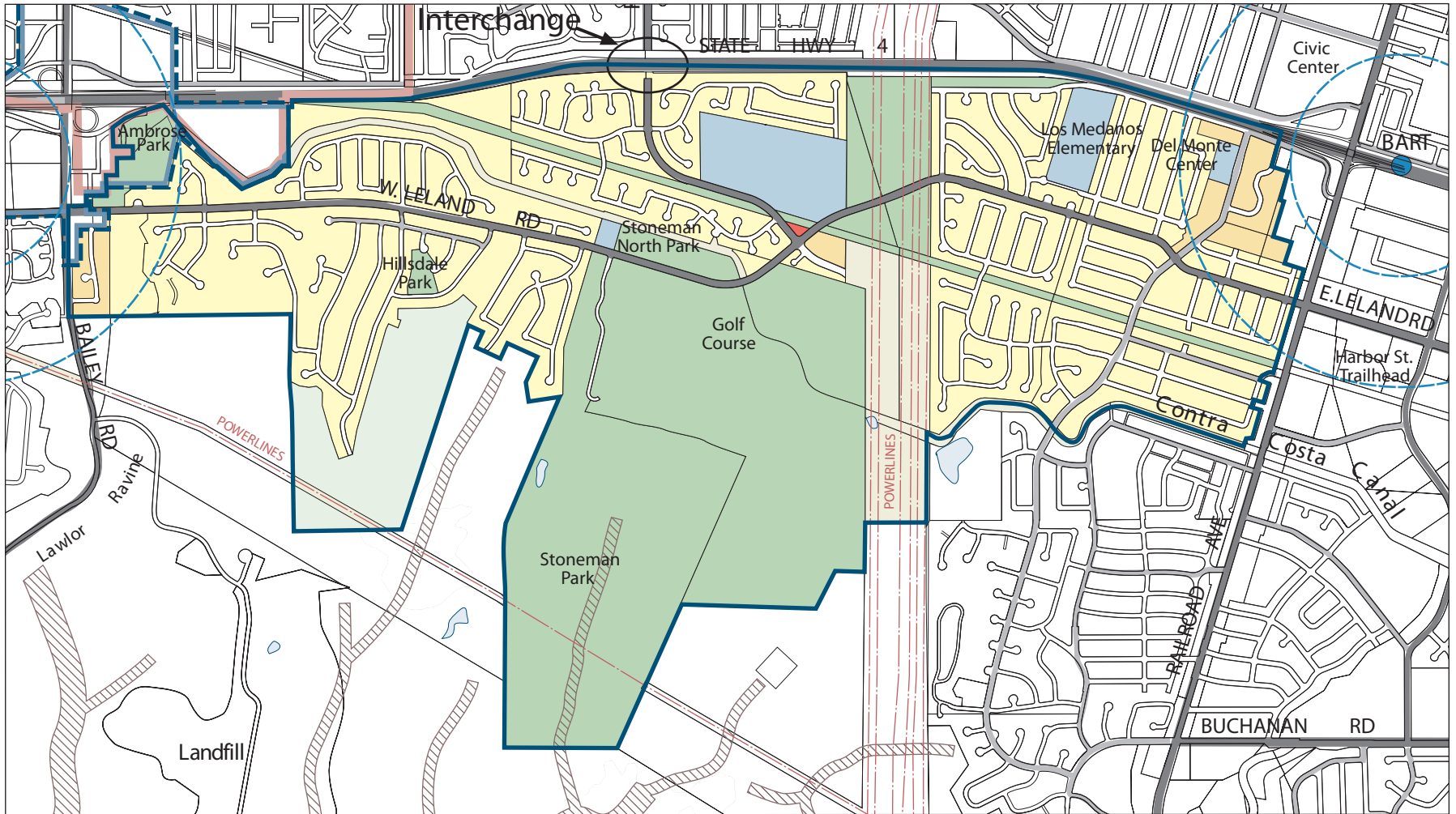
Goals: West Central

- 2-G-29 *Redevelopment and reuse of employment centers adjacent to the BNSF railroad tracks.*
- 2-G-30 *Increased connections to the neighborhoods and activity centers south of State Route 4.*

Policies: West Central

- For policies relating to the Range Road overpass, see Chapter 7: Transportation. For policies related to use of the PG&E powerline right-of-way for trail use, see Chapter 9: Public Facilities.*
- 2-P-77 *Allow and encourage the development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad tracks, east of the PG&E transmission corridor. Encourage redevelopment and reuse of this site as an “economic opportunity area” (see Chapter 6: Economic Development).*
- 2-P-78 *Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.*

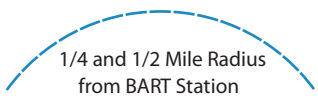
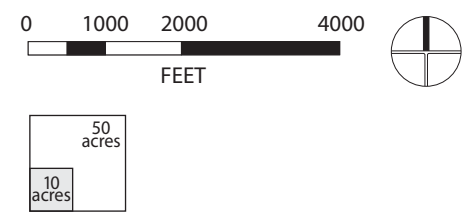
A pedestrian and bicycle over-crossing would provide residents of the neighborhoods on either side of State Route 4 with access to nearby schools, commercial areas, and park facilities. Because State Route 4 is depressed in this area, no grade change will be needed for the bridge.



- Low Density Residential (1-7 un/ac)
- Medium Density Residential (7-14 un/ac)
- Community Commercial
- Public/Institutional

- Park
- Open Space
- Utility/ROW

- Bay Point
- BART Specific Plan Area
- Planning Area
- Planning Subarea
- Existing Arterial Street
- Proposed Arterial Street
- Existing Collector Street
- Proposed Collector Street
- Ridge



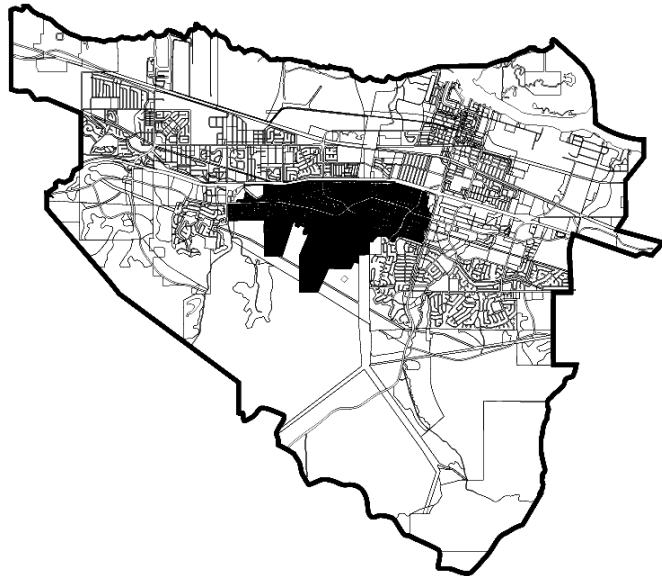
Source: Dyett & Bhatia

Figure 2-4j
West Leland

Table 2-17
General Plan Land Use Distribution by
Acreage, West Leland

<i>Land Use</i>	<i>Acreage</i>
Low Density Residential	534
Medium Density Residential	34
Community Commercial	1
Parks	392
Open Space	66
Public / Institutional	54
Utility ROW	104
Grand Total	1,185

Source: City of Pittsburg GIS. June 2010



West Leland

Goals: West Leland

- 2-G-31 *Maintain existing residential land use patterns.*
- 2-G-32 *Improve pedestrian access and streetscape character along West Leland Road.*

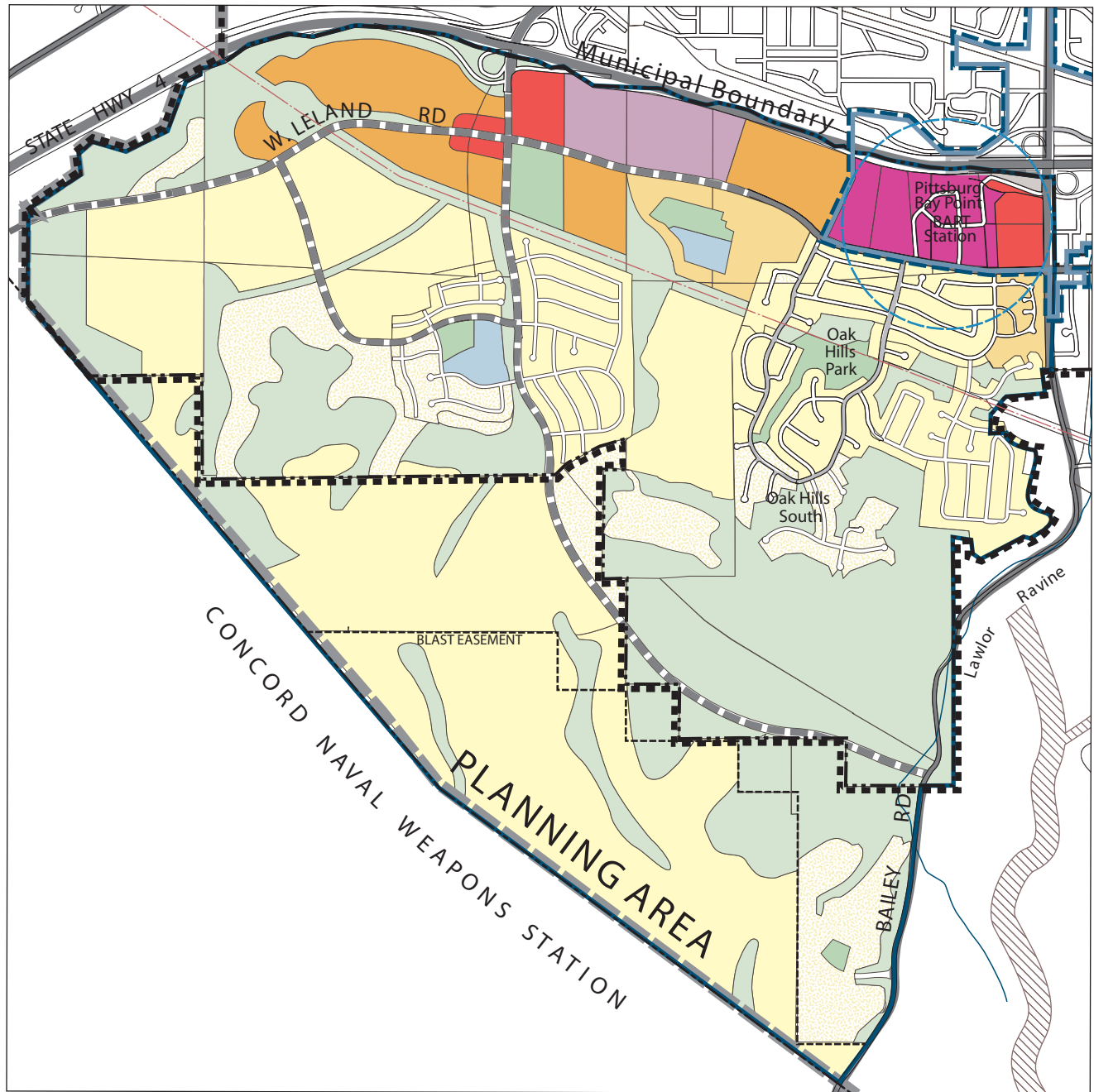
Policies: West Leland

- 2-P-79 *Allow Low Density Residential uses on the designated school site along Range Road, if it is not needed for public school facilities.*

The need for the Range Road school facility will be determined by the Pittsburg Unified School District. Adequate land reserved for needed school facilities within the City must be ensured before ground-breaking of the Range Road site for residential units. Any residential development on the site must integrate pedestrian and bike paths with the Delta De Anza trail.

- 2-P-81 *During the development of a specific plan for the proposed Railroad Avenue BART Station area, ensure that pedestrian and transit amenities are provided to connect West Leland residents with the Station area.*
- 2-P-82 *Undertake a streetscape enhancement program for West Leland Road, focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks, and benches.*
- 2-P-83 *Maintain permanent preservation of Stoneman Park for recreation and open space. Pursue accessibility to the Park, and expansion of the Park’s bicycle and pedestrian trail network.*
- 2-P-84 *Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.*

- Low Density Residential (1-7 un/ac)
- Medium Density Residential (7-14 un/ac)
- High Density Residential (14.1-25 un/ac)
- Hillside Low Density Residential (<5 un/ac)
- Mixed Use
- Community Commercial
- Business Commercial
- Public/Institutional
- Park
- Open Space
- BART Specific Plan Area
- Planning Area
- Planning Subarea
- Arterial Street
- Collector Street
- Ridge



Source: Dyett & Bhatia

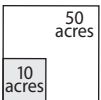
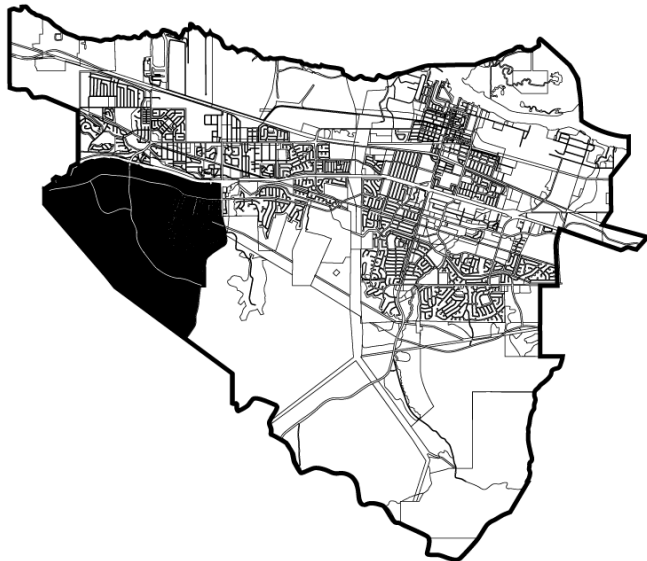


Figure 2-4k
Southwest Hills

Table 2-18
General Plan Land Use Distribution by
Acreage, Southwest Hills

<i>Land Use</i>	<i>Acreage</i>
Hillside Low Density Residential	219
Low Density Residential	928
Medium Density Residential	54
High Density Residential	114
Mixed Use	52
Community Commercial	30
Business Commercial	49
Parks	35
Open Space	692
Public / Institutional	22
Utility ROW	2
Grand Total	2,197

Source: City of Pittsburg GIS. June 2010



Southwest Hills

Goals: Southwest Hills

- 2-G-33 *Maintain the general character of the hill forms.*
- 2-G-34 *Encourage development of higher-end, low-density residential neighborhoods.*

Policies: Southwest Hills

- 2-P-85 *Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.*

However, because the General Plan Diagram is a general representation of proposed development patterns, the alignment of West Leland Road and San Marco Boulevard is subject to variation

as needed to serve planned and approved residential neighborhoods and mitigate environmental impacts.

- 2-P-86 *Work with project developers to ensure that new residential neighborhoods and business commercial complexes built along West Leland Road provide transit amenities (such as pedestrian paths, bus shelters, bicycle racks) and convenient access to the Pittsburg/Bay Point BART Station.*
- 2-P-87 *Ensure that all proposed residential development is set back from the edge of State Route 4 to mitigate visual and noise impacts.*
- 2-P-88 *Allow development surrounding the West Leland Road/San Marco Boulevard intersection (San Marco project) in accordance with entitled approvals. If any aspect of the approval is sought to be changed:*

- *Allow a maximum of 1,400 Hillside Low and Low Density units, and 1,500 Medium and High Density units, with additional residential and commercial development permitted in the mixed use San Marco Village;*
- *Require a 10-acre mixed-use pedestrian-oriented core, extending along West Leland Road. Encourage site design that provides buildings fronting along West Leland Road, with parking tucked behind buildings;*
- *Allow a maximum of 40 acres of Business Commercial and 10 acres of Community Commercial between West Leland Road and State Route 4;*
- *Ensure grading is kept to a minimum, all designated ridgelines are protected, and impacts to creeks are mitigated; and*
- *Require dedication of one school site, and two neighborhood park sites or park in-lieu fees.*

Current development entitlements for the site include over 2,900 housing units. Thus, while this land use program would result in somewhat fewer housing units, because of the Business Commercial development permitted, the overall amount of development and resulting residential densities would be even higher. However, development would be required to conform to heightened environmental and design criteria.

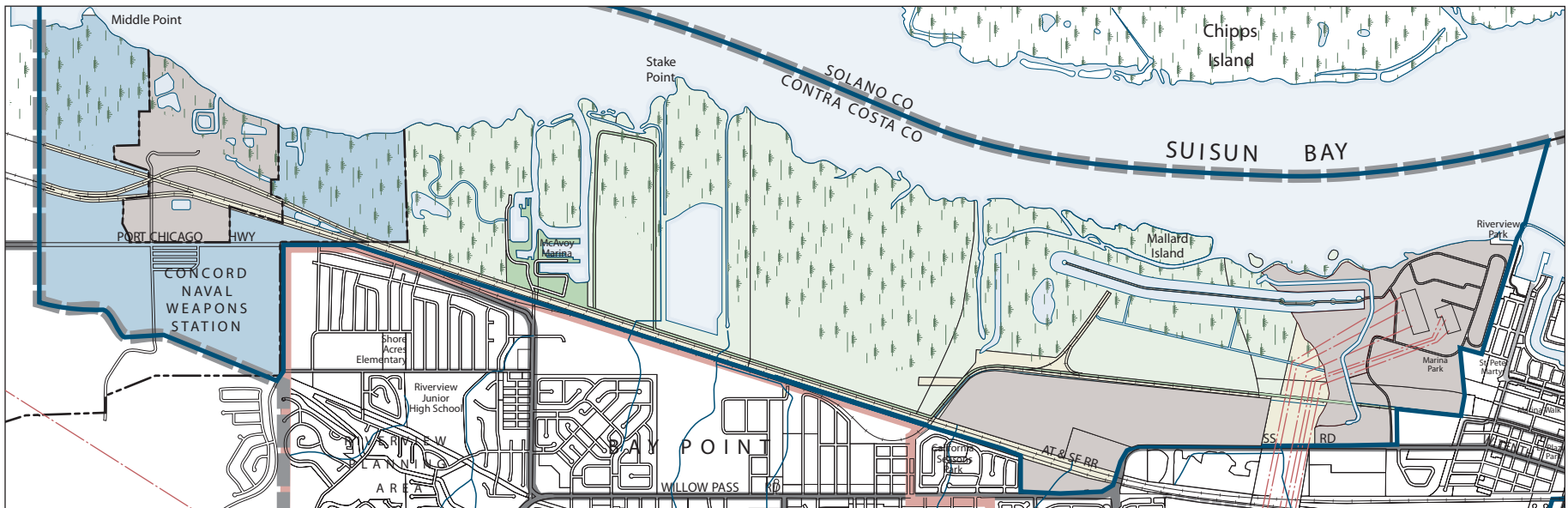
2-P-89 *Allow development on the site east of the proposed West Leland Road/San Marco Boulevard intersection (Alves Ranch) as follows:*

- *A maximum of 306 Hillside Low and Low Density units, and 794 Medium and High Density residential units;*
- *A maximum of 20 acres of Business Commercial between West Leland Road and State Route 4;*
- *Grading to be kept to a minimum, all designated ridgelines protected, and impacts to creeks mitigated; and*
- *Dedication of one school site.*

- 2-P-90 *Ensure that all new development in Southwest Hills provides trailheads and linkages into the multi-use trail system planned to extend from West Leland Road to Oak Hills Park.*
- 2-P-91 *Ensure as part of the development review process that any future subdivision in the southwest hills that is adjacent to the 2005 Pittsburg voter approved urban limit line, establishes a greenbelt buffer within the City's urban limit line between the proposed development and the urban limit line. The greenbelt buffer shall include all land between the City of Concord border and the first set of ridges, including the tops of these same ridges which generally run parallel to the common border. The City will consider, in conjunction with subdivision applications on these properties and related environmental analysis, general plan and/or the transfer of lost development rights as a result of the these greenbelts to other portions of these properties, while not increasing the overall number of units permitted on these properties.*
- 2-P-92 *Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.*
- 2-P-93 *Allow Low Density residential development west of Bailey Road, as shown on the General Plan Diagram. Ensure that such development is minimally visible from Bailey Road, and mitigates any impacts to creeks and wetlands in the area.*
- 2-P-94 *Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.*

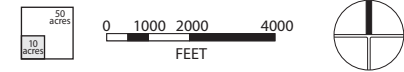
- 2-P-95 Development in the Concord Naval Weapons Station Restricted Federal Easement area may be allowed when that Easement is abandoned.*
- 2-P-96 Allow an overall maximum density of 3.0 du/ac within the Low Density Residential areas south of the San Marco project and outside the present Sphere of Influence line with a maximum number of 1500 residential units.*

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- Industrial
- Public/Institutional
- Park
- Open Space
- Utility/ROW

- Bay Point
- Planning Area
- Planning Subarea
- Existing Arterial Street
- Proposed Arterial Street
- Existing Collector Street
- Proposed Collector Street



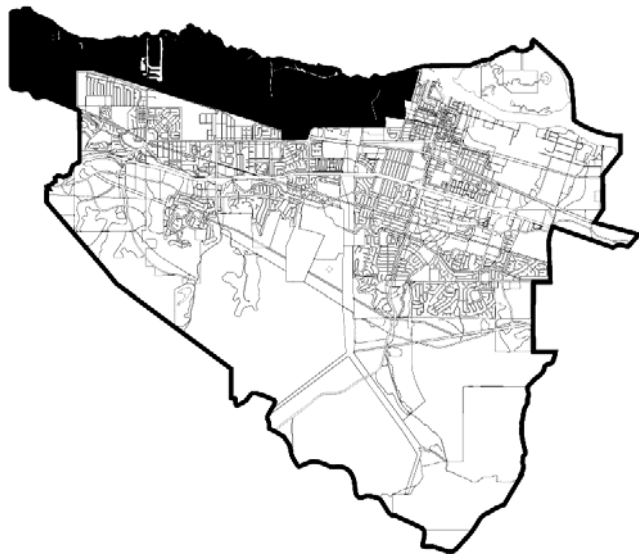
Source: Dyett & Bhatia

Figure 2-41
Northwest River

**Table 2-19
General Plan Land Use Distribution by
Acreage, Northwest River**

<i>Land Use</i>	<i>Acreage</i>
Industrial	724
Parks	33
Open Space	1,560
Public/Institutional	571
Utility ROW	185
Grand Total	3,073

Source: City of Pittsburg GIS. June 2010



Northwest River

Goals: Northwest River

- 2-G-35 Preserve existing wetlands and salt marshes along the Suisun Bay.*
- 2-G-36 Allow the development of appropriate urban uses on stable areas.*

Policies: Northwest River

- 2-P-97 Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only the development of multi-use trails and recreation facilities.*
- 2-P-98 Maintain the Mirant (formerly PG&E) power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.*

Opportunities for non-industrial uses—including expansion of the Downtown residential areas, mixed-use development, and a waterfront park—should be explored in the unlikely event that the plant is decommissioned in the future. Expansion of the power plant or related industrial uses to the west of the facility should be regulated by the City of Pittsburg. Such areas not considered for industrial uses should be designated Marine Commercial.

- 2-P-99 Work with adjacent jurisdictions and relevant agencies to determine appropriate future land uses for the portion of Concord Naval Weapons Station (CNWS) within the Pittsburg Sphere of Influence, if CNWS were to be decommissioned.*

Along the Suisun Bay waterfront, this land consists of salt marshes and seasonal wetland. Therefore, development opportunities may be limited.

- 2-P-100 Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown. Cooperate with San Francisco Bay Conservation and Development Commission to provide public access along Suisun Bay.*

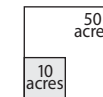
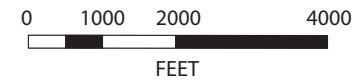
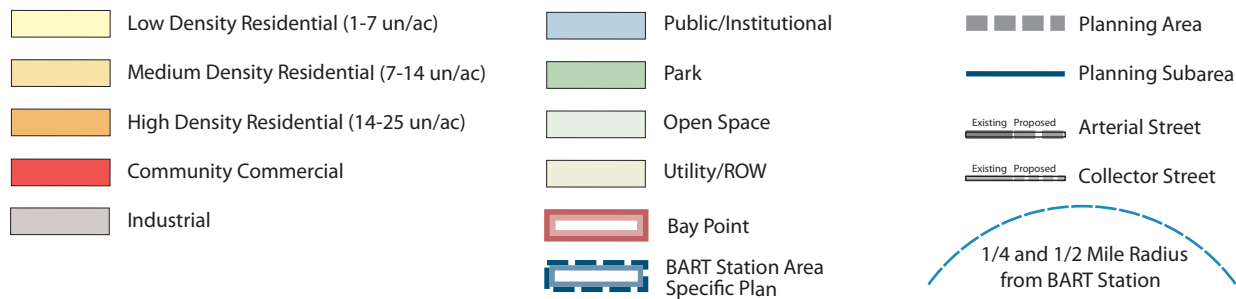
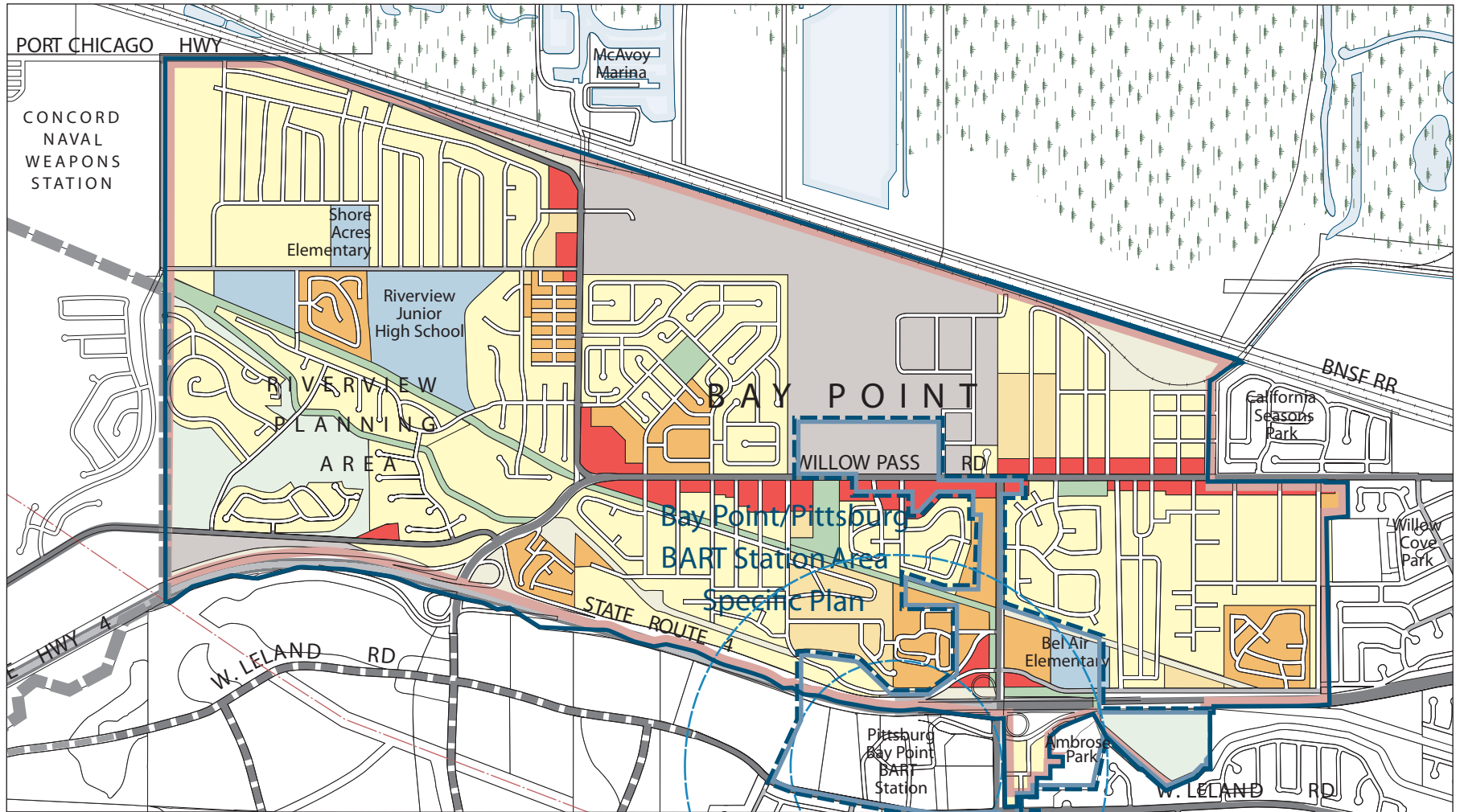
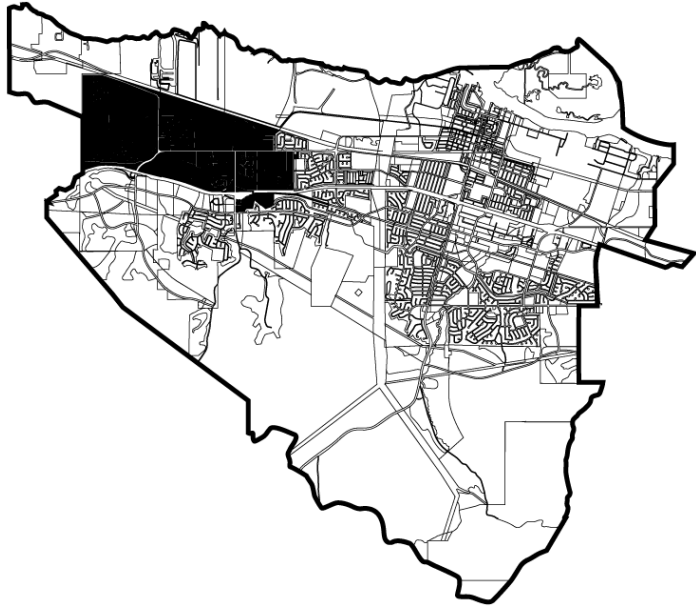


Figure 2-4m
Bay Point

Source: Dyett & Bhatia



Bay Point

Goals: Bay Point

2-G-37 Recognize Bay Point as a distinct community.

Policies: Bay Point

2-P-101 Recognize the County's plans for Bay Point, as well as the unincorporated Riverview Planning Area, as the official planning guides.

2-P-102 Use the Bay Point/Pittsburg BART Area Specific Plan as the guide for development in the Specific Plan area.

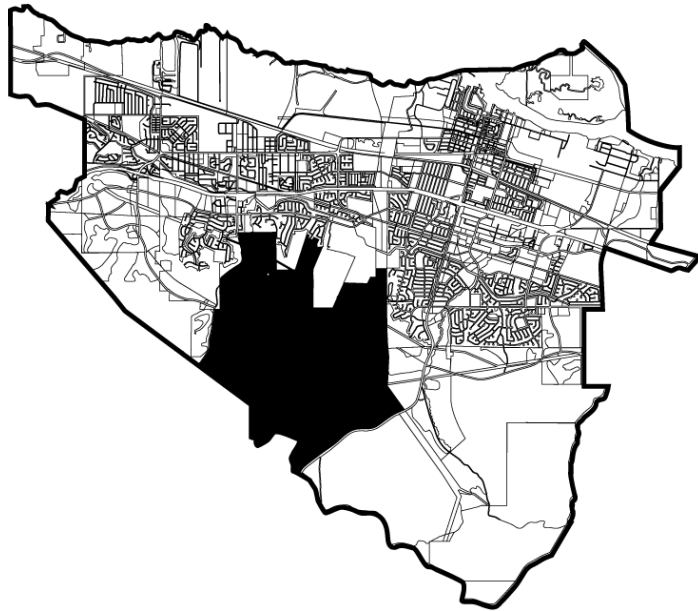
2-P-103 Support efforts by Mount Diablo Unified School District to establish a public high school in Bay Point.

2-P-104 Consider seeking amendment to the City's Sphere of Influence and annexation of vacant, undeveloped lands west of Bay Point.

Table 2-20
General Plan Land Use Distribution by
Acreage, South Hills

<i>Land Use</i>	<i>Acreage</i>
Industrial	196
Open Space	2,680
Utility ROW	292
Grand Total	3,168

Source: City of Pittsburg GIS. June 2010



South Hills

Goals: South Hills

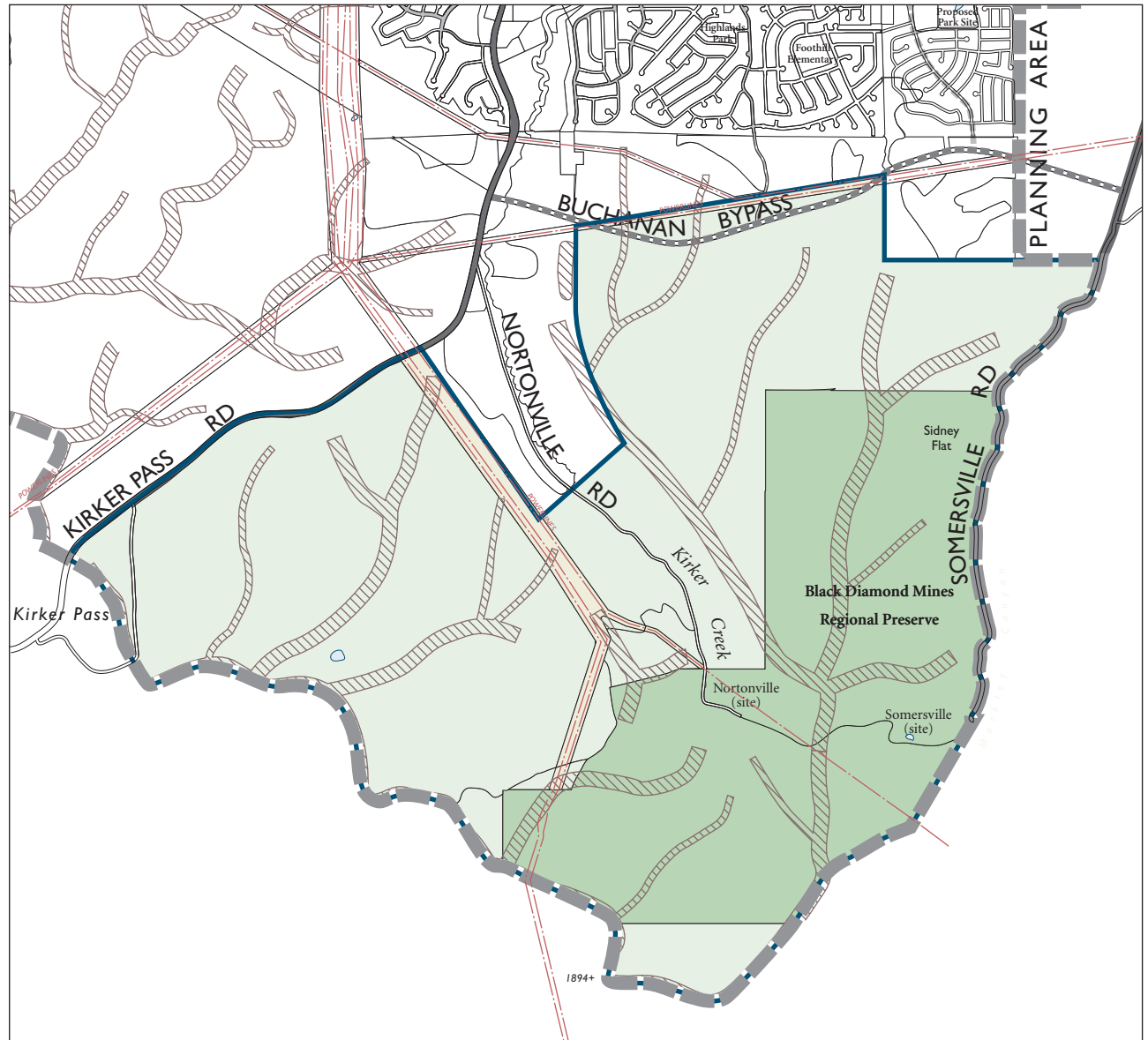
2-G-38 Preserve the rural character of the rolling South Hills area as open space, except the existing Keller Canyon Landfill.

Policies: South Hills

2-P-105 Preserve all designated hillsides as open space, according to the General Plan Land Use Diagram (Figure 2-2).

2-P-106 Work with Keller Canyon Landfill to ensure that landfill activities do not negatively impact nearby residential and open space areas.

- Park
- Open Space
- Utility/ROW
- Ridge
- Planning Area
- Planning Subarea
- Existing Proposed Arterial Street
- Existing Proposed Collector Street



Source: Dyett & Bhatia

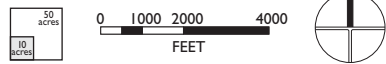
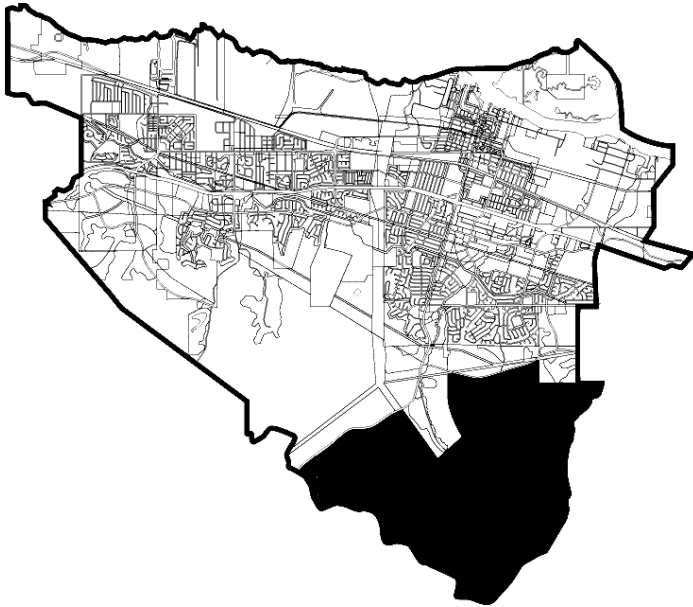


Figure 2-40
Black Diamond

Table 2-21
General Plan Land Use Distribution by
Acreage, Black Diamond

<i>Land Use</i>	<i>Acreage</i>
Parks	1,446
Open Space	2,618
Utility ROW	181
Grand Total	4,245

Source: City of Pittsburg GIS. June 2010



Black Diamond

Goals: Black Diamond

2-G-39 Preserve rolling Black Diamond hills as open space.

Policies: Black Diamond

2-P-107 Support permanent open space preservation of the Black Diamond Mines Regional Preserve. Retain remaining vacant acreage within the subarea as open space.

2-P-108 Work with the East Bay Regional Park District to provide linkages between the City’s trail and linear park network, and the Black Diamond Mines multi-use trail system.

Kirker Creek provides an opportunity for a trail linking Black Diamond Mines Regional Preserve with Buchanan Park. Opportunities may also exist to link such a trail with the linear park along Railroad Avenue, proposed for extension as part of this General Plan.

2-P-109 Ensure the rural character of the existing agricultural grazing lands is retained.

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