

4 URBAN DESIGN

This element provides hillside and ridgeline preservation policies, identifies local views and city edges, outlines improvement strategies for key corridors within the City, and contains policies relating to design and development of residential neighborhoods.

The design of key corridors and infill areas—such as the Downtown neighborhoods and BART Station Areas—will be central to fostering a livable and vital City. Many General Plan policies emphasize reuse and intensification adjacent to local activity centers. However, as development extends into the foothills, preserving ridgelines and views of hills will become increasingly critical in preserving the City's identity.

4.1 VIEWS, RIDGES AND EDGES

VIEWS WITHIN PITTSBURG

The most identifying feature lending Pittsburg a sense of character is its location between the rolling, grassy hills to the south and Suisun Bay/Sacramento River Delta to the north. Views of both natural features are important to the visual quality of the community. From the flatland areas of Pittsburg, views of the southern hills are prominent. Rolling, grassy slopes and the larger, vegetated mountains of Black Diamond Mines Regional Preserve rise to meet the skyline. Through streets designed in a north-south configuration afford views of the hills. Larger open spaces, such as the Civic Center and Stoneman Park, also provide unobstructed views.

Figure 4-1 illustrates a View shed Analysis on ducted within the Planning Area. Using the Arc View program, four “viewpoints” throughout the City were selected, and digital elevation modeling used to determine what hills and ridgelines were visible from each. Areas visible from all four viewpoints include multiple small ridgelines in the southern hills, particularly areas southwest of existing development surrounding the Pittsburg/Bay Point BART station.

These southern hills lend Pittsburg residents a sense of identity. Drivers recognize the transition into Pittsburg as they crest the ridgeline on State Route 4 from Concord. Views of the hills to the south, and Suisun Bay to the north create an identifiable entryway for the City. Views from the southern hills include vistas of cityscape and Suisun Bay beyond.

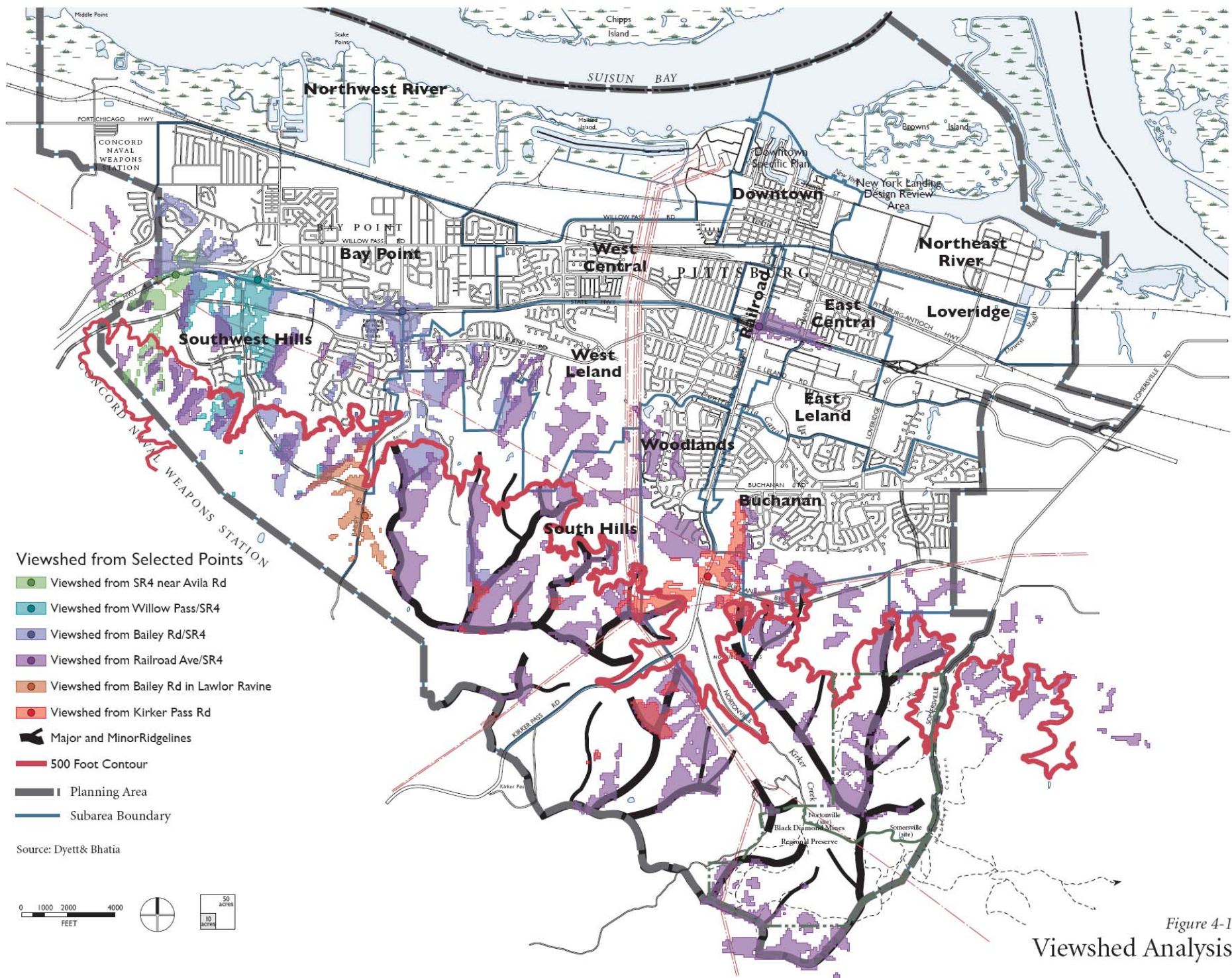


Figure 4-1
Viewshed Analysis

MAJOR AND MINOR RIDGELINES

In order to define major and minor ridgelines within the City's southern hills, three components were used: structure, elevation, and visibility. The structural component of ridgelines is the branching pattern of the ridge system. The major stem of the ridge system is considered a major ridgeline, while smaller branches are considered minor ridgelines. Elevation also distinguishes major—higher ridgelines, from minor—lower—peaks; all ridgelines that are delineated as major or minor are generally 500 feet or higher in elevation. Finally, the View shed Analysis described above identifies ridgelines visible from several places within the City. This visibility analysis was used to ensure continuity among ridges throughout the Planning Area. In Figure 4-2, major and minor ridgelines are delineated throughout the southern hills. A thick bar is used to identify major ridgelines, while a thin bar is used to identify minor ridgelines. However, the thickness of these bars is intended for symbolism only; it is not intended to represent the width of ridge protection zones.

Based on the View shed Analysis, the City's hillside regulations may be modified as needed to balance the City's goals of maintaining the aesthetic appearance of the surrounding hills, encouraging development of upscale housing, ensuring slope stabilization, providing access for public safety, developing a cohesive infrastructure plan, and implementing a workable traffic and transportation plan.

URBAN EDGES

The Suisun Bay waterfront and marshlands constitute the City's northern boundary, while rolling, grassy hills define its southern edge. In the General Plan, new residential developments proposed for the southern hills are intended to achieve clustered neighborhoods in small valleys and areas of gentler slopes. Residential densities gradually decrease as one moves further south into the hills.

North of State Route 4, the unincorporated community of Bay Point lies at Pittsburg's western edge, while south of State Route 4, the City of Antioch shares Pittsburg's eastern boundary. Major transportation corridors—such as State Route 4 and the BART rail—provide access to the City from

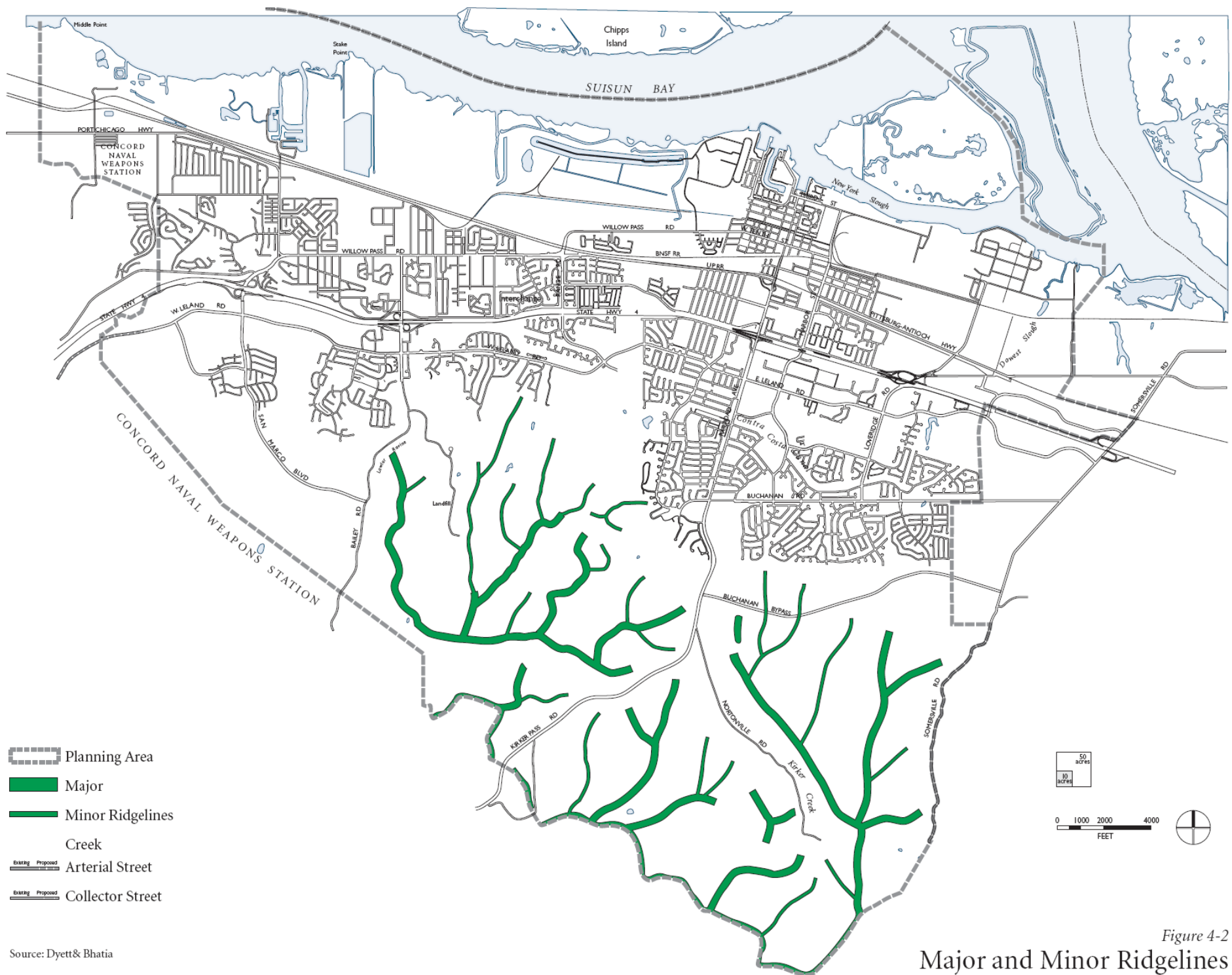


Figure 4-2
Major and Minor Ridgelines

the east and the west. Lower density residential neighborhoods fade into the hills that separate Pittsburg and Bay Point from the City of Concord. The transition between Pittsburg and Antioch is less identifiable—single-family residential subdivisions, neighborhood commercial centers, industrial and business commercial activities, and urban facilities continue from Pittsburg into Antioch.

GOALS: VIEWS, RIDGES, AND EDGES

4-G-1 Retain views of major and minor ridgelines within the southern hills, as designated in Figure 4-2.

4-G-2 Preserve minor ridgelines south of State Route 4 as open space to provide screening for hillside development.

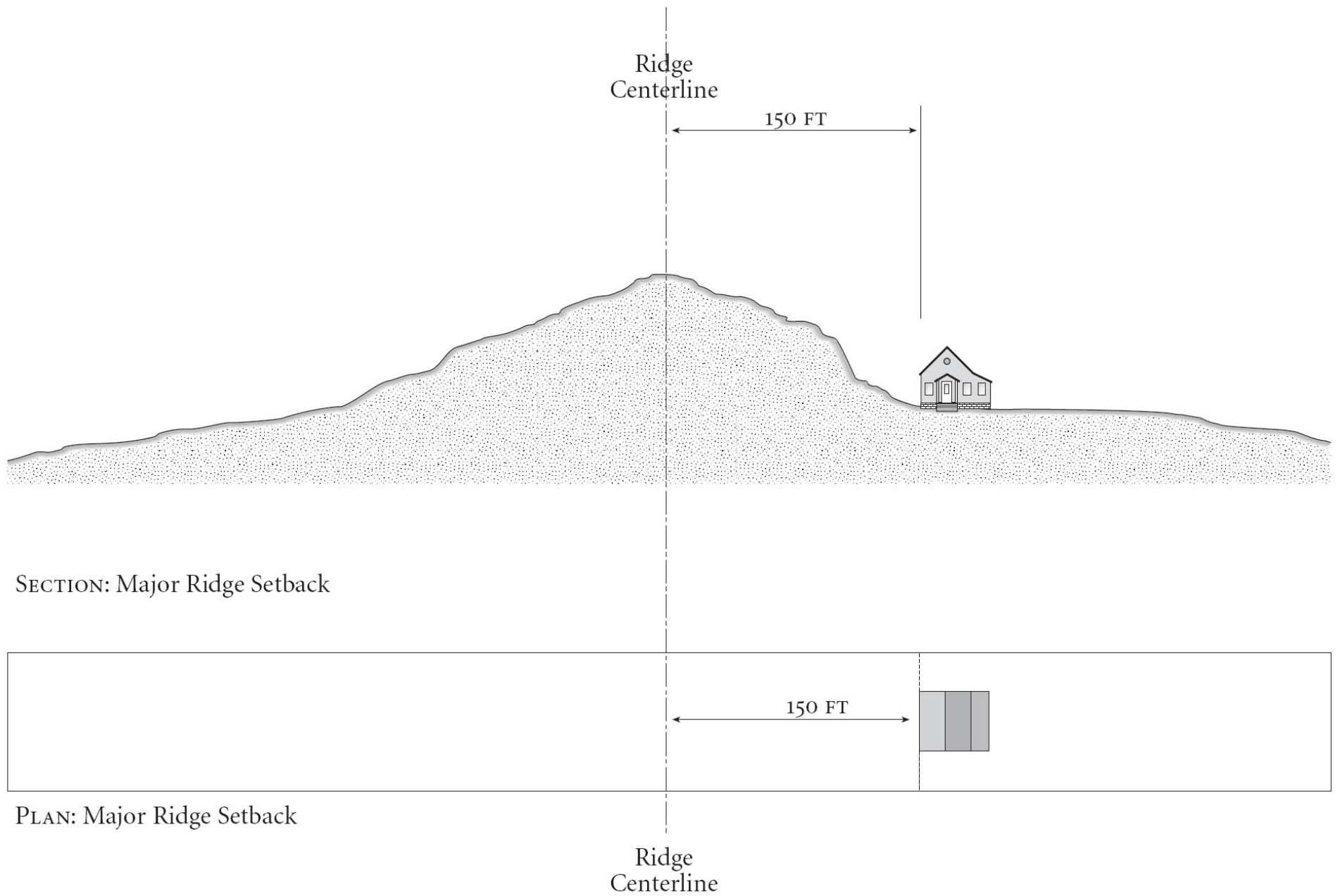
4-G-3 Ensure that new residential development in the southern hills provides adequate transition between urban and open space uses on the City's edge.

POLICIES: VIEWS, RIDGES, AND EDGES

Views

4-P-1 Require ridge setbacks for all new hillside development. Building pads should be located at least 150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.

Limiting development within the view shed of designated ridgelines will ensure that new development retains significant views of these ridgelines.



4-P-2 As part of the development review process, require design review of proposed hillside development. Ensure that:

- Hillside development is clustered in small valleys and behind minor ridgelines, to preserve more prominent views of the southern hills.*
- Hillside streets are designed to allow open views by limiting the building of structures or planting of tall trees along the southern edge or terminus of streets.*

Many arterial and collector roadways within the City feature views of rolling, grassy hills. Sensitive layout and design of new and redeveloped sites throughout Pittsburgh can retain and enhance views of these tremendous natural features.

4-P-3 As part of the development review process, limit building heights and massing where views of the hills from adjacent properties and public spaces could be preserved.

Limiting the height and massing of new structures to retain views of ridgelines over the tops of rooflines will ensure that the City's hillside identity is preserved. These building standards should then be used to ensure views before development approval.

4-P-4 Develop and implement use of a "Design Review Checklist" for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.

Urban Edges

4-P-5 Design and install entry features at the entrances to the City, implemented through the City's Capital Improvement Program. Use landscaping, signs,

lighting, and other visual features to announce the gateway along regional roadways.

Potential gateway points include, but are not limited to: State Route 4, Railroad Avenue/Kirker Pass Road, Willow Pass Road, proposed West Leland Road extension, Pittsburg-Antioch Highway, and Buchanan Road. Street trees, welcome signs, decorative lighting (similar to Railroad Avenue), banners, archways, and other streetscape design elements can be used in gateway design.

- 4-P-6 Ensure that developers of new residential projects in the southern hills plant trees and other vegetation along collector and arterial roadways, in order to maintain the sense of “rural” open space at the City’s southern boundary.*

Although residential developers should restrict planting of trees and landscaping that will block views of the hills from other areas of the City, or views of Suisun Bay from hillside streets, vegetation along new roadways will contribute to the goal of retaining a sense of open space.

- 4-P-7 Ensure that design treatment of new development at the City’s southern boundary retains a rural feel by:*

- Discouraging the use of solid walls along these edges (fences must be visually permeable; however, discourage use of chain link in front and side yards);*
- Using materials and design to promote a rural feeling (for example, wooden or other rustic materials); and*
- Encouraging development at the outer edge of the City to face outwards toward the rural landscape (preventing a solid wall of residential back yard fences).*



With ridges and rolling topography, rock outcroppings, and views, the West Leland subarea is characteristic of the southern hills area.

4.2 HILLSIDE DEVELOPMENT

The unique setting of the southern hills—with ridges and rolling topography, rock outcroppings and mature trees, sensitive habitats, and views—provides opportunities for creation of distinctive hillside neighborhoods. General Plan policies are designed to ensure that new hillside development is integrated into the landscape. All hillside development policies in the General Plan apply to land above the 500-foot elevation only.

GOALS: HILLSIDE DEVELOPMENT

For policies and discussion related to views of major and minor ridgelines, see Section 4.1.

4-G-4 Encourage development that preserves unique natural features, such as topography, rock outcroppings, mature trees, creeks, and ridgelines, in the design of hillside neighborhoods.

4-G-5 Encourage a sense of rural character in the design and construction of hillside development, including extensive landscaping, rooftop terraces, sloping rooflines, and use of natural materials.

POLICIES: HILLSIDE DEVELOPMENT

Preservation and Grading

4-P-8 Update the Hillside Planned Development District within the City's Zoning Ordinance to reflect the hillside development standards and policies set forth within this General Plan.

4-P-9 Encourage new hillside development to preserve unique natural features by mapping all natural features as part of development applications, including landforms, mature tree stands, rock

outcroppings, creek ways, and ridgelines. During development and design review, ensure that site layout is sensitive to such mapped features.

4-P-10 Minimize grading of the hillsides. Amend the City's Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.

Extensive grading of hillsides has the potential to destroy their irregular character and increase risk of geologic and landslide hazards. Encourage developers to grade only building pads, and to blend the graded area with adjacent hillside properties.

4-P-11 Limit grading of hillside areas over 30 percent slope (see Figure 10-1) to elevations less than 900 feet, foothills, knolls, and ridges not classified as major or minor ridgelines (see Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.

4-P-12 Encourage terracing in new hillside development to be designed in small incremental steps. Extensive flat pad areas should be limited.

4-P-13 Revise the City's development permitting requirements to include erosion control and revegetation programs as part of grading plans for new hillside development.

Where erosion potential exists, hydro-seeding, silt traps, or other engineering solutions may be required. Using revegetation as an erosion control measure also contributes to the aesthetic, natural character of a hillside.

4-P-14 Preserve natural creeks and drainage courses as close as possible to their natural location and appearance.

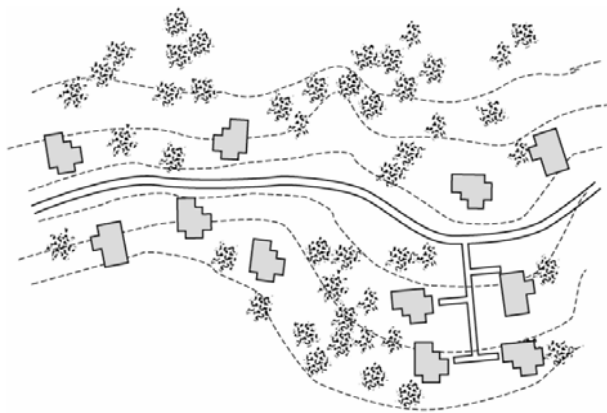


Figure 4-4: Flag Lots

“Man-made” streams (manufactured drainage courses designed to simulate natural creeks) draining into natural creeks are preferable to concrete channels for ensuring adequate surface drainage in new hillside development.

Lot Configuration

4-P-15 Minimize the visual prominence of hillside development by taking advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features.

4-P-16 Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).

4-P-17 Encourage clustering of Hillside Low-Density units in the southern hills, with resulting pockets of open space adjacent to major ridgelines and hillside slopes. Allow density bonuses of 10 percent (maximum) for preservation of 60 percent or more of a project’s site area as open space.

Clustering new residential development will retain open space within the southern hills. During design review, encourage open space pockets within the most visible hillside slopes.

4-P-18 Allow flexible (for example, staggered) front and side building setbacks (including zero-lot-line and attached conditions) within clustered hillside residential areas if this allowance will protect an existing slope.

Flexible setback standards allow more creative design of residential sites to preserve natural features and steep slopes (see Figure 4-5).

4-P-19 Encourage lot configuration such that perimeter walls and fences along arterial corridors within the southern hills are not needed.

4-P-20 Discourage lot orientation that fronts onto the cross-slope of street segments on steep grades.

4-P-21 Encourage single-loaded streets parallel to steep slopes, with placement of lots on the uphill side of the street, such that homes front down-slope and allow open vistas from the public street.

4-P-22 Discourage placement of lots that allow the rear of homes to be exposed to lower elevation views.

Building Character

4-P-23 As part of the City's Hillside Development Standards, encourage architectural design that reflects the undulating forms of the hillside setting, such as "breaking" buildings and rooflines into several smaller components (see Figure 4-6)

Designing new residences to follow topography within hillside areas both creates safer homes (by distributing structural weight across a tiered building pad) and retains view sheds from lower properties (by following the hills' shape, rather than blocking views with taller rectangular structures).

4-P-24 Building forms should be "stepped" to conform to site topography. Encourage use of rooftop terraces and decks atop lower stories.

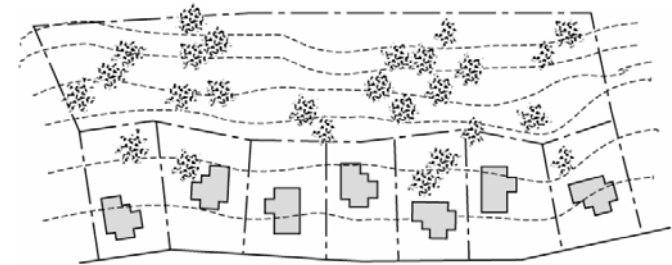


Figure 4-5: Flexible Hillside Setbacks



Figure 4-6: Integrated Architectural Design

Discourage construction of decks elevated on poles over sloped areas; they make buildings seem more massive from downhill lots.

4-P-25 During development review, encourage residential rooflines that are oriented in the same direction as the natural hillside slope.

4-P-26 Reflect the predominant colors and textures within the surrounding landscape in selection of building materials for hillside development. Roof colors should tend toward darker earth tones, so that they are less visible from adjacent or upslope properties.

Preferred building materials include wood siding, exposed wooden structural elements, and natural-colored stucco.

Clustering new residential development will retain open space within the southern hills. During design review, encourage open space pockets within the most visible hillside slopes.

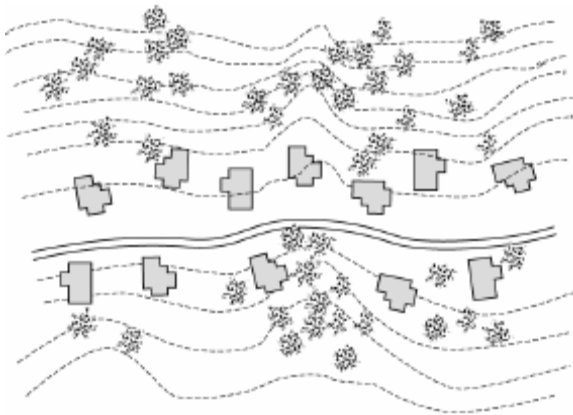


Figure 4-7: Street Layout

4-P-27 Maximize water conservation, fire resistance, and erosion control in landscape design through use of sturdy, native species. Use irregular planting on graded slopes to achieve a natural appearance.

Street Layout

4-P-28 Encourage developers to align and construct streets along natural grades. Minimize visibility of streets from other areas within the City (see Figure 4-7).

4-P-29 Encourage the construction of split roadways on steep hillsides, where appropriate.

Split roadways allow the integration of natural features, such as mature trees and rock outcroppings, into the street design. Additionally, landscaping is increased and medians can be used to collect drainage flows.

4-P-30 Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.

Because housing will be clustered in hillside areas, the provision of trails through remaining open space areas will provide connections to employment, shopping, and recreation centers within the City's flatlands.

4-P-31 Provide on-street parking along hillside roads in parking bays where topography allows.

4.3 KEY CORRIDORS

The design of several major transportation corridors within the City has a significant impact on the City's sense of character. These key corridors—which include Railroad Avenue, Willow Pass Road, Leland Road, and State Route 4—are described below, and design improvements are suggested for each. Design focus is placed on streetscaping, redevelopment opportunities, and views.

RAILROAD AVENUE

Railroad Avenue is the City's most important arterial corridor. Historically, Railroad Avenue was the City's major railway corridor, used for transporting coal from the Black Diamond Mines to Suisun Bay's deep-water ports. As the City matured and Black Diamond Mines was closed, the railway corridor was

transformed into the City's major north-south roadway axis. The Railroad Avenue corridor also evolved into the City's destination for commercial activities. South of the Downtown core, Railroad Avenue consists of two distinct sections:

1. ***BNSF Railroad Overpass to State Route 4.*** North of State Route 4, the east side of Railroad Avenue consists primarily of small, single-family units converted to independent office and commercial uses. The Civic Center, featuring a new steel city hall structure, and City Park, containing several large playing fields, constitute the western side of the corridor. Railroad Avenue then rises over the Southern Pacific railroad tracks and dips under the BNSF railroad tracks. This exchange with the railroad tracks is enhanced with landscaping, a center median, historic streetlamps, and a pedestrian path. It creates the entry into Downtown, the City's historic commercial core. Downtown design and streetscaping is discussed in detail in Chapter 5: Downtown.
2. ***State Route 4 to Buchanan Road.*** Railroad Avenue, south of State Route 4, is lined with small offices, commercial centers (strip malls), parking lots, and fast food restaurants. Set in a mix along the corridor, commercial activities include small-scale structures positioned along the street frontage, and larger scale shopping centers set back behind parking areas. At the southern end of the corridor, single and multi-family subdivisions back up to the street with landscaped sound walls. Recent streetscape improvements have provided center medians with street trees, vines and trellises. The City has also installed historic streetlights along Railroad Avenue, lending a sense of history and identity to the important corridor.

A linear park extending along the west side of the corridor from State Route 4 to the Delta De Anza trail contains benches, grassy areas, and large Eucalyptus trees. Underground utilities and wide sidewalks create a peaceful, attractive setting along the heavily-trafficked arterial roadway.

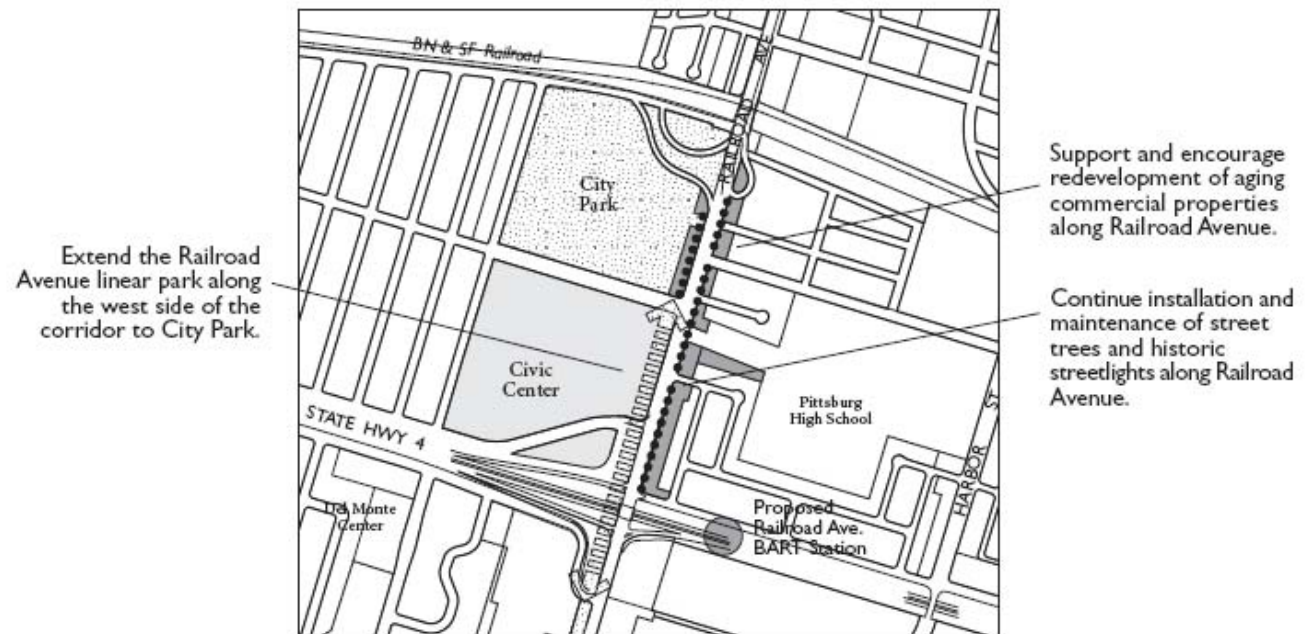


Figure 4-8
 Design Features along Railroad Ave,
 BNSF Railroad to State Route 4

GOALS AND POLICIES: RAILROAD AVENUE

Goals: Railroad Avenue

4-G-6 Create an attractive, walkable corridor, featuring a variety of land uses, along the City's major north-south arterial.

4-G-7 Support and encourage redevelopment of aging commercial properties along Railroad Avenue.

Policies: Railroad Avenue, BNSF Railroad Overpass to State Route 4

Figure 4-8 illustrates the proposed urban design features along Railroad Avenue, from the BNSF railroad overpass to State Route 4.



The appearance of Railroad Ave (pictured here at Power Ave) could be enhanced through streetscape enhancements.

Streetscape

4-P-32 Continue installation and maintenance of street trees, sidewalks, and historic streetlights along Railroad Avenue.

4-P-33 Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.

The Railroad Avenue linear park extends north until the roadway narrows at the Railroad Avenue/State Route 4 interchange. Extension of the linear park across the highway would provide residents with an accessible connection to the Civic Center and City Park. However, the City must work with Caltrans on reconstruction of the Railroad Avenue interchange to ensure safe and convenient pedestrian crossing.

Redevelopment Opportunities

4-P-34 Provide incentives (available through Enterprise Zone programs and local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.

Policies: Railroad Avenue, State Route 4 to Buchanan Road

Figure 4-9 illustrates the proposed urban design features along Railroad Avenue, from State Route 4 to Buchanan Road.

Streetscape and Parking

4-P-35 Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.

Existing steel trellises tie into the historical importance of the City's steel industry. Continuing to install pedestrian furniture, such as benches, trash and recycling receptacles, using steel fabrication would solidify this aspect of the City's identity.

4-P-36 Ensure that new development and redevelopment projects along Railroad Avenue position new retail and office structures along the sidewalk, with parking tucked behind. Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.

4-P-37 Ensure that developers plant and maintain a minimum of one tree per six parking spaces within Community Commercial parking lots along Railroad Avenue.

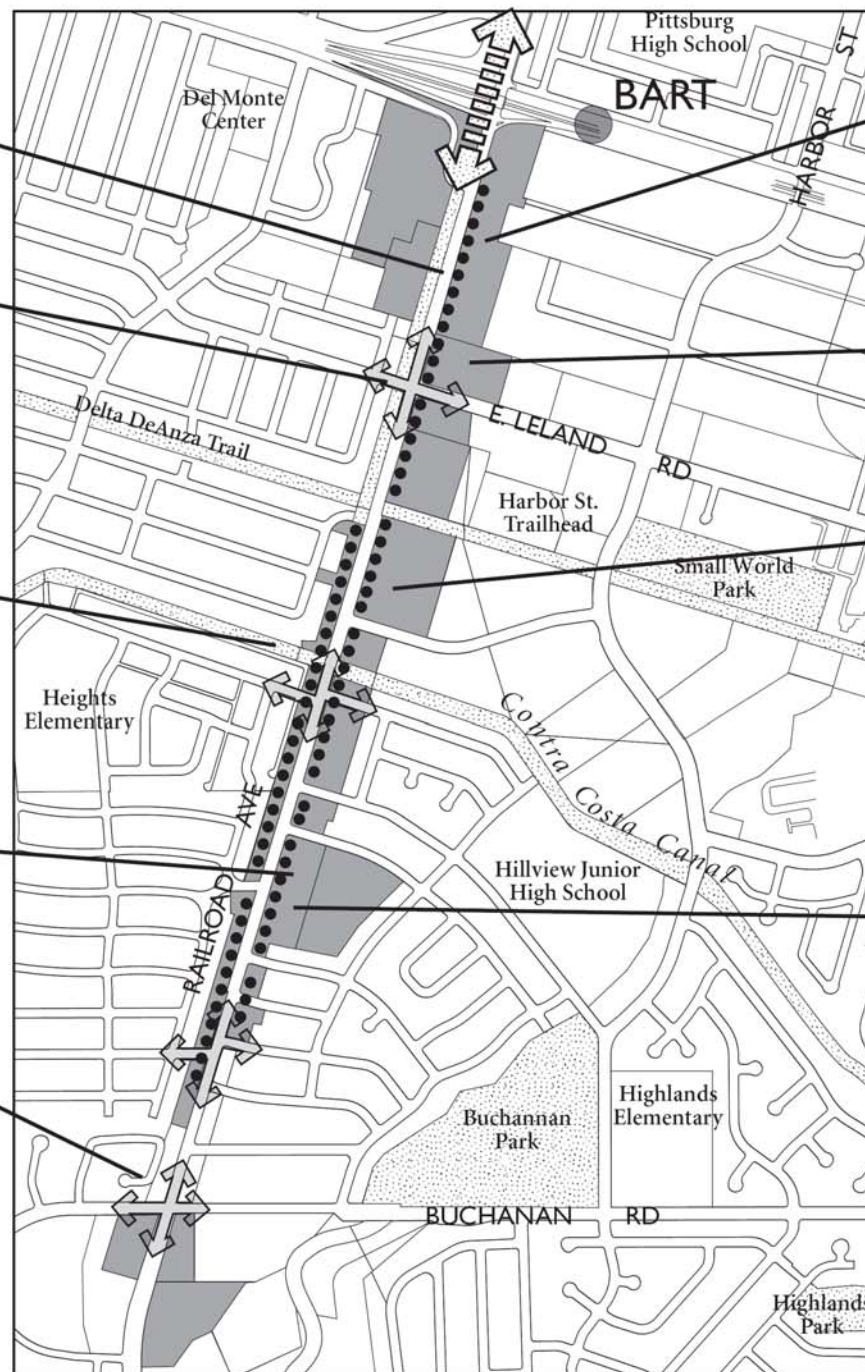
Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing furniture (e.g., blue steel trellis in median).

Improve connections between the street and surrounding properties.

Clean up Contra Costa Canal: plant trees and reduce fencing.

Support and encourage redevelopment of blighted commercial properties along Railroad Avenue.

Improve connections between the street and surrounding properties.



Work with BART to create pedestrian-oriented mixed-use development in the proposed Railroad Avenue BART Station area.

Position new retail and office structures along sidewalk with parking tucked behind. Consider developing architectural guidelines for (re)development.

Ensure that developers plant and maintain at least one tree per six parking spaces within Community Commercial parking lots.

Pursue private investment in redevelopment of Railroad Square, potentially as a community or recreational facility.

Source: Dyett & Bhatia

Figure 4-9
Design Features along
Railroad Ave,
State Route 4 to
Buchanan Road

Several existing parking areas along Railroad Avenue are barren of vegetation. Most residents perceive a higher “quality of life” when green trees cover large paved areas and provide shade.

4-P-38 Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.

Installation of an entry feature, which may include signage, sculpture, or landscaping, should be timed before or concurrently with construction of new Hillside Low-Density Residential units south of existing development.

Redevelopment Opportunities

4-P-39 Encourage rehabilitation and façade improvement of existing commercial centers along Railroad Avenue to ensure commercial vitality and pedestrian oriented design.

4-P-40 Continue participation with community partners in the Business Improvement District program to fund streetscape improvements, promotion programs, and special events.

Business Improvement District (BID) programs are revitalization strategies using voluntary assessment districts in older commercial areas within the city limits. BIDs address the image of the commercial areas by identifying the areas’ market niche and creating a visual identity unique to the community. Pittsburg’s BID conducts local streetscaping improvements, distributes image brochures, keeps an open dialogue with the news media, and hosts festivals.



The Railroad Ave Corridor (pictured here between Yosemite Drive and West Boulevard) would benefit from a stronger sense of identity, new development and redevelopment projects, and more trees.

4-P-41 Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.

4-P-42 Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter, and reduction and beautification of fencing.

The fencing surrounding Contra Costa Canal at Railroad Avenue is currently an eyesore. Minimizing or replacing existing chain-link with ornamental fencing, and planting vegetation, could provide a much more attractive utility corridor adjacent to the City's major arterial.

4-P-43 Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.

The Railroad Square Shopping Center, near the southern end of the corridor, is a tremendous opportunity for the City. The development of entertainment activities (for example, movie theater, video arcade, laser tag center) within walking distance of several existing residential neighborhoods would support the City's goal of a pedestrian-oriented arterial corridor.

4-P-44 Work with BART to develop a pedestrian-oriented mixed-use district in the proposed railroad Avenue BART Station Area. See Section 4.4: Mixed-Use Districts, for further discussion of the proposed Railroad Avenue BART Station Area.

WILLOW PASS ROAD

The two distinct sections of Willow Pass Road are identifiable because of a railroad underpass/interchange located at Range Road:

1. ***Beacon Street to Range Road.*** This stretch of Willow Pass Road contains the PG&E transmission corridor, residential motels, service commercial and industrial uses. Between the PG&E transmission corridor and Range Road, Willow Pass Road is a two-lane rural highway, lacking curbs, gutters, and sidewalks.
2. ***Range Road to Bay Point.*** At Range Road, Willow Pass Road curves under the BNSF Railroad tracks. Autos must then navigate a poorly-marked, antiquated interchange to reconnect with the second section of Willow Pass Road, which delivers them into the unincorporated community of Bay Point. Willow Pass Road, extending west of Range Road to Bay Point, is a wide expanse of roadway lined with large Eucalyptus trees, industrial facilities, and a landscaped sound wall forming the boundary of a contemporary single-family subdivision.

GOALS AND POLICIES: WILLOW PASS ROAD

Goals: Willow Pass Road

- 4-G-8 *Provide more attractive streetscaping along the Willow Pass Road corridor.*
- 4-G-9 *Encourage private investment and redevelopment of Willow Pass Road, east of Range Road.*
- 4-G-10 *Redesign Willow Pass Road and railroad interchange to provide safer, more desirable pedestrian and bicycle routes.*



Urban design features, such as narrower streets and wider sidewalks would improve the streetscape of roadways such as West Tenth Street.

Initiate a tree planting program along Willow Pass Road.

Extend tree planting program along Range Road north of the railroad overpass.

Install City signage and safety features at the railroad underpass.

Pursue reconstruction of the Willow Pass Rd/Range Rd interchange.

Maintain a rural character west of the Harbor Lights subdivision with two lanes and no sidewalks.

Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.



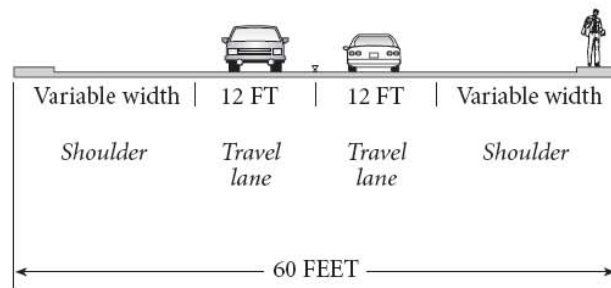
Narrow Willow Pass Road between Beacon and Range Road to two lanes with a landscaped center median with left-turn pockets.

Encourage industrial uses along Willow Pass Road to plant landscaped screening for large facilities/tanks.

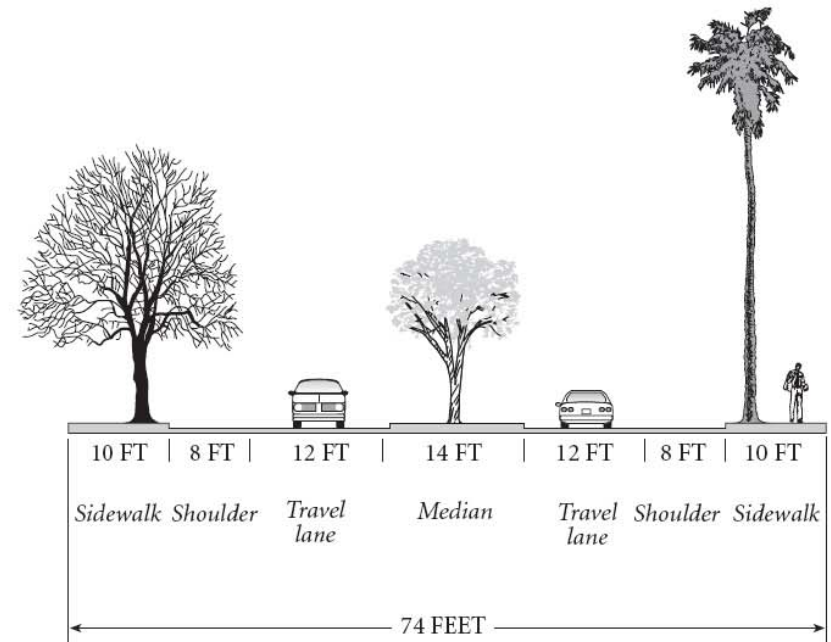
Widen sidewalks along eastern section of the corridor for local residents to walk from Downtown to adjacent neighborhoods and employers.

Figure 4-10

Design Features along Willow Pass Road



Typical Existing



Proposed*

* Proposed general street design : actual construction according to City Street Standards



Source Dyett & Bhatia

Willow Pass Road

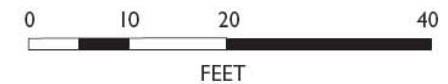


Figure 4-11
Typical Cross Section
of Willow Pass Road

Policies: Willow Pass Road, Beacon Street to Range Road

Figure 4-10 illustrates the urban design features proposed for Willow Pass Road, from Beacon Street to Range Road. Figure 4-11 illustrates a proposed street layout for this arterial roadway.

4-P-45 Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.

Narrowing the roadway to one lane in each direction and providing a planted median with left-turn pockets would vastly improve the streetscape, while not significantly affecting traffic levels of service. Figure 4-10 is an example of a proposed street layout for Willow Pass Road; actual design should be based on the City's adopted street standards.

4-P-46 Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.

4-P-47 Maintain a rural feeling along Willow Pass Road west of the entrance to the Harbor Lights subdivision, with two travel lanes and no sidewalks.

4-P-48 Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with the California Department of Transportation to design an interchange facility that will accommodate future traffic demands.

4-P-49 Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.

Use of native plant species and locally-recognized non-native species will enhance the City's overall identity. Additionally, these species should have low watering and maintenance requirements.

4-P-50 Encourage industrial uses along Willow Pass Road to plant landscaped screening for large facilities such as tanks or loading areas.

4-P-51 Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.

Policies: Willow Pass Road, Range Road to Bay Point

4-P-52 Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.

4-P-53 Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).

Signage, safety features, and landscaping could make the Willow Pass Road interchange more attractive and less confusing, until the interchange can be rebuilt.

4-P-54 Extend tree planting on Range Road to Willow Pass Road, west of the BNSF Railroad underpass.

LELAND ROAD

Leland Road is an arterial corridor that primarily serves to move residential traffic east-west through the City. It also accommodates spillover east-west traffic from State Route 4 during peak hours. The three sections of Leland Road include:



This picture of West Leland Road near Los Palos Drive provides the context for proposed improvements to Leland Road.

1. ***Century Boulevard to Railroad Avenue.*** East Leland Road contains a well landscaped center median and marked bicycle lanes. Land uses include neighborhood commercial activities, multi-family housing complexes, and Los Medanos Community College.
2. ***Railroad Avenue to Pittsburg/Bay Point BART Station.*** West Leland Road is fronted primarily by single-family residential units. Nearer to Railroad Avenue, older single-family homes face the roadway with small gardens and porches. However, most of the single-family homes along the corridor back onto the roadway, with aging wooden fences and concrete walls forming the boundary of the public space. The Stoneman Park, Golf Course, and PG&E right-of-way open spaces break up the residential corridor with extensive landscaping and views of the rolling hills. The Oak Hills shopping center also lies adjacent to the Pittsburg/Bay Point BART Station at Bailey Road.
3. ***Extension West of Pittsburg/Bay Point BART Station.*** With approval and construction of the proposed San Marco development project, West Leland Road will be extended west to intersect Willow Pass Road/San Marco Boulevard at State Route 4. The General Plan proposes large multi-unit housing projects, business commercial centers, and a mixed-use commercial node along the West Leland Road extension.

GOALS AND POLICIES: LELAND ROAD

Goals: Leland Road

4-G-11 Initiate streetscape improvements to create an attractive, usable, multi-modal transportation corridor along Leland Road.

Policies: Leland Road, Century Boulevard to Railroad Avenue

4-P-55 Maintain existing landscaping along East Leland Road. Ensure that pedestrian and bicycle circulations are considered during improvements along this corridor.

Policies: Leland Road, Railroad Avenue to Pittsburg/Bay Point BART Station

Figure 4-12 illustrates the urban design features proposed for Leland Road, from Railroad Avenue to the Pittsburg/Bay Point BART Station. Figure 4-13 illustrates a proposed street layout for this arterial roadway.

Streetscape

4-P-56 Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART Station Area, as street right-of-way allows. Provide left-turn pockets for access to residential neighborhoods.

The existing street layout along this stretch of Leland Road could easily accommodate a center median; existing lane markers delineate a wide center strip with left-turn pockets as needed. Figure 4-12 is an example of a proposed street layout for West Leland Road; actual design should be based on the City's adopted street standards

4-P-57 Provide marked, on-street bike lanes along Leland Road, west of Crestview Drive.

Bicyclists often use the West Leland Road corridor for transportation between local commercial centers, recreational activities, and residential neighborhoods. A designated bike lane, with signage, would create a safer environment for bicyclists.

4-P-58 For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.

Although the provision of street trees will contribute to a better waiting environment for transit riders, covered bus shelters could both heighten visibility of local transit programs and ensure safe and comfortable waiting areas for local residents.

Construct a center median with trees and landscaping, from Railroad Avenue to Pittsburg Bay Point BART Station Area, as street right-of-way allows. Provide left turn pockets for access to residential neighborhoods.

Provide marked on-street bike lanes along Leland Road, west of Stoneman Park.

Construct and maintain covered bus shelters at transit stops along Leland Road.

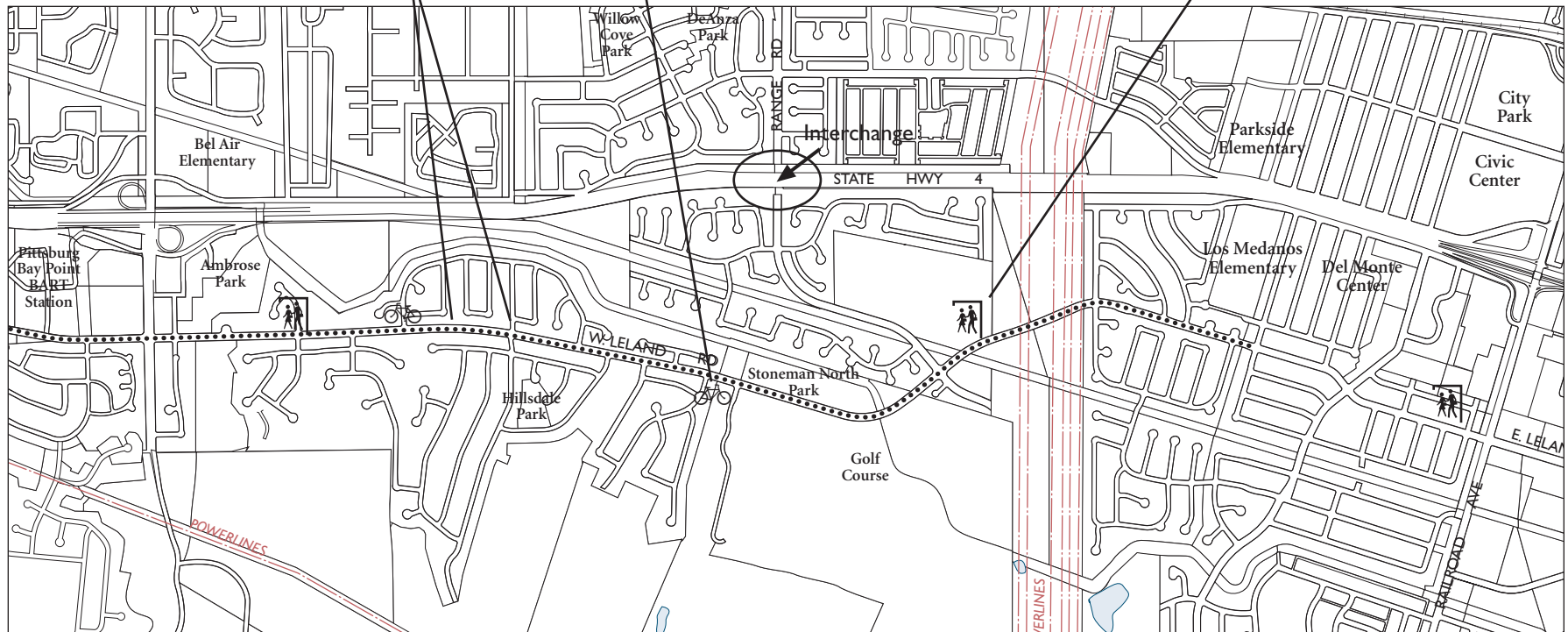
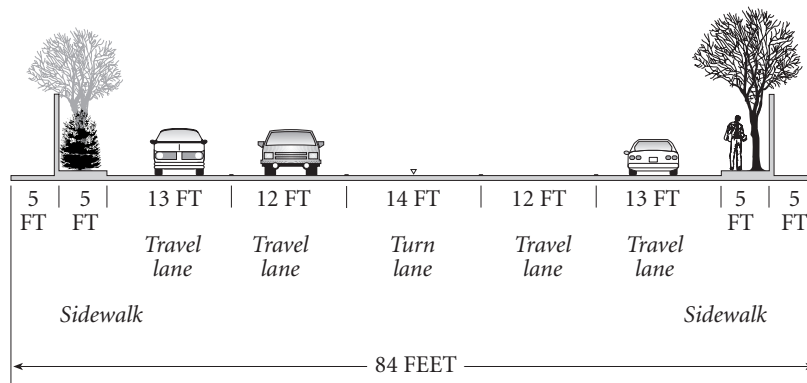
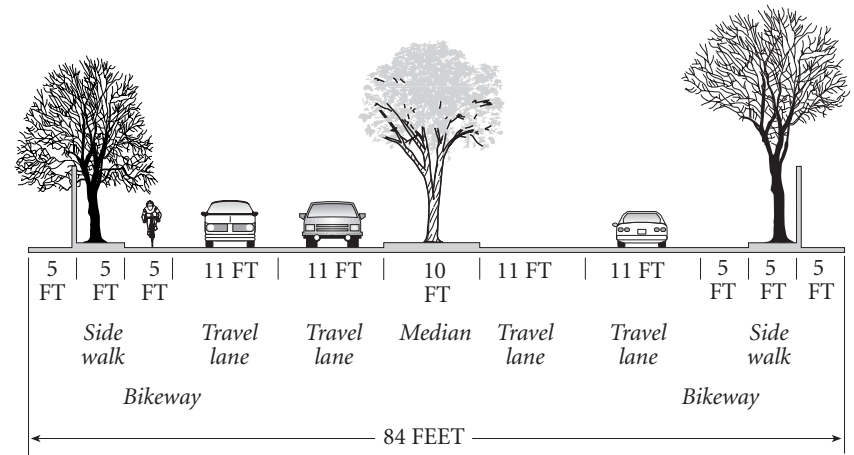


Figure 4-12

Design Features along Leland Road, Railroad Avenue to Pittsburg/Bay Point BART



Existing Right-of-Way



Proposed Right-of-Way*

* Proposed general street design : actual construction according to City Street Standards



Source Dyett & Bhatia

West Leland Road near Golf Course.

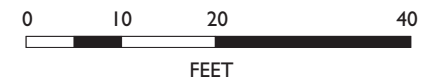


Figure 4-13

Typical Cross Section of Leland Road

Policies: Leland Road, Extension west of Pittsburg/Bay Point BART Station

Figure 4-14 illustrates the urban design features proposed for the section of Leland Road extending west from the Pittsburg/Bay Point BART Station.

4-P-59 Pursue the development of a linear parkway along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills.

Extensive landscaping and a multi-use (pedestrian and bicycle) path along West Leland Road will encourage greater use of BART by new residents within the southern hills.

4-P-60 Work with private developers in the San Marco project to create a pedestrian oriented mixed-use village along West Leland Road at San Marco Boulevard. Encourage buildings to be designed and oriented toward public spaces.

STATE ROUTE 4

Views of the southern hills from State Route 4 are afforded to east-bound traffic approaching from Concord at the western edge of the Planning Area. Cresting the ridgeline, drivers take in a view of the cityscape, Suisun Bay, and rolling hills. Once travelers have descended the hill into the City's flatlands, the highway corridor features aging wooden fences and littered shrubs. East of the Pittsburg/Bay Point BART Station overpass, new sound walls divide the highway from adjacent residential neighborhoods.

GOALS AND POLICIES: STATE ROUTE 4

Goals: State Route 4

4-G-12 Pursue the beautification of the State Route 4 corridor by improving highway landscaping and retaining significant views.

Pursue the development of a linear parkway along West Leland Road, linking the BART Station Area to new residential neighborhoods within the southern hills.

Work with private developers in the San Marco project to create a pedestrian-oriented mixed use village along West Leland Road at San Marco Boulevard. Ensure that buildings are designed and oriented toward public spaces.

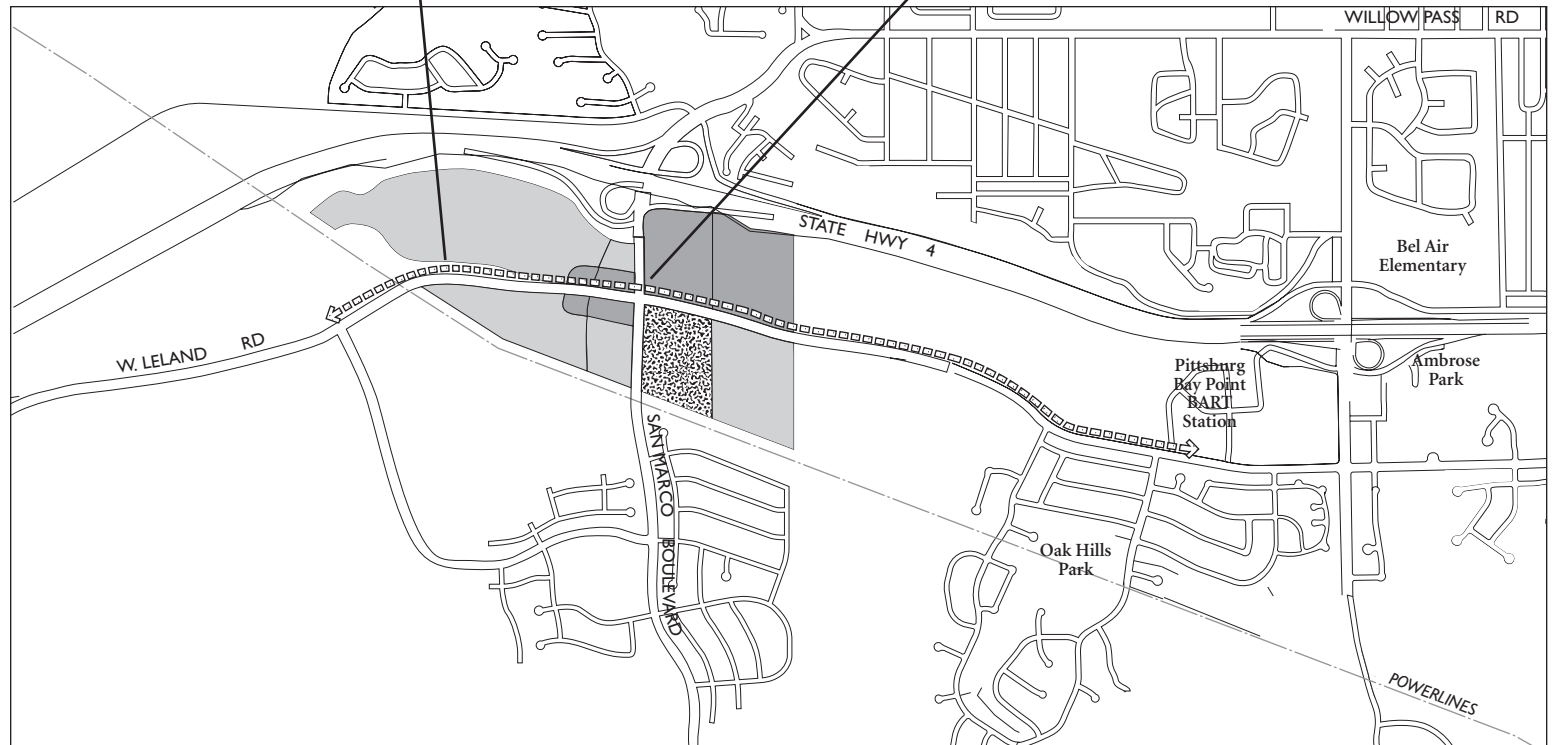


Figure 4-14

Design Features along Leland Road, Extension west of Pittsburgh/Bay Point BART Station

Source: Dyett & Bhatia

Policies: State Route 4

Views

4-P-61 Retain views of the southern hills from the State Route 4 corridor, through implementation of ridgeline preservation policies (as described in Section 4.1).

4-P-62 Support local utility providers—such as PG&E—in the undergrounding of utility wires.

Views of the southern hills are interrupted by numerous utility wires crossings over State Route 4. The undergrounding of local utility wires would help reduce this distraction and create a more attractive, identifiable view of Pittsburg.

Streetscape

4-P-63 During development review, ensure that all development adjacent to State Route 4 provides landscaping along new sound walls. Encourage existing residential areas to improve landscaping along existing fenced areas.

4-P-64 Work with the California Department of Transportation to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.

Potential landscaping includes limiting highway planting to select native trees or identifiable non-native species.

4-P-65 Work with the California Department of Transportation to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points—such as the Suisun Bay waterfront—from State Route 4.

4-P-66 Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.

4.4 MIXED-USE AREAS

A mixed-use area provides for an integrated mix of land uses within a distinct area, including retail, office, service, higher density residential, recreation, and/or transit uses. This General Plan proposes several mixed-use areas throughout the City: the Pittsburg/Bay Point BART Station Area; the proposed Railroad Avenue BART Station Area; and the proposed San Marco Village. Although the City's Downtown will also be redeveloped into a walkable mixed-use commercial core, it is discussed within Chapter 5: Downtown.

BART STATION AREAS

Pittsburg/Bay Point BART Station Area

The Pittsburg-Bay Point BART Station presents a unique opportunity to develop high density housing, commercial, and office uses within walking distance of commuter rail. The location of the BART Station along State Route 4 provides planning opportunities found in few locations within the Bay Area. This is an ideal location for intensive uses, both in the Specific Plan Area and surrounding areas. The Pittsburg/Bay Point BART Station Area Specific Plan encompasses approximately 295 acres immediately adjacent to and along major access routes to the BART Station. It includes portions of West Leland, Bailey, and Willow Pass Roads. Existing land uses in the Specific Plan area include multi-family residential neighborhoods, a mobile home community, industrial activities, retail commercial uses, vacant properties, and Ambrose Park. Land Use objectives of the Specific Plan include: encouraging mixed-use transit-oriented developments; increasing residential densities; enhancing security at the BART Station; enhancing visibility and usability of Ambrose Park; minimizing travel for work and shopping trips; and encouraging new commercial development.

Railroad Avenue BART Station Area

The General Plan proposes extension of BART to a new station at Railroad Avenue, east of the existing terminus at Bailey Road. However, the City is not certain as to whether BART will be extended within the General Plan timeframe, and if so, how the station will be configured. It is probable that the station configuration would be similar to that of the Pittsburg/Bay Point Station (that is, middle of the highway).

The proposed Railroad Avenue BART Station facilities (such as ticket vending machines and parking) are to be located on the southeast corner of the Railroad Avenue/State Route 4 interchange. Existing land uses include aging warehouse and light industrial structures. Proposed redevelopment activities include intensification of business commercial and office uses, development of support retail and restaurant activities, and construction of pedestrian and transit-oriented amenities. Redevelopment of the proposed BART Station Area could utilize Enterprise Zone incentives available through both State and local programs (see Chapter 6: Economic Development).

SAN MARCO VILLAGE

Designated along the West Leland corridor, this mixed-use core is intended to be a small, pedestrian-oriented, neighborhood commercial center. The currently approved San Marco tract map allows a limited number of residential units within the area. However, should the development plan be amended or reviewed further for inclusion of a business and/or community commercial center (as designated in the General Plan Land Use Diagram), the City should work with project proponents to ensure construction of a walkable, mixed-use commercial village.



This panorama from the current terminus of West Leland Road (just west of BART Station) shows the backdrop of the San Marco Village.

GOALS: MIXED-USE AREAS

4-G-13 Encourage development of pedestrian-oriented mixed-use areas as focal points of new neighborhoods, and adjacent to key transportation centers.

4-G-14 Provide permitting and incentives (such as density increases) to encourage private (re)development of viable mixed-use structures.

4-G-15 Ensure the provision of public transit and pedestrian amenities within the City's mixed-use areas.

4-G-16 Establish the City's BART Stations as regional focal points, surrounded by a mix of urban activities and services.

POLICIES: MIXED-USE AREAS

Pittsburg/Bay Point BART Station Area

4-P-67 Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.

4-P-68 Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park & ride lots within a walkable, mixed-use village.

4-P-69 Encourage all new development within the BART Station Area to focus building design, massing, and landscaping toward the pedestrian.

Railroad Avenue BART Station Area

4-P-70 Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.

4-P-71 Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses:

- Mixed-use structures;*
- Building design that focuses on street-orientation;*
- Extensive landscaping and street trees;*
- Pedestrian furniture (for example, benches and trash cans);*
- Street lighting; and*
- Signage.*

4-P-72 Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.

Reuse and redevelopment projects in the proposed BART Station Area should focus on providing a safe, attractive, and viable mix of commercial and residential activities within an environment geared toward use of alternative transportation modes (i.e., walking, bicycling, transit). Encourage redevelopment using the State and local incentives available through the Enterprise Zone program.

4-P-73 Ensure that all new business commercial employers provide safe and convenient pedestrian and bicycle connections to adjacent neighborhoods, the proposed BART Station, Delta De Anza Trail,

Railroad Avenue Linear Park, and employment and activity centers.

Clear, convenient linkages between the proposed BART Station area and the multi-use paths of Delta De Anza Trail and Railroad Avenue Linear Park would provide accessible transportation alternatives for local residents.

San Marco Village

4-P-74 Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Boulevard.

The Community Commercial designation along West Leland Road is intended for the development of a pedestrian and transit-oriented commercial district, featuring a mix of retail, service, restaurant, office, and residential uses. This mixed-use district should be designed at a human-scale, with buildings facing the street and encouraging pedestrian traffic (for example, display windows and sidewalk cafés).

4-P-75 Encourage West Leland Road to be designed as a pedestrian-friendly street, with wide sidewalks, small plazas and benches, signaled crosswalks, pedestrian scale building massing, and parking tucked behind the buildings.

4-P-76 Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.

This linear parkway, originally intended to link the BART Station Area with residential neighborhoods in San Marco, would also provide a walk able connection between the City's western activity centers (BART Station Area and San Marco Village). This linear parkway will also enable residents of the multi-family housing along

West Leland Road to access both activity centers without the use of a car.

4-P-77 Encourage commercial and high-density residential developers to work together to provide convenient pedestrian paths and access points between San Marco Village and the High-Density residential neighborhoods to the west.

4-P-78 Allow a mix of retail and service commercial uses in ground floor spaces, and office and high-density residential uses on upper floors.

4-P-79 Provide pedestrian and transit amenities, such as bike racks, benches, signalized crosswalks, and bus shelters, within the Village setting.

4.5 NEIGHBORHOOD DESIGN

NEIGHBORHOOD FORM ANALYSIS

An evaluation of the urban form characteristics of various neighborhoods reveals the changes that took place during Pittsburgh's residential development history. This analysis gives the City an opportunity to assess its diverse neighborhood patterns. The City can then determine the types of urban form it may wish to encourage as Pittsburgh continues to grow and evolve.

- *Central Addition.* This neighborhood, bordered by Solari Street to the west and East Fourteenth Street to the south, is intimately connected with Downtown. Like the Downtown neighborhoods, residential construction in Central Addition was complete by 1928. Single-family homes are the dominant housing type.
- *Pittsburg Heights.* The Pittsburg Heights neighborhood is located just west of Railroad Avenue. Originally a military housing project, the neighborhood was redeveloped in 1948. Pittsburg Heights is surrounded

by newer residential developments, and is bounded to the east by commercial establishments.

- *Buchanan.* This neighborhood forms the southeastern corner of Pittsburg in the Buchanan subarea. It is bounded to the south and east by undeveloped hills, and to the north and west by other residential neighborhoods. The neighborhood was developed during the construction boom that occurred between 1955 and 1975.
- *Oak Hills.* The Southwest Hills subarea contains Oak Hills, one of the most recent residential developments in the City. A post-1988 development, this single-family neighborhood is only partially complete. It has the advantage of being located southwest of the Pittsburg/Bay Point BART station and the Oak Hills Shopping Center.

Comparative Evaluation

Each study area was evaluated according to six components that contribute to the overall form and character of the neighborhood: number of intersections; number of through streets; number of access points; area of streets; average block size (in acres); and typical housing density. The results of the analysis, discussed below, are presented in Figure 4-15.

- *Overall Development Pattern.* The four neighborhoods analyzed represent residential development spanning most of this century. Central Addition's development pattern is typical of pre-World War II neighborhoods, with a gridded street pattern and densities that are high for single-family neighborhoods in Pittsburg. Pittsburg Heights represents housing construction that occurred immediately after the War, with a warped grid, lower density, and fewer through-streets than Central Addition. The transformation of the grid to a suburban style is complete in Buchanan, which is characterized by curving streets and cul-de-sacs. This trend is continued in Oak Hills, one of the City's most recent developments.

Figure 4-15
**Neighborhood
 Form Analysis**



**100-acre Analysis Unit
 (2,087 ft x 2,087 ft)**

Intersections

Through Streets

17	20.5	11.5	8
4	3	1	2
11	20	16	9
25	27	28	17
3	2.8	6.5	7.5
10	8	6	8

Number of Intersections (T-intersections counted as 0.5)

Number of Through Streets

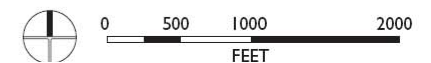
Number of Access Points

Area of Streets (acres)

Average Block Size (acres)

Typical Density (housing units per net acre)

Source: Dyett & Bhatia



- *Intersections.* The number of intersections is a good indication of a neighborhood's internal level of accessibility. A higher number of intersections translates to greater availability of options for travel within the neighborhood. Both Central Addition and Pittsburg Heights have a greater number of intersections than the two more recent neighborhoods. Pittsburg Heights has the highest number of intersections at 20.5 (with T-intersections counting as 0.5 intersections). Intersection frequency steadily decreases from that point, with Oak Hills at a low of 8.
- *Through-Streets.* Through-streets provide accessibility by traversing the length of a neighborhood, connecting it with other parts of the City. The number of through-streets within a residential area is an indication of the ease with which one can travel to and from the neighborhood. Through-streets are not very frequent in any of the neighborhoods, though Central Addition with four through-streets has the greatest level of connectivity with adjacent areas. The number of through-streets generally decreases in recent, more introverted developments. While Oak Hills, the most recent of the neighborhoods analyzed, has one more through-street than Buchanan, this street does not pass through the length of the neighborhood. Rather, it forms a loop, with both ends terminating at West Leland Road.
- *Access Points.* The number of access points—or streets entering a study area that connect with at least one other street—also represents a neighborhood's level of connectivity. Pittsburg Heights has the greatest number of access points. However, it is possible to have a large number of access points in an inward-looking development if it is composed of short streets ending in the intersections. This is the case with Buchanan—though it is an introverted neighborhood with only one through street and many cul-de-sacs, it nonetheless has the second highest number of access points (with 16).

- *Area of Streets.* Streets comprise between 25 and 28 percent of total land area in Central Addition, Pittsburgh Heights, and Buchanan. Thus, despite the lower accessibility, Buchanan's layout does not provide more developable land area than traditional neighborhoods. With streets comprising only 17 percent of land area, Oak Hills has the largest amount of usable land, though at the expense of greater accessibility.
- *Average Block Size.* Average block size is an indicator of the scale of development. In Pittsburgh, blocks in older neighborhoods such as Central Addition and Pittsburgh Heights average 3 acres, while more recent residential areas have larger blocks averaging 7 acres. This is consistent with analyses of other components of neighborhood form, which reveal a greater degree of accessibility in older neighborhoods because of more intersections and through streets.
- *Density.* Residential densities (defined here as housing units per net acre) in the four study areas do not vary significantly, ranging between six and ten units per net acre. However, density variations do exist elsewhere within the City. For example, the Central Addition neighborhood, with mostly detached housing units, has densities that are 65 percent higher than those achieved in recent attached developments such as Bay Harbor Park.

GOALS: NEIGHBORHOOD DESIGN

4-G-17 Encourage development of diverse and distinctive neighborhoods that build on the patterns of the natural landscape and provide a sense of connection with surrounding uses.

4-G-18 Ensure that neighborhood streets provide safe and attractive connections to local schools, parks, commercial centers, and transit facilities for pedestrians and bicycles.

POLICIES: NEIGHBORHOOD DESIGN

4-P-80 Any subdivision involving more than four units, regardless of the number of parcels shall be subject to design review. Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.

Housing Layout

4-P-81 Encourage neighborhood design—including components such as land use, development intensity, and street layout—to be responsive to natural and institutional elements, including:

- *Creeks. Ensure protection of riparian corridors through building setbacks. Ensure adequate pedestrian access to creeks, and provide connections from local trails and sidewalks. Integrate parks and open space areas with creeks.*
- *Urban Edges. Ensure feathering from urban to rural intensities at City boundaries.*
- *Adjacent Uses. Promote connections with surrounding land uses by integrating street networks and visual/architectural treatments.*

4-P-82 Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.

Potential strategies that can be considered as part of the City's design standards include:

- Limiting the front width of a single-family house that can be occupied by a garage to less than one-half of the building width;

- Encouraging the location of garages towards the back of properties;
- Encouraging garages to be setback from the front edge of the house, and allowing for reductions in front yard setbacks;
- Orienting garage doors 90 degrees from the street; and
- Incorporating design elements on the second level above garages (such as bay windows or balconies) to break down the scale of the garage.

Street Design and Connectivity

4-P-83 Ensure that new developments provide an integrated pattern of streets and pedestrian paths that provide connections between neighborhoods. As part of the City's Subdivision Regulations, establish street connectivity requirements.

New residential streets, particularly those adjacent to existing neighborhoods, should provide street and pedestrian connections to adjacent areas to enable more efficient movement throughout the City. Single-access neighborhoods should be avoided.

4-P-84 Use traffic calming measures to reduce speeds in residential areas, rather than limiting through-street connections.

Traffic calming measures include:

- Narrowing travel lanes and allowing on-street parking;
- Using different materials at pedestrian crosswalks;
- Planting street trees and other vegetation;

- Building corner bulb-outs and intersection roundabouts; and
- Installing stop and/or yield signage.

4-P-85 Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.