



DRAFT

Pittsburgh

2040 GENERAL PLAN
DECEMBER 2023



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INTRODUCTION

California law requires each city to adopt a comprehensive, long-term general plan for the physical development of the city. The general plan must be an integrated, internally consistent, and compatible statement of policies for the city. It serves as a framework for public and private development, and establishes requirements for additional planning studies where greater specificity is needed. The Pittsburg General Plan has been prepared consistent with the requirements of State law and addresses the relevant items outlined in Government Code Section 65300 et seq.

This 2040 General Plan serves as the constitution for the City's development, governs all land use regulations, including zoning, and identifies the community's vision for the future and provides a framework that will guide decisions on growth, development, and conservation of open space and resources in a manner that is consistent with the quality of life desired by the city's residents and businesses.

Prior to adoption of this comprehensive update to its General Plan, the City prepared comprehensive updates to the General Plan in 1988 and 2001. The City has regularly amended the General Plan to address requirements of State law and local issues.

CONTENTS

This Introduction chapter provides an overview of the contents of the General Plan and the approach to developing this General Plan. This Introduction includes the following sections:

- 1.1 Core Values
- 1.2 Scope and Content of the 2040 General Plan
- 1.3 Community Input
- 1.4 2040 General Plan Supporting Documents
- 1.5 Applying the General Plan

1.1 CORE VALUES

The feedback provided by the community through the Envision Pittsburgh General Plan update process, including public meetings, community workshops, pop-up events, and surveys, provided the City with broad overarching objectives for the development of the 2040 General Plan. Through the Envision Pittsburgh process and outreach activities, residents and community stakeholders identified Core Values to be considered throughout the General Plan update process. The Core Values informed the development of the 2040 General Plan and include:

SUSTAINABILITY AND EQUITY

Create a more sustainable, equitable, and healthy Pittsburgh, while maintaining a strong economy, conserving the City's resources, and reducing greenhouse gas emissions. Promote equity through ensuring that the impacts, co-benefits, and opportunities associated with the City's management, planning, and development are fairly distributed amongst the community, that the potential burdens of implementing the City's goals are fairly distributed, and that all communities, neighborhoods, and persons have a voice in the City's decision-making process.

COMMUNITY CHARACTER

Residents value Pittsburg's pride in its community and the numerous cultural and civic events that celebrate Pittsburg's diversity and rich cultural and historic heritage. As the City grows, a continued commitment to arts, culture, schools, and community services and involvement will ensure that the City provides a high quality of life for its residents, continues to have a small-town feel, and maintains a clean and beautiful City.

MOBILITY

Cars have traditionally been, and will continue to be, a vital part of Pittsburgh's transportation network. However, as the city continues to grow, additional emphasis is placed on alternative ways of getting around, including active transportation (e.g., walking and bicycling) and public transit. Increasing the safety and functionality of the entire circulation system is a high priority for the City. Pittsburgh's future should incorporate concepts of "complete streets" that serve all modes of transportation, not just cars. The City also acknowledges that there are several strategic opportunities to enhance public safety through improved bicycle and pedestrian routes and amenities, while also improving traffic flow through better public transit, and limiting truck routes to areas of the city deemed necessary and appropriate.

GROWTH AND DEVELOPMENT

As the City grows, emphasis needs to be placed on high-quality jobs to reduce commute times and provide opportunities for an educated workforce, and balanced growth that provides for inclusive neighborhoods attainable to a broad range of incomes, commercial and clean industrial



uses that expand economic development opportunities and provide needed services, along with development characteristics that maintain the City's hillsides, waterfront, and habitat areas, and growth that is sustainable, clean, eco-friendly and environmentally just.

EDUCATION AND YOUTH

The need for new and improved schools, as well as programs targeted at youth and families was identified repeatedly by community members. Community members also identified a need to develop and refine methods to upgrade the schools, ensure that the City's schools are well-ranked, and increasing education and recreation services available to youth, from young children through teenagers.

SHOPPING AND SERVICES

A desire for more shopping and restaurant venues, including a mall, experience-oriented entertainment, grocery stores, and high-quality stores and brands, was identified by community members. As part of the General Plan process, land use designations should be evaluated to ensure that adequate opportunities are provided to accommodate the identified types of commercial uses.

PARKS, RECREATION, AND ENTERTAINMENT

The community's desire for healthy and active lifestyle options was demonstrated by the stated need for more parks, including a water park, community pool, and sports fields, as well as increased entertainment venues and activity options, including cultural events, family-friendly festivals, and recreation and activity programs, for all ages and abilities.

ENVIRONMENT

Community members would like to ensure that the City promotes and conducts sustainable practices throughout the community and ensures that the City's hills, waterfront, and greenspaces are preserved for future generations. Concerns regarding noise, air, and water pollution, were identified, as was the need to consider environmental justice and opportunities for renewable energy, including solar and wind power, as part of future decisions.

COMMUNITY SERVICES AND RESOURCES

Community safety, cleanliness, and a growing unhoused population were key concerns identified during the Visioning process. An on-going commitment to a responsive police department and proactive management of crime and safety issues is needed for residents to continue to feel safe. One of the challenges for the General Plan Update to address is developing better methods, including partnerships with service providers, to provide resources and housing for unhoused persons, lower income households, families at or below the poverty level, and disadvantaged groups that lack access to adequate resources.

1.2 SCOPE AND CONTENT OF THE 2040 GENERAL PLAN

State law requires the City to adopt a comprehensive, long-term general plan for the physical development of its planning area. The general plan must include land use, environmental justice, circulation, housing, conservation, open space, noise, and safety elements, as specified in

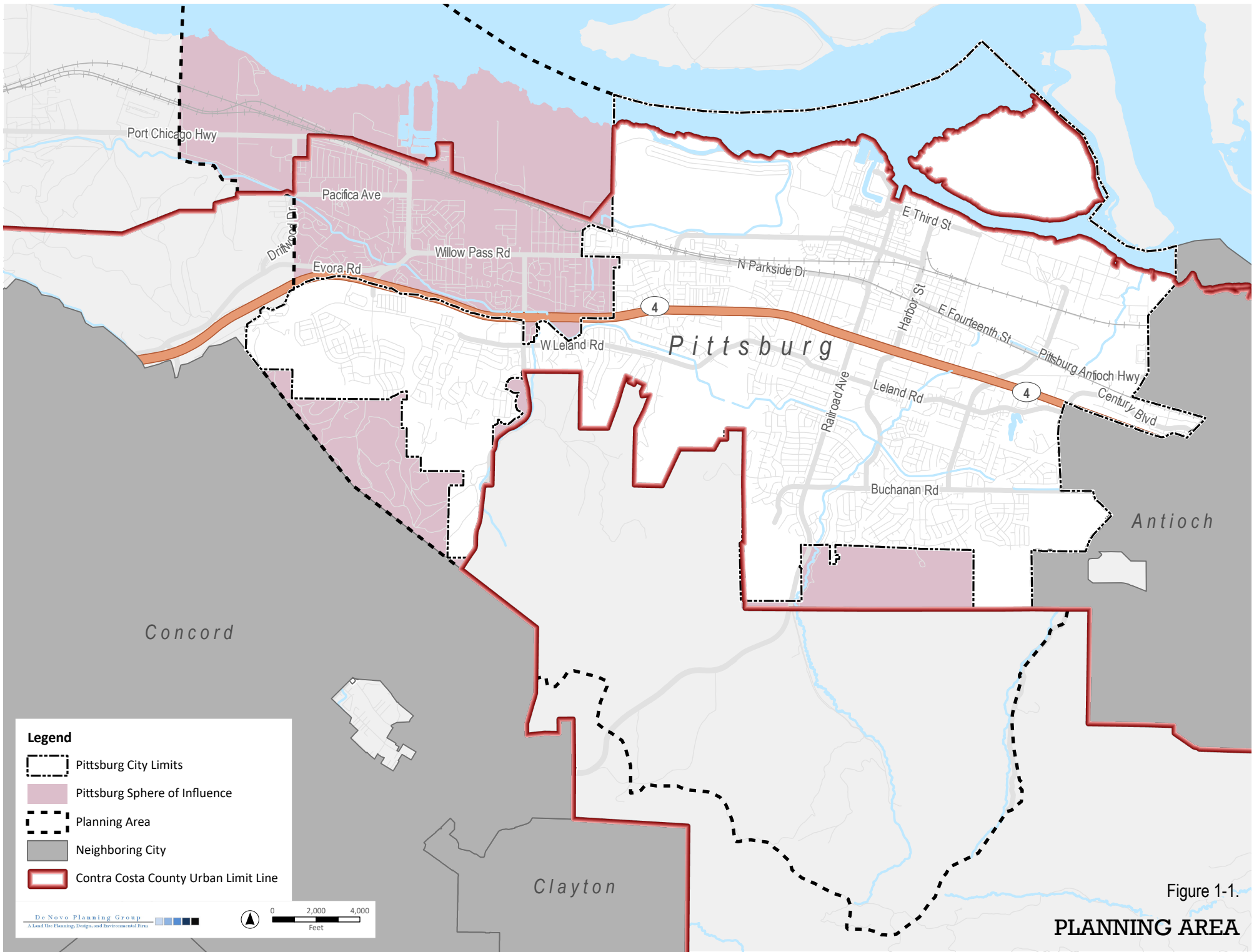
Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area. Additional elements that relate to the physical development of the City may also be addressed in the general plan. The degree of specificity and level of detail of the discussion of each element need only reflect local conditions and circumstances. The 2040 General Plan has been prepared consistent with the requirements of State law and addresses the relevant items addressed in Government Code Section 65300 et seq. The 2040 General Plan Planning Area is shown on Figure 1-1.

2040 GENERAL PLAN POLICY DOCUMENT

This 2040 General Plan policy document contains the goals and policies that will guide future decisions within the City and identifies action items (implementation measures) to ensure the vision and goals of the General Plan are carried out. The 2040 General Plan contains a land use diagram, which serves as a general guide to the distribution of land uses throughout the City. The 2040 General Plan addresses all of the elements required by State law, in addition to a range of optional topics and elements that the City has elected to include.

Each element (i.e. chapter) of the 2040 General Plan is organized into a set of goals, policies, and implementing actions. Each goal is supported by a particular set of policies and actions to implement and achieve that goal. The table on the following page identifies the elements included in the 2040 General Plan and the corresponding requirement in State law.

2040 General Plan Elements	Elements Required by State Law								Optional
	Land Use	Circulation	Conservation	Open Space	Noise	Safety	Housing	Environmental Justice	
1. Introduction									
2. Land Use	▲								
3. Growth Management									▲
4. Urban Design									▲
5. Downtown									▲
6. Economic Development									▲
7. Circulation & Transportation		▲							
8. Community Health & Environmental Justice								▲	
9. Youth & Recreation				▲					▲
10. Resource Conservation & Open Space			▲	▲					
11. Safety						▲			
12. Community Facilities									▲
13. Noise					▲				
14. Housing							▲		



- Legend**
- Pittsburg City Limits
 - Pittsburg Sphere of Influence
 - Planning Area
 - Neighboring City
 - Contra Costa County Urban Limit Line

De Novo Planning Group
A Land Use Planning, Design, and Environmental Firm



0 2,000 4,000
Feet

Figure 1-1.

PLANNING AREA

1.3 COMMUNITY INPUT

The General Plan was developed with many opportunities for public participation, which included input and participation from residents, local agencies, and other stakeholders:

COMMUNITY VISIONING WORKSHOPS

In the Spring and early Summer of 2019, the City of Pittsburg kicked off Envision Pittsburg, a public engagement process designed to elicit feedback from Pittsburg's residents, business owners, community service providers, and other stakeholders regarding issues and priorities to be addressed by the General Plan update. As part of the Envision Pittsburg process, the City hosted three visioning workshops, a series of pop-up events, and an online Envision Pittsburg survey to understand the community's vision for the future of Pittsburg. The workshops and pop-up events provided an opportunity for the public to offer its thoughts on what it values about its community and the city, and what important issues should be addressed in updating the General Plan. The feedback provided by the community at these workshops and events is summarized in the Visioning Report, discussed in Section 1.4 below. The Visioning Report is available on the Envision Pittsburg website: pittsburg.generalplan.org (Documents & Maps) or through [this link](#).

OPPORTUNITY AREAS VIRTUAL WORKSHOP AND SURVEY

In August and September 2020, the City hosted an online virtual workshop and survey to receive community input related to land use preferences for four opportunity areas in the City. The virtual workshop informed the community of the City's related efforts for the Envision Pittsburg General Plan update and the Brownfields Revitalization Planning effort. The virtual workshop included a video presentation that introduced the effort and described the purpose of the workshop, an online 'tour' introducing the four opportunity areas and identifying their locations and key characteristics, and a survey for participants to share their preferences and priorities for each opportunity area with the City.

LAND USE ALTERNATIVES WORKSHOPS AND SURVEY

In 2021, the City releases the Land Use Alternatives and Capacity Report and conducted a survey and a series of workshops, including community workshops and joint workshops with the City Council and Planning Commission, to receive feedback on the alternatives.

PUBLIC REVIEW OF THE DRAFT 2040 GENERAL PLAN

The Draft 2040 General Plan was available for public review and comment for 60 days during December 12, 2023 through February 12, 2024. During the review period, the City received XX comments from residents and interested parties, which helped refine the final 2040 General Plan.

PUBLIC HEARINGS

TO BE SCHEDULED FOLLOWING PUBLIC REVIEW OF THE DRAFT GENERAL PLAN AND DRAFT EIR. The City Council received briefings from City staff to review input and receive information relevant to the General Plan. Public hearings with the Planning Commission and City Council were held on __, 2024 and __, 2024, respectively, with the Planning Commission providing input and making recommendations to the City Council.

1.4 2040 GENERAL PLAN SUPPORTING DOCUMENTS

The 2040 General Plan is the policy document that serves as the City's general plan. The 2040 General Plan is supported by a number of reports and documents that informed its development, established conditions in the City, and evaluated the effects of the General Plan. Supporting documents prepared as part of the 2040 General Plan effort are listed in below in order of completion.

VISIONING REPORT

In the Spring and early Summer of 2019, the City of Pittsburg hosted three visioning workshops, a series of pop-up events, and an online Envision Pittsburg survey to understand the community's vision for the future of Pittsburg. The feedback provided by the community at these workshops and events has been summarized in the Visioning Report. The Visioning Report identifies the core values expressed by the community, identifies the input received at each visioning workshop and pop-up event, including a list of all comments/input provided at each event and maps with notes from small group sessions during the visioning workshops, and summarizes input from the Envision Pittsburg survey. The Visioning Report includes attachments with the results of community participation activities from the Visioning Workshops and a complete report of all Envision Pittsburg survey responses.

ECONOMIC TRENDS REPORT

The Economic Trends Report was prepared in August 2019 and describes existing economic development conditions, including patterns in sectoral employment, business activity, retail sales, and the commercial and industrial real estate markets and addresses projected employment growth and the associated potential demand for new workspace during the Envision Pittsburg timeframe, which generally runs from 2020 to 2040.

EXISTING CONDITIONS REPORT

The Existing Conditions Report, published in November 2019, establishes a baseline of existing conditions in the planning area for the General Plan Update process. Specifically, the report identifies development patterns, demographic and housing trends, circulation and transportation patterns and resources, community services and facilities, natural resources, and environmental constraints, and identifies the regulatory environment for each topic. The Existing Conditions Report is principally a technical document that comprises a substantial amount of data. To make this information more accessible to all readers, the report incorporates numerous maps and graphics. The report serves as a resource for

the City Council, the Planning Commission, members of the public, City staff, and the consultant team through the General Plan Update process. This facilitates all parties informed participation in the process, ensuring that the updated General Plan addresses Pittsburg's unique circumstances at the time it was prepared. The Existing Conditions Report also serves to inform users of this 2040 General Plan of the conditions and issues in the City that are addressed by the General Plan.

LAND USE ALTERNATIVES AND CAPACITY REPORT

The Land Use Alternatives and Capacity Report presents possible modifications to land use and development intensity in a manner that will support the community's vision for increased economic development opportunities, a range of housing options, preservation of established residential neighborhoods, and quality job growth. The Land Use Alternatives and Capacity Report examines three alternatives (Alternatives A through C). The potential changes to the Land Use Map identified in this report are based upon public input gathered to date, information contained in the Existing Conditions Report, Visioning Report, Opportunity Areas Virtual Workshop and Survey, and City staff and consultant's team consideration of development opportunities and land use constraints. The community provided feedback on the Land Use Alternatives through a series of workshops and a survey; the community's feedback is summarized in the Community Input Memo: Land Use Map Alternatives.

As a result of Planning Commission and City Council consideration of the Land Use Alternatives and Capacity Report and the community's feedback regarding the alternatives, the Planning Commission and City Council provided input that resulted in a new alternative land use map alternative, Alternative D.

2040 GENERAL PLAN (POLICY DOCUMENT)

The 2040 General Plan establishes the City's goals, policies, and strategies and addresses the state-mandated element, including land use, environmental justice, circulation, housing, open space, conservation, noise, and safety, and optional elements addressing locally relevant topics (growth management, urban design, Downtown, economic development, community health and wellness, youth and recreation, and community facilities). The General Plan sets out the goals, policies, and action items in each of these areas and serves as a policy guide for how the City will make key planning decisions in the future. It also identifies how the City will interact with Contra Costa County, adjacent and nearby cities, and other local, regional, State, and Federal agencies on shared development-related decisions and actions.

ENVIRONMENTAL IMPACT REPORT

The Environmental Impact Report (EIR) will respond to the requirements of the California Environmental Quality Act (CEQA) as set forth in Sections 15126, 15175, and 15176 of the CEQA Guidelines. The Planning Commission and City Council will use the EIR during the 2040 General Plan adoption process to understand the potential environmental effects associated with implementing the General Plan. The EIR is prepared concurrently with the Policy Document in order to facilitate the development of a General Plan that is largely self-mitigating. In other words, as environmental impacts associated with the new 2040 General Plan, including the goals, policies, and programs and the Land Use Map, are

identified, policies and actions (implementation measures) are incorporated into the Policy Document in order to reduce or avoid potential environmental impacts.

1.5 APPLYING THE 2040 GENERAL PLAN

The General Plan is intended for use by a broad range of people, including City decision-makers, City staff, developers, and community members, to serve the following purposes.

- To identify land use, growth, transportation, environmental, economic development, and community goals and policies as they relate to land use, conservation, development, and provision of community services and facilities.
- To articulate a vision and strategy for the future development of Pittsburg and its residents.
- To enable the City Council and the Planning Commission to establish a decision-making framework through the application of long-range land use, transportation, services, conservation, and growth goals and policies.
- To provide a basis for determining whether specific individual development proposals and public improvement projects are consistent with these goals and policies.
- To inform citizens, developers, decision-makers, and other jurisdictions of the policies that will guide development and conservation within Pittsburg.
- The General Plan applies to all lands in the incorporated area of the City, to the extent allowed by Federal and State law. Under State law, many actions, such as development projects, specific plans, master plans, community plans, zoning, subdivisions, public agency projects, and other decisions must be consistent with the General Plan. State law requires that the City's ordinances regulating land use be consistent with the General Plan. The Zoning Ordinance, individual project proposals, and other related plans and ordinances must be consistent with the goals and policies in the General Plan.

INTERPRETING THE 2040 GENERAL PLAN

In reading the General Plan, it is important to understand that the goals, policies, and actions are limited to the extent that they are financially feasible and appropriate for the City to carry them out, and to the extent legally permitted by Federal and State law. For example, policies and measures which indicate that the City will “provide,” “support,” “ensure,” or otherwise require or implement the policy or measure, do not indicate an irreversible commitment of City funds or staff resources to those activities, but rather, that the City will support them when the City deems that it is financially feasible and appropriate to do so. In some cases, the City will carry out various policies and measures by requiring development,

infrastructure, and other projects to be consistent with the policies and actions of the General Plan. In other cases, the City may include General Plan items in a capital improvement program, budget, or other implementation mechanisms, as the City deems appropriate.

HOW TO READ THE 2040 GENERAL PLAN

As the guide for future development decisions and desired conditions, residents, property owners, and business owners should familiarize themselves with how to read the General Plan Policy Document. Each element contains a brief introduction, several goals and related policies, and specific actions that the City will undertake to accomplish identified goals.

GOALS

A goal in the General Plan is the broadest statement of community values. It is a generalized ideal which provides a sense of direction for action. They are overall statements of desired future conditions.

POLICIES AND IMPLEMENTATION ACTIONS

The essence of the General Plan is contained within its policies. Policies are statements which further refine the goals, and guide the course of action the City must take to achieve the goals in the plan. It is important to note that policies are guides for decision-makers, not decisions themselves.

Policies and implementation actions must be clear to be useful. However, they may range in terms of commitment of resources, importance, and expected results. Therefore, it is important to understand the distinctions between various levels of policy and implementation action.

The following is a list of common terms used in policies and implementation measures, and how to interpret their usage in the General Plan. In cases where other terms are used (and not defined below), an equivalent to the closest applicable term can be used.

Shall: Absolute commitment to the policy or action, and indicates that the policy must be adhered to in all cases.

Should: Policy will be followed in most cases, but exceptions are acceptable for good reasons.

Encourage: Policy is highly recommended and/or desired, and should be pursued when feasible.

Allow: Policy will be supported within certain parameters and certain guidelines.

Coordinate: Policy will occur in conjunction with another entity, and the City will carry its share of the responsibility.

Explore: Effort will be taken to investigate the subject at hand, to discover whether or not further commitment is relevant.

Consider: Policy may or may not be followed, depending upon the results of analysis that will be completed.

Limit: Effort will be taken to keep the subject within certain limits, or will at least make undesired change more difficult.

Restrict: Effort will be taken to keep the undesired action to a minimum.

AMENDING THE GENERAL PLAN

The General Plan is not static, but rather is a dynamic and multi-faceted document that defines and addresses the changing needs of the City. It is based on an on-going assessment and understanding of existing and projected community needs. The City's decision-makers have broad discretion in interpreting the General Plan and its purposes, and are allowed to weigh and balance the various goals and policies when applying them. Recognizing the need for the General Plan to remain current and reflective of local issues and policies, State law allows the City to periodically amend the General Plan to ensure that it is consistent with the conditions, values, expectations, and needs of its residents, businesses, and other stakeholders. The General Plan may be amended in accordance with State law. While specific findings may be applied on a project-by-project basis, at a minimum the following standard findings shall be made for each proposed General Plan amendment:

1. A community need is demonstrated for the change proposed;
2. The amendment is consistent with the objectives of the General Plan, will not result in internal conflicts or inconsistencies, and is compatible with the rest of the General Plan;
3. The potential impacts of the amendment have been assessed and have been determined not to be detrimental to public health, public safety, public convenience, or general welfare;
4. Its adoption will be in conformity with good planning practice; and
5. The amendment has been processed in accordance with the applicable provisions of the California Government Code, the California Environmental Quality Act (CEQA), and the City's Municipal Code.

City-initiated amendments, as well as amendments requested by other public agencies, are subject to the same basic process described above to ensure consistency and compatibility with the General Plan. This includes appropriate environmental review, public notice, and public hearings, leading to an official action by the City Council.

TIMING

State-mandated elements of the General Plan may be amended up to four times in each calendar year. The City Council or any person may initiate consideration of a General Plan Amendment. State law further requires that the Housing Element be reviewed and updated at least once every eight years.

EXEMPTIONS

The State Legislature has recognized that occasions arise which require the local jurisdiction to have some flexibility in amending the General Plan. As set forth in the California Government Code, the following are exempt from the General Plan amendment schedule:

- Amendments requested and necessary for affordable housing (Section 65358(c)).
- Any amendment necessary to comply with a court decision in a case involving the legal adequacy of the general plan (Section 65358(d)(1)).
- Amendments to bring a general plan into compliance with an airport land use plan (Section 65302.3).

PERIODIC REPORTING

Given the long-term nature of the General Plan, it is critical to periodically evaluate its effectiveness and to document the implementation status of the various policies and actions that it contains. State law provides direction on how the City can maintain the General Plan as a useful policy guide. State law also requires the City to annually report "the status of the plan and progress in its implementation" (California Government Code Section 65400(b)) to the City Council.

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LAND USE

This element establishes the goals, policies and programs intended to manage and address land use within the City.

Pittsburg's land use pattern is reflective of its history as an industrial center of Contra Costa County. The City's Downtown and employment/industrial centers 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.

Major land use challenges include Downtown revitalization, economic development/employment centers, infill development, fostering land use/transportation linkages, and properly managing hillside and waterfront development.

Pittsburg includes subareas that are defined geographically, following either major transportation routes or City/neighborhood boundaries. Some subareas are within existing City limits while others include the Bay Point community as well as unincorporated lands outside of Pittsburg's Sphere of Influence (SOI). Pittsburg's City limits, SOI, and Planning Area boundaries are shown on Figure 1-1.

Existing conditions and regulations associated with land use are discussed in Chapter 1 of the Existing Conditions Report.

LAND USE DESIGNATIONS

Table 2-1 below summarizes the City's General Plan land use designations, allowable uses, densities and intensities. This includes areas within the boundaries of the Railroad Avenue Specific Plan and Pittsburg/Bay Point BART Master Plan. Land use designations are shown on the adopted General Plan Land Use Map (see Figure 2-1). Table 2-2 summarizes the City's subareas within the City limits, SOI, and Planning Area by acreage. Figures 2-2 provides an overview of the subareas. Figures 2-3 through 2-16 show each subarea and Tables 2-3 through 2-18 present the land use distribution for each subarea by land use designations. Appendix A provides a matrix identifying the zoning districts that correspond to each General Plan land use designation.

Table 2-1 – Land Uses, Densities and Intensities		
Land Use Category and Allowable Uses	Residential du/gross ac (Minimum – Maximum) ¹	FAR ¹
Hillside Low Density Residential - Single-family residential (attached or detached) 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 on non-environmentally sensitive level areas. An open, natural character is encouraged by clustering homes and minimizing cut-and-fill of natural hillsides.	0 - 5	--
Low Density Residential – Primarily single-family residential (detached), attached single-family units permitted with ground-floor living area and private or common outdoor open space, duplexes where allowed by State law.	1-7	--
Medium Density Residential - One or two-story garden apartments, townhouses, single-family residential (attached or detached).	7.1-16	--
High Density Residential – Wide range of housing types from Single-family attached units to multi-family complexes.	16.1-30	--
Very High Density Residential - Multi-family housing, single-family residential (attached)	30.1-50	--
Downtown Low Density Residential - Single-family residential (attached or detached), duplexes where allowed by State law.	4-12	--
Downtown Medium Density Residential - Single-family residential (attached or detached), multifamily complexes	12.1-18	--

Table 2-1 – Land Uses, Densities and Intensities		
Downtown High Density Residential - Single-family residential (attached or detached), multifamily complexes	18.1-30	--
Mixed Use (General) - Mixed use with focus on providing community-serving retail, dining, office, and other uses in conjunction with residential development	10-40	Minimum 0.25, Maximum 1.6
Mixed Use (Downtown) – Mixed use and multi-family residential development in a well-designed walkable environment; uses intended to promote vitality of the Downtown and include Downtown-serving commercial, service, recreational, and residential uses. Residential uses include multi-family apartments, apartments, townhouses, and cluster housing	12-30	W. 10 th Street: Minimum 0.25, Maximum 0.6, Railroad Avenue: Minimum 0.4, Maximum 1.0 Other: Minimum 0.75, Maximum 2.0
Mixed Use (Community Commercial) - Mixed use with focus on providing community-serving retail, dining, office, and other uses in conjunction with residential development	10-40	No minimum, Maximum 1.0
Mixed Use (Railroad Avenue) – Mixed uses that include high density and intensity office, residential, and community services and retail that support the City Center BART station and promote economic development.	15-65 units per acre	Non-residential: Maximum 1.0
Mixed Use (P/BP BART) – Applied to the approximately 54-acre area west of the Oak Hills Shopping Center, including the Pittsburg/Bay Point BART station parking lot. Allows for residential and non-residential uses up to the maximum permitted density and FAR.	30-65 units per gross acre	Non-residential: Maximum 1.0
Community Commercial –Commercial and community-serving businesses, including retail stores, eating and drinking establishments, commercial recreation and entertainment, service stations, financial, educational and social services	0-30	No minimum, Maximum 0.5
Downtown Commercial - Specialty retail, personal services, restaurants, offices, financial organizations, institutions, and other businesses serving the daily needs of Downtown residents, Upper-story residential and mixed commercial/residential ground-floor uses are also permitted	0-30	Minimum 1.0, Maximum 2.0
Marina Commercial - Waterfront-oriented recreational, visitor and community uses, business and professional services, offices,	0-40	Retail, recreation, and restaurant uses: No minimum, Maximum 0.5,

Table 2-1 – Land Uses, Densities and Intensities

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		Offices: No minimum, Maximum 1.5, Hotels: No minimum, Maximum 1.0
Service Commercial - Commercial business with potentially intense levels of noise or traffic, including automobile sales and services, building materials, nurseries, equipment rentals, contractors, wholesaling, warehousing, storage, and similar uses; offices, retail uses, restaurants, and convenience stores allowed as ancillary uses; residential uses permitted above ground floor commercial uses	-	No minimum, Maximum 0.5
Regional Commercial - Large-scale retailers and big-box retail center, automobile sales and services	--	No minimum, Maximum 0.5
Employment Center Industrial – Fosters vibrant, diverse, and dynamic employment hubs that accommodate technology, advanced manufacturing, logistics, and other sectors that generate substantial employment opportunities; uses may also include administrative, financial, business, professional, medical and public offices, business incubators, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, data centers, technology and innovation, energy, hospitals and large-scale medical facilities, services, light and heavy automobile services, and supporting commercial uses	--	No minimum, Maximum 1.5
Industrial - Manufacturing, wholesale, warehousing and distribution, commercial and business services, research and development, storage uses, agricultural, food and drug, and industrial processing; small restaurant and ancillary commercial uses are permitted subject to design standards	--	General: No minimum, Maximum 0.5 Low-Employment Intensity Uses: No minimum, Maximum 1.0
Public/institutional - Schools, government offices, transit sites, public utilities, cultural facilities, religious institutions fraternal organizations, and similar uses	--	No minimum, Maximum 0.6
Park - Parks, recreation complexes, community fields, public golf courses, stadiums, greenways, local and regional trails	--	Not specified

Table 2-1 – Land Uses, Densities and Intensities

Open Space – Resource Conservation - Sites with safety constraints, such as riparian corridors, sensitive habitats, and wetlands. No construction is allowed on land unsuitable for development due to safety constraints or protected natural resources.	1 unit per legal parcel	Not specified
Open Space – Agricultural and Resource Management - Orchards and cropland, grasslands, incidental agricultural or related sales, very low-density rural residential	1 unit per 20 acres	Not specified
Utility/ROW - Utilities, infrastructure, or road right-of-way	--	Not specified
PG&E Corridor Conversion Overlay - Overlay designation applied to the PG&E transmission line corridor extending from the Pittsburg PG&E Power Plant through the City to the Contra Costa Canal. This overlay designation is intended to provide for the relocation of the power plant and the conversion of the transmission line corridor to urban and recreation uses.	To be established by a corridor conversion plan	To be established by a corridor conversion plan
BART TOD Overlay - Overlay designation applied to Bay Area Rapid Transit (BART)-owned parcels to implement minimum density and maximum FAR standards required by State law (Assembly Bill 2923).	30-75	No minimum, Maximum 3.0
<i>¹Higher density and FAR acceptable where allowed by the allowed by the Railroad Avenue Specific Plan or Pittsburg/Bay Station BART Master Plan</i>		

Table 2-2: Land Use and Zoning Consistency Matrix

General Plan Land Use Designation	New/ revised district	Existing Zoning Districts																							
		Hillside Planned District (HPD)	Rural Residential District (RR)	Single-Family Residential District – 40,000 Square Foot Minimum Lot Size (RS-40)	Single-Family Residential District – 10,000 Square Foot Minimum Lot Size (RS-10)	Single-Family Residential District – 6,000 Square Foot Minimum Lot Size (RS-6)	Single-Family Residential District – 5,000 Square Foot minimum Lot Size (RS-5)	Single-Family Residential District – 4,000 Square Foot Minimum Lot Size (RS-4)	Medium-Density Residential District (RM)	High-Density Residential District (RH)	Downtown Medium-Density Residential District (RMD)	Downtown High-Density Residential District (RHD)	Mixed Use (M)	Community Commercial District (CC)	Neighborhood Commercial District (CN)	Downtown Service Commercial District (CSD)	Pedestrian Commercial District (CP)	Waterfront Commercial District (CW)	Service Commercial District (CS)	Commercial Office (CO),	Industrial Park District (IP)	Limited Industrial District (IL)	General Industrial District (IG)	Governmental and Quasipublic (GQ)	Open Space (OS)
Residential Designations																									
Hillside Low Density Residential		■	■	■	■																				
Low Density Residential	■			■	■	■																			
Medium Density Residential	■						■	■																	
High Density Residential	■								■	■															
Very High Density Residential	■									■															
Downtown Low Density	■																								
Downtown Medium Density Residential										■															
Downtown High Density Residential											■														
Mixed Use Designations																									
Mixed Use (P/BP BART)	■ Defer to SP											■													
Mixed Use (Railroad Ave)	■ Defer to SP											■													
Mixed Use (Downtown)	■											■				■									
Mixed Use (General)	■											■													
Mixed Use (Community Commercial)	■											■													
Commercial and Industrial Designations																									
Regional Commercial	■												■												
Community Commercial													■	■											
Downtown Commercial															■	■									
Marina Commercial	■																■								
Service Commercial																	■								
Employment Center Industrial	■																■	■	■	■	■				
Industrial																					■	■			
Other Designations																									
Public/Institutional																								■	
Parks/Recreation																								■	■
Open Space																								■	■
Utility/ROW																								■	■
Overlays																									
BART TOD	■																								
PG&E Corridor																									
Same as underlying land use designation																									

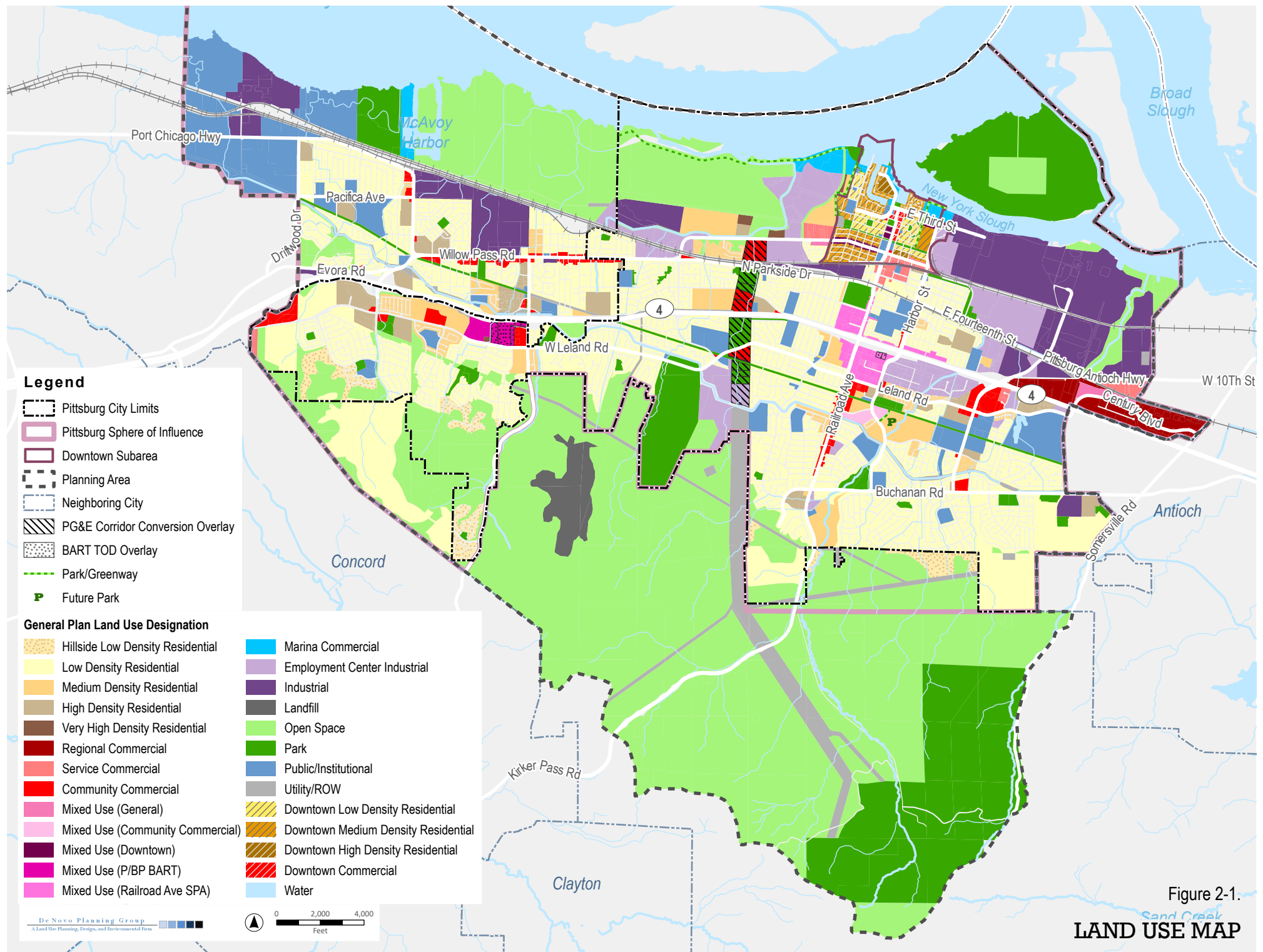


Figure 2-1.
LAND USE MAP

CITYWIDE GOALS, POLICIES, AND IMPLEMENTATION MEASURES

The goals and policies in this section address city-wide land use strategies.

Goal-2-1: Promote optimal, orderly, well-planned, and diverse land uses, including a compact urban form within the City's projected municipal boundary that provides a mix and distribution of uses to meet Pittsburgh's needs, including mixed-use development, infill development, and reuse and revitalization of underutilized and brownfield sites.

POLICIES

- 2-P-1.1:** Maintain an adequate supply of land to support projected housing, employment, service, retail, educational, and other needs of the community.
- 2-P-1.2:** Promote land use compatibility through development standards, use restrictions, environmental review, and design considerations.
- 2-P-1.3:** Ensure consistency and compatibility between the Land Use Map, land use designations, and implementing plans, ordinances, and regulations.
- 2-P-1.4:** To maintain balanced growth and to manage the City's investment in infrastructure, facilities, and services for growth areas, encourage infill development, redevelopment, and rehabilitation projects within the City, prioritizing investments in underserved neighborhoods, and growth that is contiguous with existing development and/or the boundary of the City.
- 2-P-1.5:** Discourage development at urban densities or intensities in areas on the periphery of the City boundary.
- 2-P-1.6:** Oppose land uses proposed in areas outside of the City limits that would be incompatible with existing or planned land uses within the City or that do not serve the best interests of the City.
- 2-P-1.7:** Pursue annexation and SOI boundary changes only when deemed necessary.

ACTIONS

- 2-A-1.a:** *Update the City's Zoning Ordinance and Subdivision Regulations to be consistent with the General Plan, including the General Plan Diagram.*

2-A-1.b: *Review the City's Sphere of Influence every five years and pursue necessary annexation and SOL changes through coordination with the County and Local Agency Formation Commission. Consider:*

- *Appropriate timing of annexation or development expansion into the hillsides by considering market forces, the status of agricultural preserve (Williamson Act and Farmland Security Zone) contracts, and the availability of urban services.*
- *Amendments along the eastern and western edges of the City, to take advantage of providing City services for the development of adjacent vacant lands.*

2-A-1.c: *Establish an infill incentive program that:*

- *Develops and publicizes the availability of an inclusive list of potential infill parcels, including mixed use and brownfields.*
- *Reduces permit fees and expedites permit processing for development types prioritized in targeted areas.*

2-A-1.d: *Continue to work with the U.S. Environmental Protection Agency and California Department of Toxic Substances Control to understand remediation requirements and development potential of brownfield sites and create a plan to remediate and revitalize the highest infill potential areas.*

Goal-2-2: **Promote a diversity of housing types, including opportunities for homeownership, hillside estates smaller lot, infill, mixed-use, and high-density housing, that are available at a range of costs to meet the City's housing needs and households of all income groups.**

POLICIES

2-P-2.1: Provide opportunities for a full range of housing types (including opportunities for hillside estate development as well as smaller lot, infill, and high density housing), locations, and affordability levels to address the community's fair share of regional, family, workforce, and other special housing needs.

2-P-2.2: Ensure new neighborhoods include a mix and distribution of land uses, such as schools, parks, shopping, restaurants, and services, that reduce auto trips and support walking, biking, and transit use.

2-P-2.3: Provide a range of development intensities, with the highest intensities in Downtown and in areas accessible to transit, services, retail uses, and employment centers and lower intensities in hillsides and at the City's southern edge.

- 2-P-2.4: Locate residences and sensitive receptors away from areas of excessive noise, smoke, dust, odor, and lighting, and ensure that adequate provisions, including buffers or transitional uses, such as less intensive renewable energy production, light industrial, office, or commercial uses, separate the proposed residential uses from more intensive uses, including industrial, agricultural, or agricultural industrial uses and designated truck routes, to ensure the health and well-being of existing and future residents.
- 2-P-2.5: Encourage the development of additional executive housing units and neighborhoods in a manner that does not negatively impact existing communities.
- 2-P-2.6: Permit development of residential uses in transition areas where real estate interest in industrial land adjacent to existing or planned residential areas has diminished while ensuring project design avoids potential conflicts with adjoining or nearby intense uses.
- 2-P-2.7: Require minimum residential densities, in accordance with the ranges shown in Table 9-1.
- 2-P-2.8: Ensure that the scale and massing of new development is sensitive to the physical and visual character of existing neighborhoods.
- 2-P-2.9: Provide tenants/property-owners with fair market values in the case of resident and/or business displacement due to redevelopment activities.
- 2-P-2.10: Permit places of public assembly, including parks, schools, houses or places of worship, clubs, and fraternal organizations, in residential areas where such non-commercial uses will have minimal impact on the surrounding neighborhood.
- 2-P-2.11: Permit childcare facilities and residential care facilities as required by state law.

ACTIONS

2-A-2.a: *Amend Zoning Ordinance to:*

- *Implement required minimum and allowed maximum densities for each residential and mixed-use zoning district are consistent with Table 9-1 and to require development to meet or exceed the minimum permitted densities.*
- *Make certain that each zoning district encourages a variety of housing types and accommodates a range of income levels.*
- *Require new residential uses proposed adjacent to existing industrial uses, Highway 4, truck routes, and other intensive land uses to incorporate an adequate buffer, such as a throughfare with landscape-separated sidewalk, landscaped open*

space, parking area, detention basin, or similar feature, to separate the residential uses from industrial, freeway, and other intensive uses.

- *Employ planned development to achieve high community design standards and provide projects beneficial to Pittsburg, not to circumvent development intensity standards.*
- *Development projects shall be designed to:*
 - (i) Utilize density transitions, less intense non-residential land use designations, and buffers, including open space, drainage features, landscaping, and multi-use paths, in order to protect the integrity of existing land use patterns and minimize the impacts on existing uses and residents.*
 - (ii) Locate lower residential densities adjacent to open space, areas of non-industrial and non-processing agricultural use, and existing lower density residential areas;*
 - (iii) Locate higher residential densities in proximity to services, transit, and/or employment activity centers;*
 - (iv) Where new residential uses are proposed adjacent to existing or planned industrial uses, designated truck routes, railroads, or other potentially incompatible activities, the residential development shall incorporate an adequate buffer, such as a throughfare, landscaped open space, berm, parking or storage area, detention basin, multi-use path, or similar feature, to separate and transition the residential uses from the more intensive and potentially incompatible uses.*
- *Require that the design of new hillside neighborhoods minimizes potential land use incompatibilities with any grazing/agricultural activities in the southern hills.*
- *Implement standards for small-lot single-family residential development that:*
 - (i) Promote design and development flexibility*
 - (ii) Include design and bulk standards to ensure that development is appropriate and related to underlying lot size*
 - (iii) Ensure that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages*

2-A-2.b: *Implement Zoning Code amendments and internal Planning staff procedures to:*

- *Review of development applications to ensure development meets or exceeds minimum allowed densities and to work with applicants to provide a variety of housing types and affordability levels within each development.*
- *Consider project compatibility during development review with existing surrounding land uses and ensure that mitigation is provided to make certain that sensitive uses—such as residences, schools, and parks—are not subject to hazardous or unhealthy conditions.*
- *Ensure that new and redevelopment projects strengthen transitions between land uses, provide landscaping and street trees, and include pedestrian amenities.*

2-A-2.c: *Identify and fund neighborhood improvement programs to stabilize and enhance the quality of existing neighborhoods. Improvement programs may include, but are not limited to sidewalk upgrade and repair, street tree programs, street lighting, signage, trash collectors, bus stop shelters and benches, and similar improvements to the public areas.*

2-A-2.d: *Use proactive Police Department/Code Enforcement efforts to preserve existing neighborhoods through the elimination of blight and improvement of substandard housing.*

Goal-2-3: Accommodate and promote exceptional commercial, cultural, recreational, entertainment, and public sector activities that serve the community and its neighborhoods to ensure that Pittsburg remains a unique, vital, and attractive family-friendly community.

POLICIES

- 2-P-3.1:** Promote the provision of community amenities within large-scale developments, master-planned communities, and other planned developments, including parks and recreation facilities, neighborhood-serving commercial uses, streetscaping and pedestrian paths, transit facilities, parking areas, and public safety facilities.
- 2-P-3.2:** Create vibrant public places throughout neighborhoods, centers, and corridors that serve as gathering places for ceremonial, cultural, recreational, and other community activities.
- 2-P-3.3:** Emphasize concentrated commercial development, rather than linear commercial strips.
- 2-P-3.4:** Integrate pedestrian amenities, traffic-calming features, plazas and public areas, attractive streetscapes, shade trees, lighting, and open spaces into new development to create destinations for area residents to shop and gather.

- 2-P-3.5: Support the development of cultural, education, and entertainment facilities and events in the city's centers to serve residents and visitors.
- 2-P-3.6: Endorse the inclusion of daycare and school facilities, family-oriented services, parks, plazas, and open spaces in or near residential areas to safely and comfortably accommodate those who wish to raise a family.
- 2-P-3.7: Locate office and other support facilities along arterial roadways to screen heavy industrial and manufacturing activities.
- 2-P-3.8: Encourage rebuilding and reuse of commercial space in a manner that minimizes conflict with adjacent residential uses.
- 2-P-3.9: Prohibit 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-3.10: Discourage the conversion of existing retail and service storefronts to group assembly-type uses.

ACTIONS

2-A-3.a: *Implement planning and zoning mechanisms to:*

- *Promote and facilitate community-serving commercial diversity and limit development of undesirable chain stores, formula businesses, and big box developments within community-oriented commercial shopping centers in each neighborhood.*
- *Work with downtown businesses to enhance the economic diversity of the area.*
- *Work with job training programs and encourage training for life skills, job readiness, and specific target industries.*
- *Support streetscape and façade design that helps identify businesses and contributes to the community's shopping experience.*
- *Create and maintain an inventory of desired community amenities, develop incentives for the establishment of community amenities, require construction of amenities at a time that is in balance with the needs of the development and developers to include major amenities:*
 - (i) *Residential: Recreation/community centers, swimming pools, lighted sports fields, and/or large group picnic areas in new regional parks, half-court basketball courts, tennis courts, skateboard play areas, zero depth water play areas, and/or handball, volleyball or tether ball courts in new neighborhood parks*
 - (ii) *Commercial: Entertainment and recreational amenities within regional commercial development.*

2-A-3.b: *Develop a Community Culture, Arts, and Entertainment Plan that:*

- *Establishes strategies to support and develop local arts, culture, and entertainment, and provides access to economic and artistic opportunities and development services:*
- *Creates a collaborative process among the City, employers, and local disability and minority organizations to.*
- *Integrate public art in private projects and in public spaces, including streetscapes, parks, and civic spaces.*
- *Investigates potential funding programs.*
- *Promotes the city's arts, identify partnership opportunities between the City, nonprofit organizations, and other art agencies, as well as establish fundraising opportunities.*
- *Includes a "Shop Pittsburg" program that would educate the public about the benefits of independent, community-serving enterprises and encourage the patronage of local businesses.*

Goal-2-4: Promote business development in a range of sectors that contribute to the local and regional economy, provide high-wage and skilled jobs for Pittsburg residents.
POLICIES

- 2-P-4.1:** Identify and allocate adequate lands in strategic locations throughout Pittsburg to accommodate and encourage employment growth, focusing on sectors that provide high-paid and high-quality jobs and continue to promote business development sites through Think Pittsburg and other local programs.
- 2-P-4.2:** Encourage the development and intensification of employment centers, including high quality, professional office campuses, business parks, and industrial parks, along with innovation districts, related mixed-use development and open spaces. The centers shall be located in areas fully served by public facilities and services, located along major arterials with easy freeway access and with access from public transit, and accessible to bicyclists and pedestrians.
- 2-P-4.3:** Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.
- 2-P-4.4:** Encourage development of local, citywide, and regional mixed-use centers that address different community needs and market sectors:

- 2-P-4.5: Support office, business, and industrial land uses that will improve the City's employment base through high-quality, well-paid jobs that attract the technology, energy, and industrial sectors desired by the community.
- 2-P-4.6: Encourage the development of "clean" industries, such as research and development, technology and specialized manufacturing, and similar uses, that limit environmental impacts and health risks commonly associated with industrial uses.
- 2-P-4.7: Encourage employee-intensive uses such as medical and professional offices, light industry, research, and skill training.
- 2-P-4.8: Promote the conversion of existing industrial, warehousing, and distribution facilities to flex space and business incubators (i.e. light industrial and research and development uses) that provide new jobs and comparable employment opportunities without the environmental impacts of traditional industrial uses.
- 2-P-4.9: Encourage and, where legally permissible, require owners of visually unattractive or poorly maintained industrial properties to upgrade existing structures and properties to improve their visual quality.
- 2-P-4.10: Ensure that employment-generating development, such as industrial, warehouse, distribution, logistics, and fulfillment projects, does not result in adverse impacts (including health risks and nuisances), particularly to residential uses and other sensitive receptors, including impacts related to the location and scale of buildings, lighting, noise, smell, and other environmental and environmental justice considerations. When development is incompatible, require adequate buffers and/or architectural consideration to protect residential areas, developed or undeveloped, from intrusion of nonresidential activities that may degrade the quality of life in such residential areas.

ACTIONS

2-A-4.a: *Update the City's Zoning Ordinance and Subdivision Regulations to:*

- *Require new employment centers and industrial development to incorporate such accessory uses as public open space amenities, transit amenities, child care facilities, and non-office retail uses based on the size and location of the development and the availability and capacity of existing accessory uses.*
- *Require new and renovated employment center development be designed to accommodate safe and convenient walking, biking, and transit use, and provide an attractive, high-quality "campus environment."*
- *Require new and renovated industrial properties and structures to incorporate high-quality design and maintenance.*

2-A-4.b: *As part of the City's development review process, continue to ensure that employment-generating projects are designed to minimize conflicts with residential uses, sensitive receptors, and disadvantaged communities. Review of employment-generating projects should ensure that the following design concepts are addressed in projects that abut residential areas, sensitive receptors, or disadvantaged communities:*

- *Appropriate building scale and/or siting;*
- *Site design and features to protect residential uses and other sensitive receptors, developed or undeveloped, from impacts of non-residential development activities that may cause unwanted nuisances and health risks and to ensure that disadvantaged communities are not exposed to disproportionate environmental or health risks. The site design and features shall be based on best management practices as recommended by CARB, Bay Area Air Quality Management District (BAAQMD), and the California Attorney General;*
- *Site design and noise-attenuating features to avoid exposure to excessive noise due to long hours of operation or inappropriate location of accessory structures;*
- *Site and structure design to avoid excessive glare or excessive impacts from light sources onto adjacent properties; and*
- *Site design to avoid unnecessary loss of community and environmental resources (archaeological, historical, ecological, recreational, etc.).*

2-A-4.c: *When industrial projects and other higher intensity use projects, including warehouse projects, fulfillment centers, and other projects that may generate high volumes of truck trips and/or air quality emissions are proposed within 1,000 feet of existing or planned residential uses or other sensitive receptors, the City shall require:*

- 1) *The preparation of a Health Risk Assessment (HRA) that meets the standards established by the Office of Environmental Health Hazard Assessment (OEHHA, and BAAQMD. Projects shall not be approved until it can be demonstrated that the project would not result in an exceedance of the established thresholds of significance for public health risks at nearby sensitive receptors; and*
- 2) *The implementation of best management practices (BMPs) to reduce pollution exposure to sensitive receptors, particularly diesel particulate matter (DPM). The appropriate BMPs shall be established on a case-by-case basis, will be based on BMPs recommended by CARB, BAAQMD, and the California Attorney General, including the Warehouse Projects: Best Practices and Mitigation Measures to Comply with the California Environmental Quality Act and Good Neighbor Guidelines for Warehouse Distribution Facilities, and shall consider the following tools, methods, and approaches:*

- *Creating physical, structural, and/or vegetative buffers that adequately prevent or substantially reduce pollutant dispersal between warehouses and any areas where sensitive receptors are likely to be present, such as homes, schools, daycare centers, hospitals, community centers, and parks.*
- *Providing adequate areas for on-site parking, on-site queuing, and truck check-in that prevent trucks and other vehicles from parking or idling on public streets.*
- *Placing facility entry and exit points from the public street away from sensitive receptors, e.g., placing these points on the north side of the facility if sensitive receptors are adjacent to the south side of the facility. Exceptions can be made for emergency vehicle access (EVA) points.*
- *Locating warehouse dock doors and other onsite areas with significant truck traffic and noise away from sensitive receptors, e.g., placing these dock doors on the north side of the facility if sensitive receptors are adjacent to the south side of the facility.*
- *Screening dock doors and onsite areas with significant truck traffic with physical, structural, and/or vegetative barriers that adequately prevent or substantially reduce pollutant dispersal from the facility towards sensitive receptors.*
- *Posting signs clearly showing the designated entry and exit points from the public street for trucks and service vehicles.*
- *Posting signs indicating that all parking and maintenance of trucks must be conducted within designated on-site areas and not within the surrounding community or public streets.*

2-A-4.d: *Reserve sites for 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 the Pittsburg Center BART Station.*

SUBAREAS

The City's 16 planning subareas are defined geographically, following either major transportation routes—such as State Route 4 or the BNSF railroad—or City/neighborhood boundaries. Figure 2-2 shows the subareas, and Table 2-3 summarizes the acreage for each subarea. Each subarea is discussed in the following section, with a figure showing the land uses designated for the subarea, a table summarizing land uses by designation, and a regulatory framework identifying specific goals, policies, and actions to address the unique needs or conditions of each subarea.

Table 2-3 - Citywide Land Use Acreages				
Subarea	City	Planning Area	SOI	Subtotal
Bay Point	0	0	1,471	1,471
Black Diamond	0	4,218	0	4,218
Buchanan	1,260	0	479	1,739
Downtown	368	0	0	368
East Central	310	0	0	310
East Leland	577	0	0	577
Loveridge	726	0	0	726
North Central River	1,100	0	0	1,100
Northeast River	1,628	0	0	1,628
Northwest River	0	0	2,360	2,360
Railroad	191	0	0	191
South Hills	0	3,094	39	3,133
Southwest Hills	1,482	0	618	2,100
West Central	688	0	0	688
West Leland	1,223	0	0	1,222
Woodlands	520	52	8	580
Grand Total	10,073	7,364	4,975	79,339

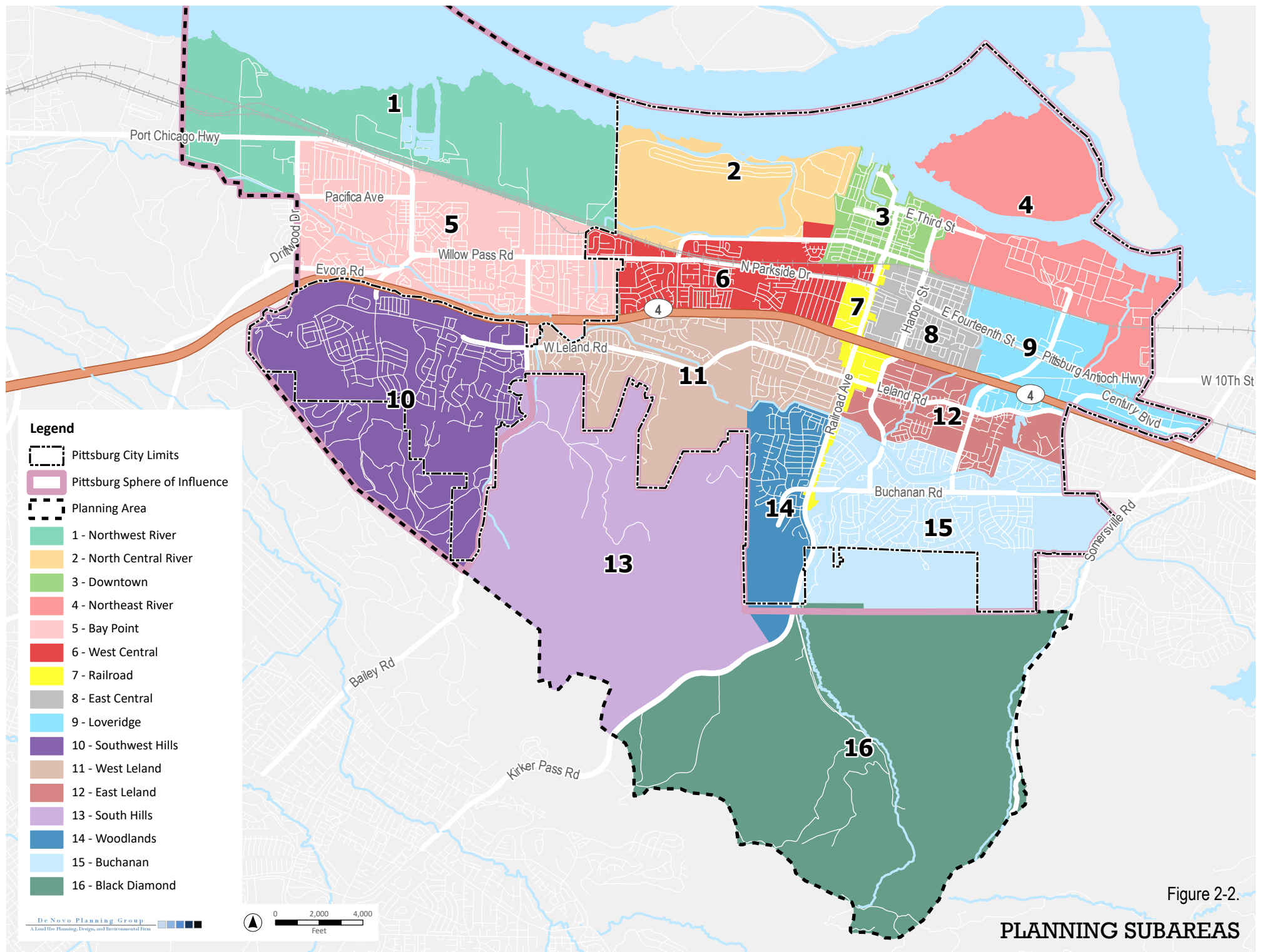


Figure 2-2.

PLANNING SUBAREAS

Sources: City of Pittsburg; Contra Costa County. Map date: October 5, 2023.

DOWNTOWN SUBAREA

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. See *Figure 2-3* and *Table 2-4, Downtown Subarea*.



Figure 2-3 - Downtown Subarea

Table 2-4 – Downtown Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Downtown Commercial	8.9	--	--	8.9
Employment Center Industrial	7.2	--	--	7.2
Marina Commercial	30.5	--	--	30.5
Service Commercial	11.5	--	--	11.5
<i>Mixed Use Designations</i>				
Mixed Use (Downtown)	18.5	--	--	18.5
<i>Other Designations</i>				
Park	26.6	--	--	26.6
Public/Institutional	19.7	--	--	19.7
Roadway	15.8	--	--	15.8
Utility/ROW	3.9	--	--	3.9
Water	49.8	--	--	49.8
<i>Residential Designations</i>				
Downtown High Density Residential	14.1	--	--	14.1
Downtown Low Density Residential	50.6	--	--	50.6
Downtown Medium Density Residential	111.3	--	--	111.3
Downtown Subarea				368.3

DOWNTOWN SUBAREA

Goal-2-5: Promote and maintain Downtown as a vibrant downtown and destination point with a mix of uses, walkable areas with shopping, restaurants, entertainment, offices, and housing.

See the Downtown Element for goals, policies, and actions related to the Downtown subarea.

NORTHEAST RIVER SUBAREA

Northeast River is characterized by large-scale heavy industrial operations and open space. USS-Posco, Los Medanos Energy Center, Delta Energy Center, 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. See Figure 2-4 and Table 2-5, Northeast River Subarea.



Figure 2-4 – Northeast River Subarea

Table 2-5 – Northeast River Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Employment Center Industrial	37.14	--	--	37.14
Industrial	647.56	--	--	647.56
Marina Commercial	7.19	--	--	7.19
<i>Other Designations</i>				
Open Space	224.24	--	--	224.24
Park	642.19	--	--	642.19
Utility/ROW	10.12	--	--	10.12
Water	59.36	--	--	59.36
Northeast River Subarea				1,627.82

NORTHWEST RIVER SUBAREA

Goal-2-6: Maintain the industrial use and character of the area, including the protection of sensitive marshland habitats along the New York Slough waterfront.

POLICIES

- 2-P-6.1:** Encourage the development of sustainable industries that reduce the use of natural resources, use renewable materials and energy sources, and have reduced emissions of wastes and pollutants in comparison to conventional industries along the New York Slough waterfront.
- 2-P-6.2:** Support the modernization of all industrial uses in the area to reduce exposure of workers and the community to hazardous materials and air and water pollutants.
- 2-P-6.3:** Support the reclamation and reuse of contaminated industrial sites.
- 2-P-6.4:** Amend the City's Zoning Ordinance to ensure that land uses progress from existing heavier industrial uses inland to lighter industrial and other less intense employment generating uses near existing and planned residential uses adjacent Harbor Street and the Pittsburg Antioch Highway as well as areas directly facing the Dowest Slough and the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.
- 2-P-6.5:** 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-6.6:** Ensure—through a combination of on- and off-site mitigation—that new development results in no net loss of wetlands.
- 2-P-6.7:** Pursue opportunities for a multi-use trail along the waterfront with connections to the adjoining Downtown Subarea as industrial properties are redeveloped and remediated.
- 2-P-6.8:** Support the permanent preservation of the wetlands and salt marsh habitats along New York and Dowest Sloughs, including Browns Island Regional Shoreline Preserve.

ACTIONS

- 2-A-6.a:** *Update the City's Zoning Ordinance to:*

- *Require development of office, less intense industrial, and similar uses along areas adjacent to Harbor Street and areas that are adjacent to existing and planned residential neighborhoods to buffer heavy industrial activities from more sensitive uses.*
- *Ensure that development in Northeast River is limited to employment-generating uses, including industrial activities and supporting business and service uses, and that development standards support emerging industries and technologies.*
- *Ensure that all industrial development along public streets and in areas adjacent to Downtown maintains at least a 25-foot-wide landscaped buffer (using trees and shrubs for screening) along the street.*

LOVERIDGE SUBAREA

Large industrial uses, commercial lands, and vacant sites constitute a majority of the Loveridge Subarea. North of California Avenue, a variety of heavy industry, energy, and employment-generating uses exist with more planned. A variety of land uses extend along State Route 4, including a regional commercial center (Century Plaza) with big box retailers, a variety of shopping and restaurants, and auto sales, and vacant land north of State Route 4, as well as community commercial uses south of the Loveridge/State Route 4 interchange. Land dedicated to regional commercial (big-box) retailers is concentrated along Century Boulevard. See Figure 2-5 and Table 2-6, *Loveridge Subarea*.

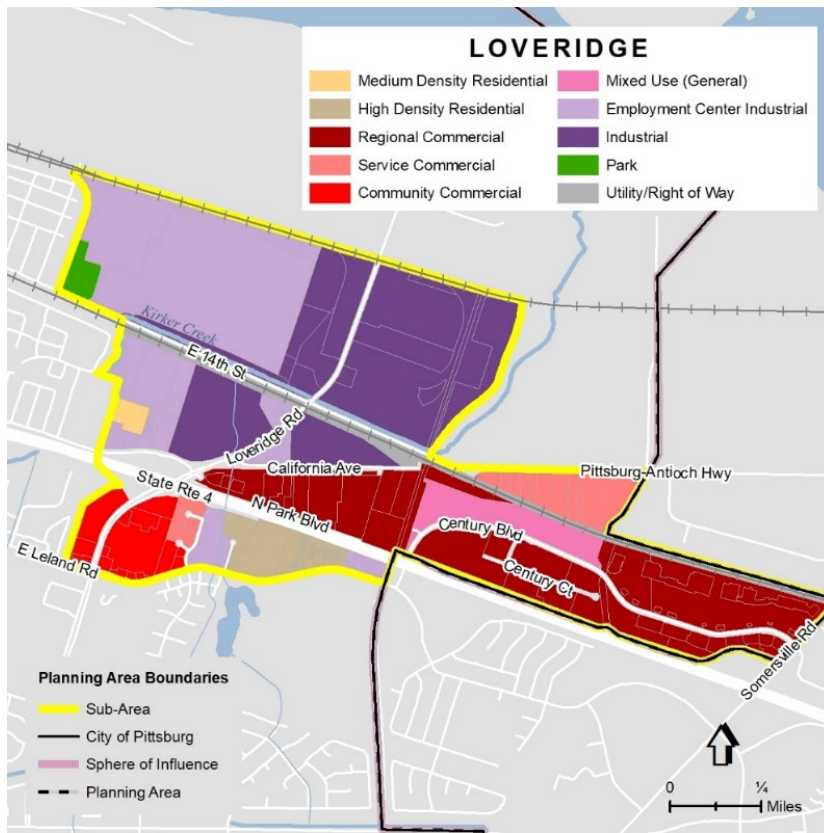


Figure 2-5 – Loveridge Subarea

Table 2-6 – Loveridge Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	35.18	--	--	35.18
Employment Center Industrial	185.34	--	--	185.34
Industrial	205.06	--	--	205.06
Regional Commercial	174.89	--	--	174.89
Service Commercial	33.83	--	--	33.83
<i>Mixed Use Designations</i>				
Mixed Use (General)	26.06	--	--	26.06
<i>Other Designations</i>				
Park	6.78	--	--	6.78
Roadway	0.04	--	--	0.04
Utility/ROW	29.59	--	--	29.59
<i>Residential Designations</i>				
High Density Residential	24.52	--	--	24.52
Medium Density Residential	4.43	--	--	4.43
Loveridge Subarea				725.72

LOVERIDGE SUBAREA

Goal-2-7: Support the development and expansion of regionally-oriented commercial activities and maintain industrial activities in appropriate, designated areas.

POLICIES

- 2-P-7.1:** Encourage the development and expansion of regional commercial, auto dealerships, and professional office uses along State Route 4 at Century Boulevard.
- 2-P-7.2:** Support the development of regional and community commercial complexes adjacent to the State Route 4/Loveridge Road interchange, featuring professional offices, research and development, technology and specialized manufacturing and production uses.
- 2-P-7.3:** Promote the development of employment-generating uses, including industrial, office, research and technology, north of California Avenue.
- 2-P-7.4:** Promote and encourage economic development and mixed use development along the Century Boulevard corridor to promote revitalization, economic development, and mixed use development long-term stability of commercial and service uses, and new housing opportunities.
- 2-P-7.5:** Promote mixed use development within Century Plaza that provides workforce housing and contributes to long-term stability of commercial uses.

ACTIONS

- 2-A-7.a:** *Implement internal Planning staff projects and procedures to:*
 - *Work with Los Medanos Community College to improve pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.*
 - *Develop mixed use development standards for Century Plaza that provide for transitions between residential and non-residential components to ensure ongoing viability of non-residential uses in and adjacent to the Loveridge subarea.*
 - *Ensure that as Loveridge builds out, adequate street connections are provided to efficiently move traffic through and beyond the area's commercial and employment centers (as designated by the City's traffic Level of Service standards, see Chapter 7: Transportation).*

- 2-A-7.b:** *Develop a Specific Plan for the Century Boulevard corridor that focuses on revisioning and revitalizing the area through encouraging a mix of residential uses with regional and community-service commercial, office, and services uses.*

EAST CENTRAL SUBAREA

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. See *Figure 2-6* and *Table 2-7, East Central Subarea*.

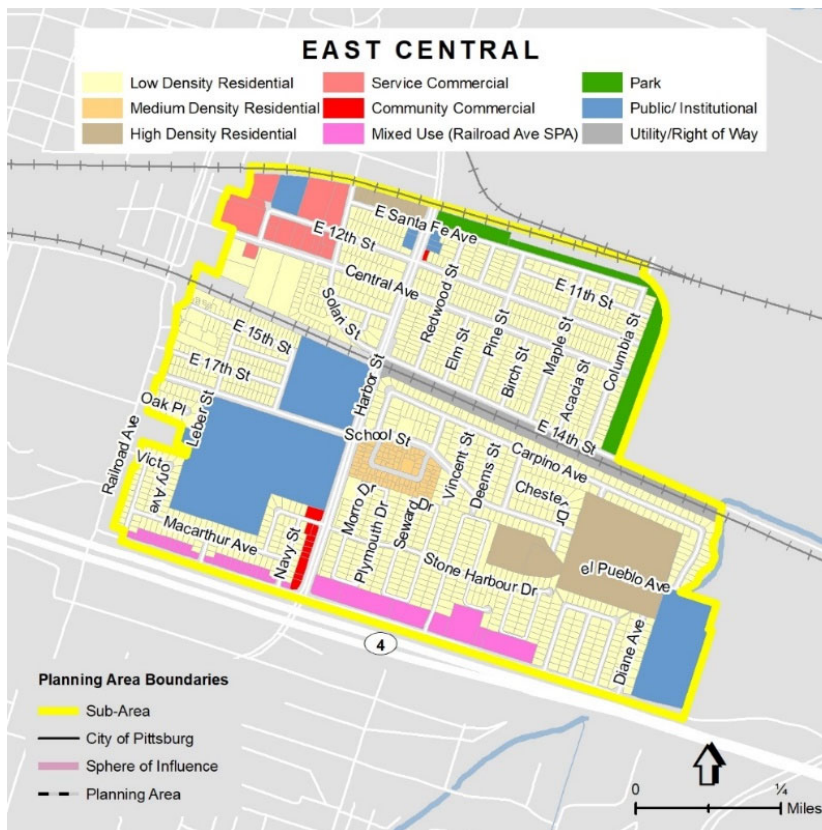


Figure 2-6 – East Central Subarea

Table 2-7 – East Central Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	1.7	--	--	1.7
Service Commercial	11.5	--	--	11.5
<i>Mixed Use Designations</i>				
Mixed Use (Railroad Ave SPA)	12.6	--	--	12.6
<i>Other Designations</i>				
Park	8.9	--	--	8.9
Public/Institutional	54.12	--	--	54.1
Roadway	4.5	--	--	4.5
Utility/ROW	9.6	--	--	9.6
<i>Residential Designations</i>				
High Density Residential	25.6	--	--	25.6
Low Density Residential	175.2	--	--	175.2
Medium Density Residential	6.2	--	--	6.2
East Central Subarea				309.9

EAST CENTRAL SUBAREA

Goal-2-8: Preserve the subarea's land uses and existing grid street network.

POLICIES

- 2-P-8.1:** Foster connectivity and maintain the existing, predominantly residential land use pattern within a grid street network.
- 2-P-8.2:** Promote conversion of residential uses facing State Route 4 to mixed use or non-residential uses.

ACTIONS

2-A-8.a: *Implement internal Planning staff procedures to:*

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

2-A-8.b: *Maintain the linear park developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.*

RAILROAD AVENUE SUBAREA

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. See *Figure 2-7* and *Table 2-8, Railroad Avenue Subarea*. This subarea includes the Civic Center, Transit Village, and Railroad Avenue Retail Corridor districts in the Railroad Avenue Specific Plan.

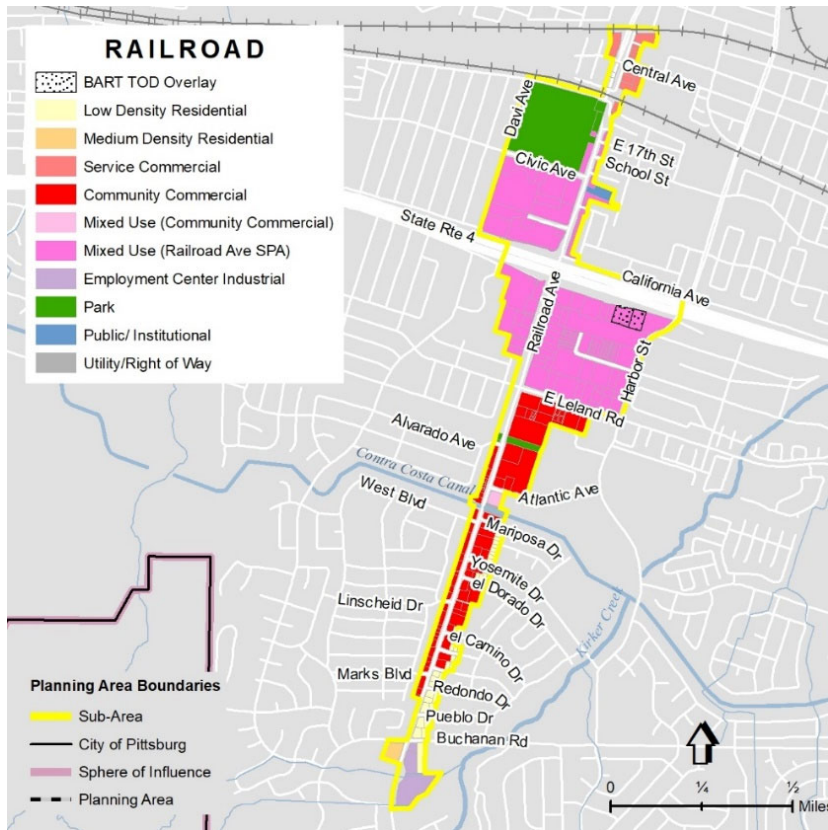


Figure 2-7 Railroad Avenue Subarea

Table 2-8 – Railroad Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	37.9	--	--	37.9
Employment Center Industrial	6.4	--	--	6.4
Service Commercial	5.8	--	--	5.8
<i>Mixed Use Designations</i>				
Mixed Use (Community Commercial)	0.9	--	--	0.9
Mixed Use (Railroad Ave SPA)	97.6	--	--	97.6
<i>Other Designations</i>				
Park	29.6	--	--	29.6
Public/Institutional	1.4	--	--	1.4
Roadway	0.7	--	--	0.7
Utility/ROW	1.0	--	--	1.0
<i>Residential Designations</i>				
Low Density Residential	8.4	--	--	8.4
Medium Density Residential	1.5	--	--	1.5
Railroad Subarea				191.1

RAILROAD AVENUE SUBAREA

Goal-2-9: Maintain Railroad Avenue as a destination point for community commercial activities, while continuing to allow other compatible uses.

POLICIES

- 2-P-9.1:** Encourage economic development, including redevelopment and expansion of Community Commercial uses, along the Railroad Avenue corridor.
- 2-P-9.2:** Promote revitalization and redevelopment in the area bounded by Railroad Avenue, E. Leland Rd, Harbor St, and State Route 4 as an innovation center, fostering new and emerging industries, businesses in technology, medical, and sustainable energy sectors, supporting start-up enterprises, and increasing high quality jobs near the Pittsburg Center BART station.
- 2-P-9.3:** Encourage mixed uses and high density housing on parcels owned by BART.
- 2-P-9.4:** Continue to develop the Civic Center area with community-serving public services, recreation, and offices, as well as retail, restaurants, and housing that support the primary public-serving uses.

ACTIONS

- 2-A-9.a:** *Update the City's Zoning Ordinance and Railroad Avenue Specific Plan to:*
 - *Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.*
 - *Allow development standards, including density, building height, floor area ratio, and parking, consistent with the Transit Oriented Development standards promulgated by AB 2923 (2018).*
- 2-A-9.b:** *Implement the Railroad Avenue Specific Plan, including pedestrian, bicycle, and transit linkages between the BART Pittsburg City Center station, the Civic Center, City Park, Pittsburg High School, and the mixed use areas along Railroad Avenue corridor.*
- 2-A-9.c:** *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.*
- 2-A-9.d:** *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.*

EAST LELAND SUBAREA

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. A proposed employment center comprises nearly all land north of East Leland Road, adjacent to the mixed use area and adjoining City Center in the Railroad Avenue Subarea BART Station. Small World Park and Los Medanos Community College are also located within the area. Multi-family residential uses are clustered along East Leland Road and Delta De Anza Trail in the southeastern portion of the subarea. See *Figure 2-8* and *Table 2-9*, *East Leland Subarea*.

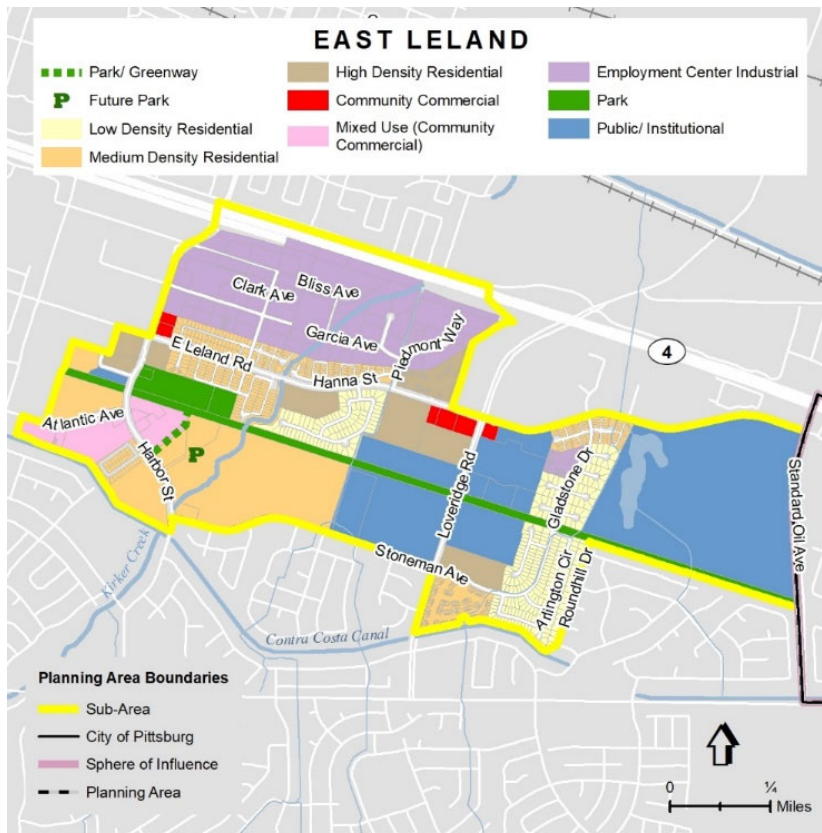


Figure 2-8 – East Leland Subarea

Table 2-9 – East Leland Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	6.3	--	--	6.3
Employment Center Industrial	106.9	--	--	106.9
<i>Mixed Use Designations</i>				
Mixed Use (Community Commercial)	20.4	--	--	20.4
<i>Other Designations</i>				
Park	33.3	--	--	33.3
Public/Institutional	182.7	--	--	182.7
Roadway	10.6	--	--	10.6
<i>Residential Designations</i>				
High Density Residential	41.6	--	--	41.6
Low Density Residential	50.1	--	--	50.1
Medium Density Residential	124.8	--	--	124.8
East Leland Subarea				576.8

EAST LELAND SUBAREA

Goal-2-10: Create attractive streetscapes through development and redevelopment.

POLICIES

- 2-P-10.1: Promote creation of an innovation district or a hub for technology, energy, medical, and other skilled employment opportunities in the area designated Employment Center Industrial.
- 2-P-10.2: Encourage redevelopment of the existing industrial area along Garcia Avenue with higher-end business commercial activities and undertake selective improvement and intensification, while maintaining land use patterns focused on high-quality employment opportunities, multi-family housing, and commercial centers.
- 2-P-10.3: Promote connectivity between Los Medanos Community College and local neighborhoods, commercial activities, employment centers, and community gathering places.

ACTIONS

2-A-10.a: *Update the City's Zoning Ordinance to:*

- *Incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses.*

2-A-10.b: *Update the Railroad Avenue Specific Plan to:*

- *Include the Employment Center Industrial as an innovation center, fostering new and emerging industries, businesses in technology, medical, and sustainable energy sectors, supporting start-up enterprises, and increasing high quality jobs near the Pittsburg Center BART station.*

2-A-10.c: *Implement internal Planning staff projects and procedures to:*

- *Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.*
- *Pursue the development of a trail/path linking the Delta De Anza Trail to the City Center BART Station area.*
- *Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial, residential, employment center, and community gathering areas.*

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

BUCHANAN SUBAREA

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. See *Figure 2-9* and *Table 2-10, Buchanan Subarea*.

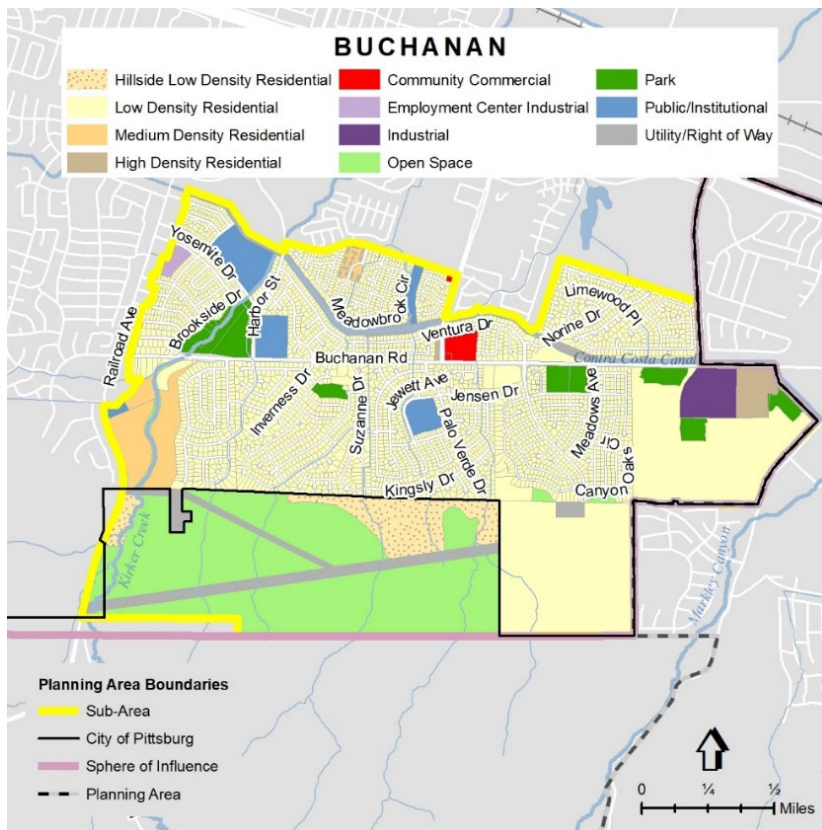


Figure 2-9 – Buchanan Subarea

Table 2-10 – Buchanan Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	8.7	--	--	8.7
Employment Center Industrial	5.6	--	--	5.6
Industrial	23.9	--	--	23.9
<i>Other Designations</i>				
Open Space	15.2	--	363.4	378.6
Park	56.8	--	--	56.8
Public/Institutional	49.3	--	--	49.3
Utility/ROW	47.0	--	49.5	96.5
<i>Residential Designations</i>				
High Density Residential	17.2	--	--	17.2
Hillside Low Density Residential	--	--	66.2	66.2
Low Density Residential	981.4	--	--	981.4
Medium Density Residential	55.2	--	--	55.2
Buchanan Subarea				1,739.5

BUCHANAN SUBAREA

Goal-2-11: Ensure subarea develops in an orderly manner.

POLICIES

- 2-P-11.1: Ensure orderly development of subarea neighborhoods as well as connectivity from Kirker Pass Road.
- 2-P-11.2: Ensure design of new developments are inter-connected residential neighborhoods, rather than distinct, introverted subdivisions, that provide access to open space areas and connectivity to schools, parks, and other community amenities.
- 2-P-11.3:

ACTIONS

2-A-11.a: *Update the Zoning Ordinance to:*

- *Ensure that new residential development south of Buchanan Road:*
 - (i) *Provides both street and pedestrian connections to adjacent residential areas*
 - (ii) *Includes adequate acreage for a neighborhood park directly adjacent to Buchanan Road*
 - (iii) *Does not result in any net increase of peak-hour storm water flow*
 - (iv) *Preserves and enhances existing north-south creeks*
 - (v) *Respects natural topography in the design and construction of new units*
 - (vi) *Is limited to a maximum density of 3.0 du/ac*
- *Require new residential development to contain varied architectural styles and smooth visual transitions to adjacent residential areas.*
- *Mandate that new development maintains views of the southern hills during development review.*
- *Pursue construction of the Buchanan Bypass providing an alternative route for commuters traveling from Kirker Pass Road to destinations east of Pittsburg.*

WOODLANDS SUBAREA

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. See *Figure 2-10* and *Table 2-11, Woodlands Subarea*.

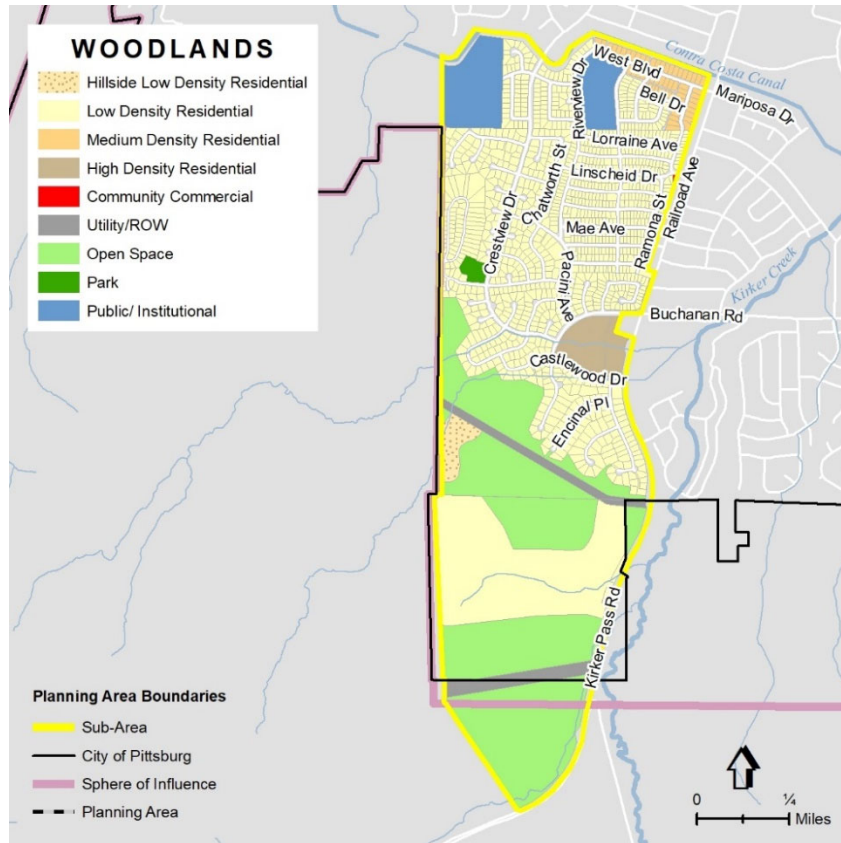


Figure 2-10, Woodlands Subarea

Table 2-11 – Woodlands Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	0.2	--	--	0.2
<i>Other Designations</i>				
Open Space	122.8	52.3	3.0	178.1
Park	2.5	--	--	2.5
Public/Institutional	35.4	--	--	35.4
Utility/ROW	12.8	--	5.5	18.3
<i>Residential Designations</i>				
High Density Residential	15.2	--	--	15.2
Hillside Low Density Residential	7.0	--	--	7.0
Low Density Residential	311.2	--	--	311.2
Medium Density Residential	12.6	--	--	12.6
Woodlands Subarea				580.5

WOODLANDS SUBAREA

Goal-2-12: Preserve the natural setting within the subarea.

POLICIES

2-P-12.1: Support new residential development in locations that do not significantly impact the natural setting.

ACTIONS

2-A-12.a: *Update the Zoning Ordinance to:*

- *Allow Low Density Residential development in selected areas along Kirker Pass Road and other valley floors as appropriate, under the following criteria:*
 1. 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 greenbelts to other portions of these properties, while not increasing the overall number of units permitted on these properties
 2. Natural topography be retained to the maximum extent feasible, and large-scale grading discouraged
 3. No development on minor and major ridgelines (as identified in Figure 4-2), with residential construction on flatter natural slopes encouraged
 4. Development designed and clustered so as to be minimally visible from Kirker Pass Road
 5. Creeks and adjacent riparian habitat protected
 6. An assessment of biological resources completed
 7. Be limited to a maximum density of 3.0 du/ac
- *Pursue development of a community park in proximity to the Kirker Pass Road/Nortonville Road intersection during review and approval of new residential uses.*

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

WEST CENTRAL SUBAREA

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. See *Figure 2-11 and Table 2-12, West Central Subarea*.

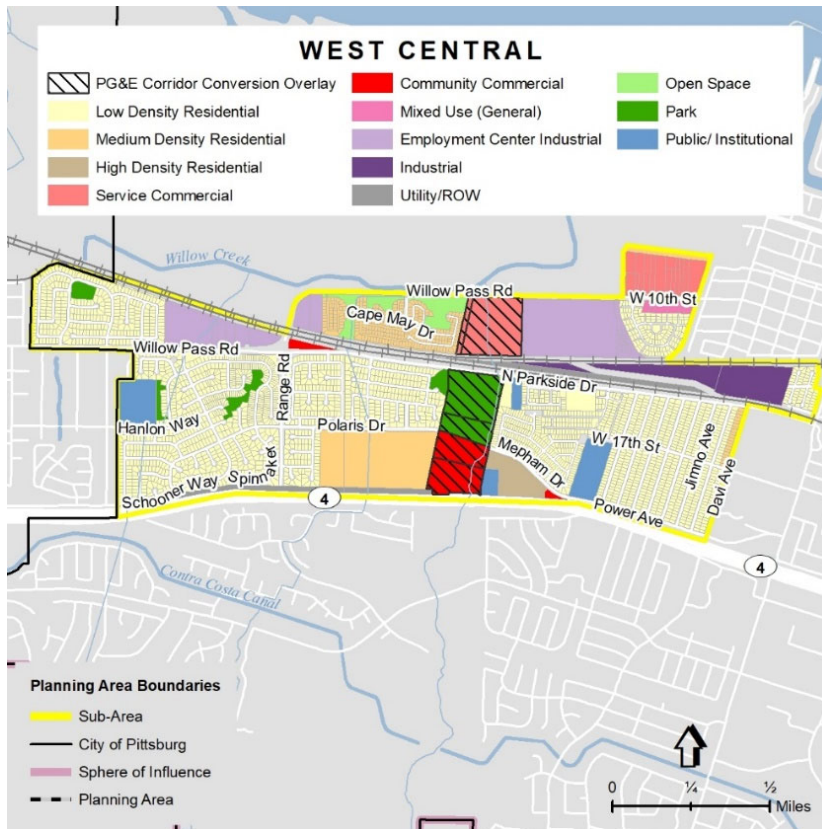


Figure 2-11 – West Central Subarea

Table 2-12 – West Central Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	21.5	--	--	21.5
Employment Center Industrial	66.2	--	--	66.2
Industrial	27.2	--	--	27.2
Service Commercial	43.3	--	--	43.3
<i>Mixed Use Designations</i>				
Mixed Use (General)	4.2	--	--	4.2
<i>Other Designations</i>				
Open Space	13.3	--	--	13.3
Park	32.7	--	--	32.7
Public/Institutional	26.7	--	--	26.7
Roadway	20.2	--	--	20.2
Utility/ROW	16.5	--	--	16.5
<i>Residential Designations</i>				
High Density Residential	10.7	--	--	10.7
Low Density Residential	329.2	--	--	329.2
Medium Density Residential	76.1	--	--	76.1
West Central Subarea				687.8

WEST CENTRAL SUBAREA

Goal-2-13: Redevelopment subarea employment centers as well as improve connectivity across State Route 4.

POLICIES

- 2-P-13.1: Allow and encourage the development of a commercial and employment complex between Willow Pass Road and the BNSF Railroad tracks, east of the PG&E transmission corridor.
- 2-P-13.2: Encourage redevelopment and reuse of this site as an “economic opportunity area” (see Chapter 6: Economic Development).
- 2-P-13.3: Support relocation of the PG&E transmission corridor to create open space, commercial, and employment opportunities to serve the community.
- 2-P-13.4: Support methods to link neighborhoods and development in this area to activity centers planned for the Central River Subarea and those south of State Route 4.

ACTIONS

- 2-A-13.a: *Implement internal Planning staff procedures to explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.*

WEST LELAND SUBAREA

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. See Figure 2-12 and Table 2-13, West Leland Subarea.

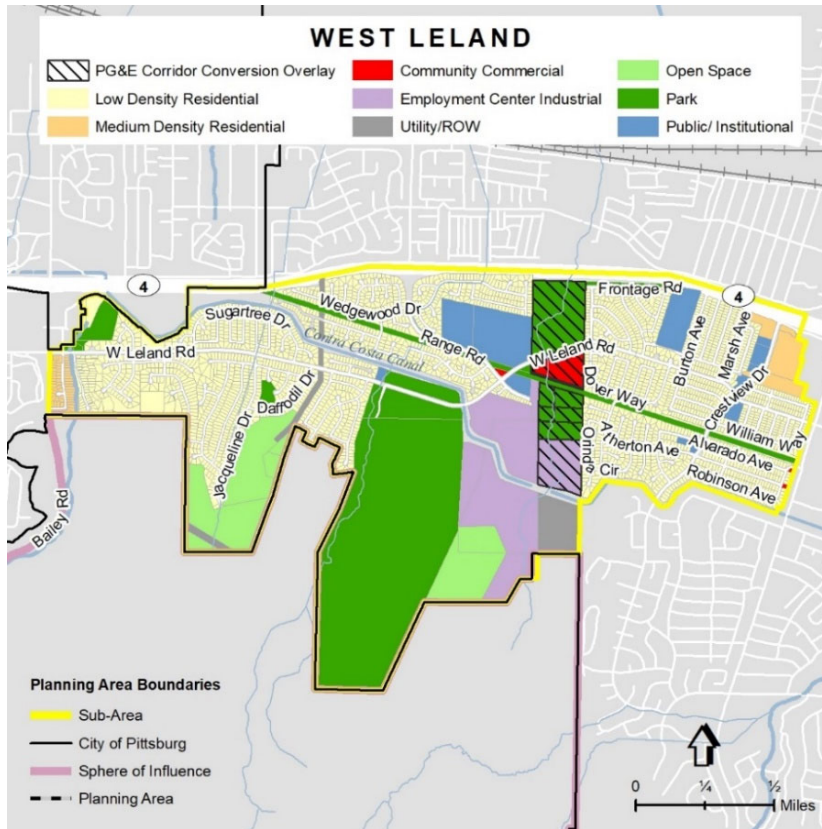


Figure 2-12 – West Leland Subarea

Table 2-13 – West Leland Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	11.5	--	--	11.5
Employment Center Industrial	112.5	--	--	112.5
<i>Other Designations</i>				
Open Space	102.3	--	--	102.3
Park	357.3	--	--	357.3
Public/Institutional	65.0	--	--	65.0
Roadway	0.3	--	--	0.3
Utility/ROW	29.1	--	--	29.1
<i>Residential Designations</i>				
Low Density Residential	512.0	--	--	512.0
Medium Density Residential	31.9	--	--	31.9
West Leland Subarea				1,221.7

WEST LELAND SUBAREA

Goal-2-14: Enhance the subarea's streetscape and connectivity networks.

POLICIES

2-P-14.1: Maintain existing residential land use patterns while improving the West Leland Road streetscape.

ACTIONS

2-A-14.a: *Implement internal Planning staff procedures to:*

- *Allow Low Density Residential uses on the designated school site along Range Road, if it is not needed for public school facilities.*
- *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.*
- *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.*
- *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.*
- *Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.*

SOUTHWEST HILLS SUBAREA

This subarea presently consists primarily of the master-planned San Marco community, the Oak Hills, Bailey Estates, and Alves Ranch subdivisions, and the approved Faria/Southwest Hills annexation. 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. A small portion of the Pittsburg/Bay Point BART Master Plan area also lies within this subarea. See Figure 2-13 and Table 2-14, Southwest Hills Subarea.

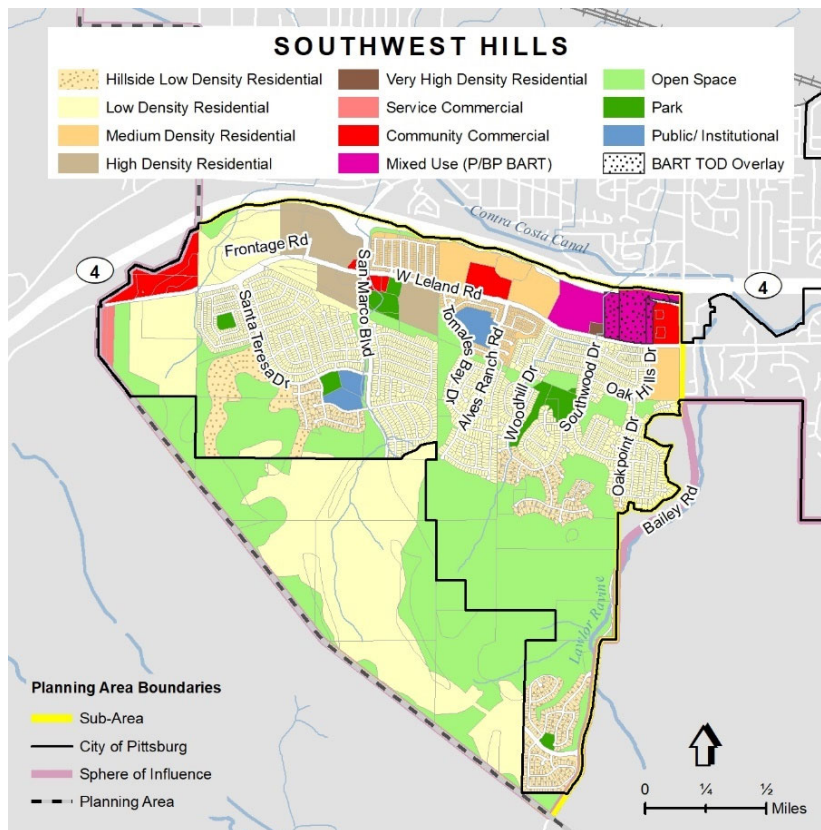


Figure 2-13 – Southwest Hills Subarea

Table 2-14 – Southwest Hills Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	58.3	--	--	58.3
Service Commercial	9.8	--	--	9.8
<i>Mixed Use Designations</i>				
Mixed Use (P/BP BART)	52.7	--	--	52.7
<i>Other Designations</i>				
Open Space	475.1	--	278.1	753.2
Park	35.2	--	--	35.2
Public/Institutional	22.9	--	--	22.9
Roadway	10.1	--	--	10.1
Utility/ROW	2.3	--	--	2.3
<i>Residential Designations</i>				
High Density Residential	72.6	--	--	72.6
Hillside Low Density Residential	139.1	--	--	139.1
Low Density Residential	494.2	--	339.9	834.1
Medium Density Residential	107.2	--	--	107.2
Very High Density Residential	2.1	--	--	2.14
Southwest Hills Subarea				2,099.8

SOUTHWEST HILLS SUBAREA

Goal-2-15: Attract higher-end, low-density residential uses.

POLICIES

- 2-P-15.1: Support the development of a range of residential uses, including multifamily and mixed uses in close proximity to services and transit and higher-end, low-density residential uses.
- 2-P-15.2: Promote commercial uses, including grocery stores, retail, restaurants, and services, that serve residential neighborhoods in the Southwest Hills subarea.
- 2-P-15.3: Support high intensity mixed uses, including offices, services, and multifamily residential, in proximity to the Pittsburg/Bay Point BART station.

ACTIONS

- 2-A-15.a: *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-A-15.b: *Ensure that all proposed residential development is set back from the edge of State Route 4 to mitigate visual and noise impacts.*
- 2-A-15.c: *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;*
 - *Maintain commercial sites designated Community Commercial along West Leland Road and San Marco Boulevard;*
 - *Ensure grading is kept to a minimum, all designated ridgelines are protected, and impacts to creeks are mitigated; and*
 - *Maintain dedication of one school site and three neighborhood park sites.*

2-A-15.d: *Allow development on the site east of the West Leland Road/San Marco Boulevard intersection (Alves Ranch) as follows:*

- *A maximum of 346 single-family residential units; and*
- *Maintain sites designated Community Commercial between West Leland Road and State Route 4..*

2-A-15.e: *Allow development that is consistent with the approved Master Plan for the Faria/Southwest Hills Annexation Project:*

- *Provides a maximum of 1,500 single family units;*
- *Clusters development to preserve hillside areas and open space; and*
- *Provides trailheads and linkages into the multi-use trail system planned to extend from West Leland Road to Oak Hills Park. All trails must have public access.*

2-A-15.f: *Pursue construction of a landscaped multi-use path along West Leland Road, extending from Pittsburg/Bay Point BART Station to Alves Ranch and San Marco. Ensure that design of the linear parkway accommodates bicyclists.*

NORTHWEST RIVER SUBAREA

This subarea is comprised of unincorporated portions of the Pittsburg Planning Area. Major uses located in the Northwest River include the Mirant (previously PG&E) Power Plant, a portion of the Concord Naval Weapons Station Tidal Area (operated by the U.S. Army as Military Ocean Terminal Concord), Bay Point Regional Shoreline park operated by East Bay Regional Park District, and the McAvoy Yacht Harbor. The remainder of Northwest River consists of marshland. See Figure 2-14 and Table 2-15, Northwest River Subarea.



Figure 2-14 – Northwest River Subarea

Table 2-15 – Northwest River Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Employment Center	--	--	16.9	16.9
Industrial	--	--	151.2	151.2
Marina Commercial	--	--	51.5	51.5
<i>Other Designations</i>				
Open Space	--	--	1,018.8	1,018.8
Park	--	--	138.8	138.8
Public/Institutional	--	--	627.4	627.4
Utility/ROW	--	--	4.9	4.9
Water	--	--	351.0	351.0
Northwest River Subarea				2,360.4

NORTHWEST RIVER SUBAREA

Goal-2-16: Support the designation and provision of community recreation-oriented areas and industrial, public, and jobs-generating uses while preserving open space, existing wetlands, and salt marshes along the Suisun Bay and remediating environmental hazards.

POLICIES

- 2-P-16.1:** Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront and allow only the development of multi-use trails and recreation facilities in these areas.
- 2-P-16.2:** Maintain the Mirant (formerly PG&E) power plant site in the Industrial designation.

ACTIONS

- 2-A-16.a:** *Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.*
- 2-A-16.b:** *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.*
- 2-A-16.c:** *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.*

NORTH CENTRAL RIVER SUBAREA

The North Central River Subarea is located in the northwestern portion of the City along the Suisun Bay waterfront, west of the Downtown area, and is the former NRG site. A decommissioned power plant (the Pittsburg Power Plant) and associated improvements (cooling water canal, cooling towers, tank farm, power plant area, and switch yard) are located on the eastern portion of the North Central River Subarea. This area is envisioned for redevelopment and revitalization with community-oriented entertainment and commercial uses, jobs-generating uses, and a variety of residential uses. See Figure 2-15 and Table 2-16, *North Central River Subarea*.

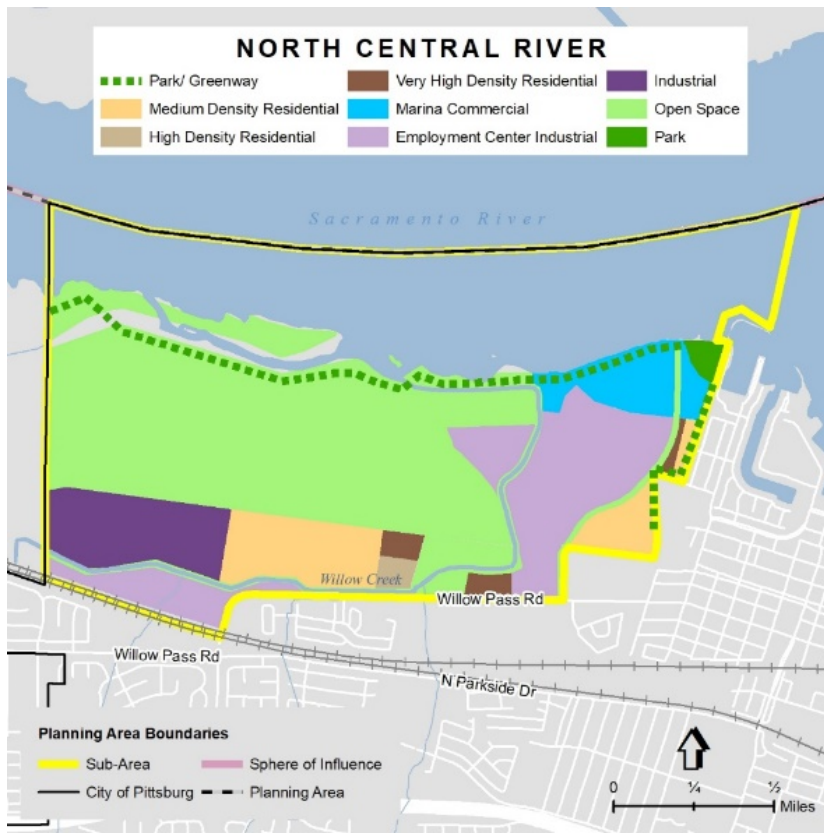


Figure 2-15 – North Central River Subarea

Table 2-16– North Central River Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Employment Center Industrial	164.6	--	--	164.6
Industrial	77.7	--	--	77.7
Marina Commercial	52.9	--	--	52.9
<i>Other Designations</i>				
Open Space	568.6	--	--	568.6
Park	7.9	--	--	7.9
Water	112.6	--	--	112.6
<i>Residential Designations</i>				
High Density Residential	7.1	--	--	7.1
Medium Density Residential	91.8	--	--	91.8
Very High Density Residential	16.5	--	--	16.5
North Central River Subarea				1,099.8

NORTH CENTRAL RIVER SUBAREA

Goal-2-17: To transform the NRG brownfield site into a vibrant community hub with diverse amenities, integrating river access, commercial and entertainment uses, high-quality jobs creation, a mix of housing types, and sustainable management of open spaces.

POLICIES

2-P-17.1: Support the remediation and revitalization of this site as a master-planned community with sustainable and resilient design that provides opportunities to work, live, and play and addresses Pittsburgh's jobs/housing balance, recreation, economic development, and public use needs:

- Providing community-oriented recreation and commercial entertainment facilities, including:
 - Community-gathering areas with an open air markets and venues for community events,
 - Riverfront access with extension of the adjacent Riverview Park and a continuous public-access riverwalk with parks, seating, and viewing areas for pedestrians and cyclists,
 - Provisions for water-oriented recreational activities, such as boating and kayaking,
 - A community recreation uses, including potentially including aquatic center, sports facilities, or other community-wide recreational uses, that serve the broader Pittsburgh community,
 - Commercial and entertainment uses, with space allocated for waterfront or waterview dining, retail, as well as grocery, shopping, restaurants, offices, and services located away from the water.
- Multi-modal transit opportunities, including a ferry terminal to improve jobs access, and connections to BART and local transit.
- An economic opportunity hub, providing high-quality and skilled employment opportunities including research and development, office, sustainable energy, and manufacturing, with connections provided to transit, and spaces for business incubators to foster startups and innovation.

- Mixed residential neighborhoods, including a significant proportion of workforce and affordable housing to maintain socioeconomic diversity and promote equitable opportunities, that are served by on-site neighborhood-oriented parks, schools, and commercial uses.
- Provide at jobs/housing ratio of at least 2.5 jobs per household.
- Permanent open space managed to support climate adaptation through maintaining and enhancing existing wetlands and marsh areas and to provide educational and passive recreational opportunities.
- Green infrastructure, sustainable and resilient design, and climate adaptation elements, including elevated construction, natural barriers, managed retreat, bioswales, permeable pavements, and rain gardens to manage stormwater and provide flooding resiliency.
- Ensure remediation of site meets or exceeds California Department of Toxic Substance Control and U.S. Environmental Protection Agency standards in all areas proposed for residential, employment, recreational, and other uses that may expose humans to hazards associated with former uses of the site.

2-P-17.2: Establish a comprehensive circulation system that provides internal connectivity between all land uses and connects to adjoining areas and uses, including:

- Pedestrian and Bicycle Facilities: Provide comprehensive pedestrian and bicycle facilities linking all internal project components, connecting to the Riverfront Greenway, and providing connectivity to the Pittsburg community via the Downtown connectivity points (Riverfront Park, Front St, West 2nd St, West 4th St, Halsey Way, West 7th St, West 8th St.
- Downtown Connectivity. Key points to provide connectivity between Downtown and project site:
 - Riverfront Park: Expand and extend park.
 - Front St: Bicycle/pedestrian connection
 - West 2nd St: Bicycle/pedestrian connection
 - West 4th St: Extend road to provide vehicle, bicycle, and pedestrian connection
 - Halsey Way Pedestrian Path: Extend bicycle/pedestrian connection south of Halsey
 - West 7th and 8th St: Extend 8th Street linear park to Riverfront Drive to provide vehicle, bicycle, pedestrian
- Willow Pass Streetscape Enhancement
 - Add curbs/sidewalks (where gaps are present)

- Add lighting
- Add mid-block pedestrian crossings (as appropriate)
- Add trees and landscaping
- Reduce pavement footprint
- Transit Service. Provide direct connections to regional destinations and BART through multiple transit access opportunities, including a ferry terminal (Waterfront and Marina Mixed Use Districts) and Tri-Delta Transit (stops throughout the developed components of the site).

2-P-17.3: Support and promote the active use of regional open space areas by local residents.

2-P-17.4: Preserve and enhance Pittsburg's creeks for their value in providing visual amenity, drainage capacity, and habitat value.

2-P-17.5: Prioritize the revitalization of the North Central River Subarea.

ACTIONS

2-A-17.a: *Enhance and expand Riverview Park to provide varied recreational opportunities accessible to all City residents. Include elements to reflect the diversity of Pittsburg's natural setting, including creeks and waterways, tree stands, rock outcroppings, and topography.*

2-A-17.b: *Develop a riverwalk mixed-use path along the Sacramento River, connecting the open space area adjacent to Mallard Slough to Riverview Park and the Downtown waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, benches, and street lighting.*

2-A-17.c: *As part of the development review process, ensure that any development proposal for this subarea comprehensively addresses the entire subarea and implements the policies and goal for this area.*

BAY POINT SUBAREA

This subarea comprises the unincorporated community of Bay Point, located in the Planning Area west of Pittsburg. 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, which is partially developed, lies between the railroad tracks and Willow Pass Rd. 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. See Figure 2-16 and Table 2-17, Bay Point Subarea.

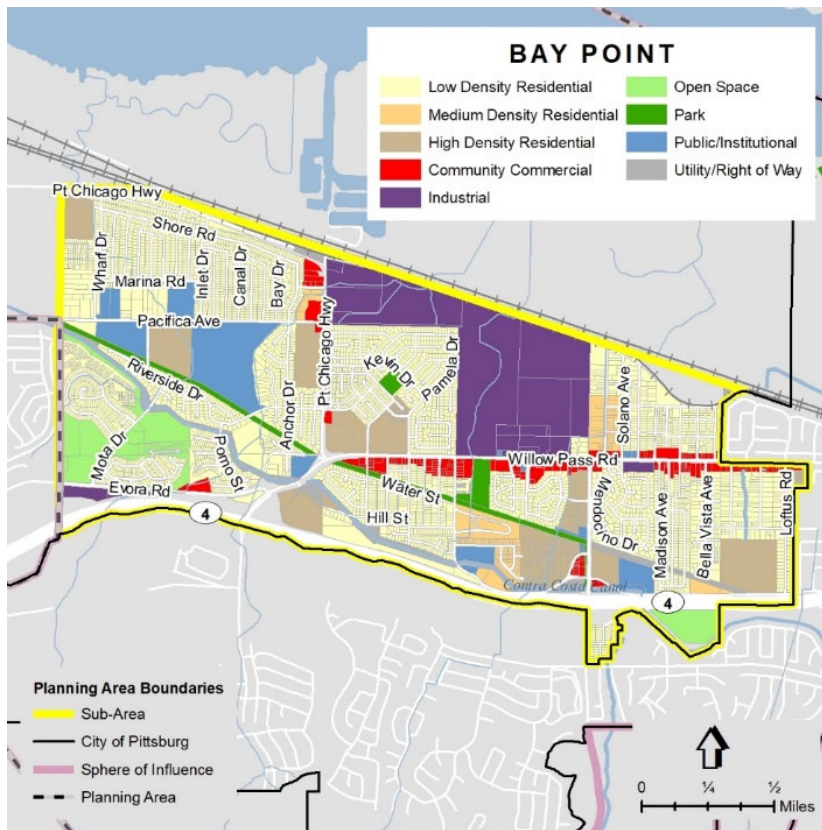


Figure 2-16 – Bay Point Subarea

Table 2-17 – Bay Point Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Commercial and Industrial Designations</i>				
Community Commercial	--	--	56.0	56.0
Industrial	--	--	231.7	231.7
<i>Other Designations</i>				
Open Space	--	--	71.9	71.9
Park	--	--	37.4	37.4
Public/Institutional	--	--	97.6	97.6
Roadway	--	--	6.0	6.0
Utility/ROW	--	--	51.2	51.2
<i>Residential Designations</i>				
High Density Residential	--	--	159.5	159.5
Low Density Residential	--	--	714.1	714.1
Medium Density Residential	--	--	45.3	45.3
Bay Point Subarea				1,470.8

BAY POINT SUBAREA

Goal-2-18: Recognize Bay Point as a distinct community.

POLICIES

2-P-18.1: Recognize the County's plans for Bay Point, as well as the unincorporated Riverview Planning Area, as the official planning guides.

ACTIONS

2-A-18.a: *Implement internal Planning staff procedures to:*

- *Use the Bay Point/Pittsburg BART Area Specific Plan as the guide for development in the Specific Plan area.*
- *Support efforts by Mount Diablo Unified School District to establish a public high school in Bay Point.*
- *Consider seeking amendment to the City's Sphere of Influence and annexation of vacant, undeveloped lands west of Bay Point.*

SOUTH HILLS SUBAREA

This subarea comprises an unincorporated portion of the Pittsburg Planning Area. South of the City limit, South Hills consists of undeveloped, rolling hills with the Keller Canyon Landfill is in the northwestern portion of the South Hills subarea, and is surrounded by an open space buffer. See *Figure 2-17* and *Table 2-18, South Hills Subarea*.

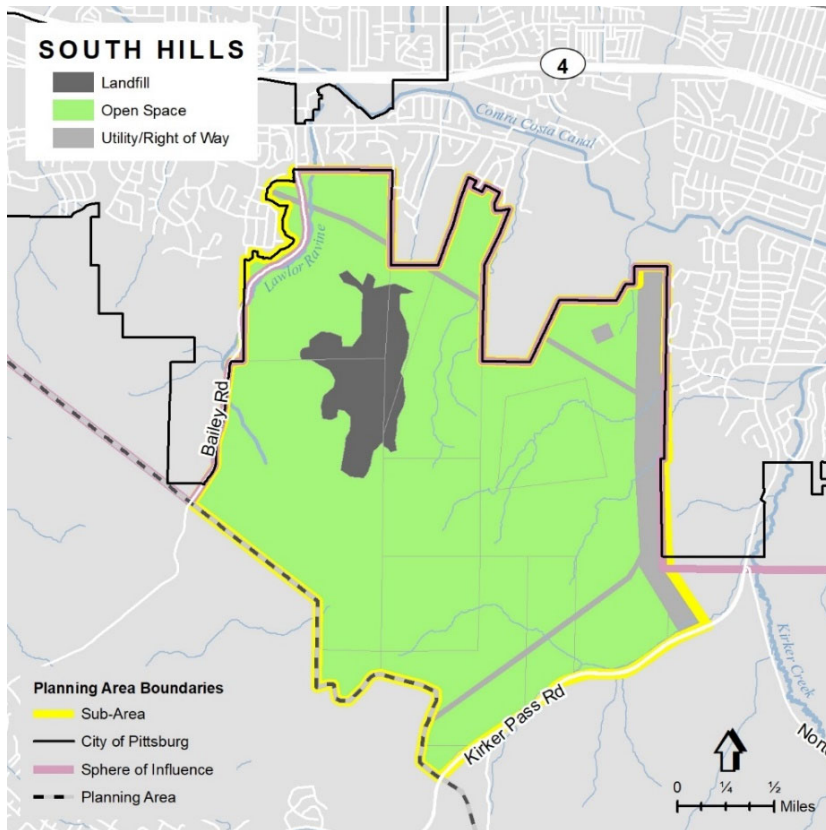


Figure 2-17 – South Hills Subarea

Table 2-18 – South Hills Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Other Designations</i>				
Landfill	--	195.7	--	195.7
Open Space	--	2,664.4	36.1	2,700.5
Utility/ROW	--	233.9	3.2	237.1
South Hills				3,133.3

SOUTH HILLS SUBAREA

Goal-2-19: Preserve the rural character of the rolling South Hills area as open space, except the existing Keller Canyon Landfill.

POLICIES

2-P-19.1: Preserve all designated hillsides as open space, according to the General Plan Land Use Diagram (Figure 2-2).

ACTIONS

2-A-19.a: *Work with Keller Canyon Landfill to ensure that landfill activities do not negatively impact nearby residential and open space areas.*

2-A-19.b: *Retain remaining undeveloped acreage within the subarea as open space.*

BLACK DIAMOND SUBAREA

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. See *Figure 2-18* and *Table 2-19, Black Diamond Subarea*.

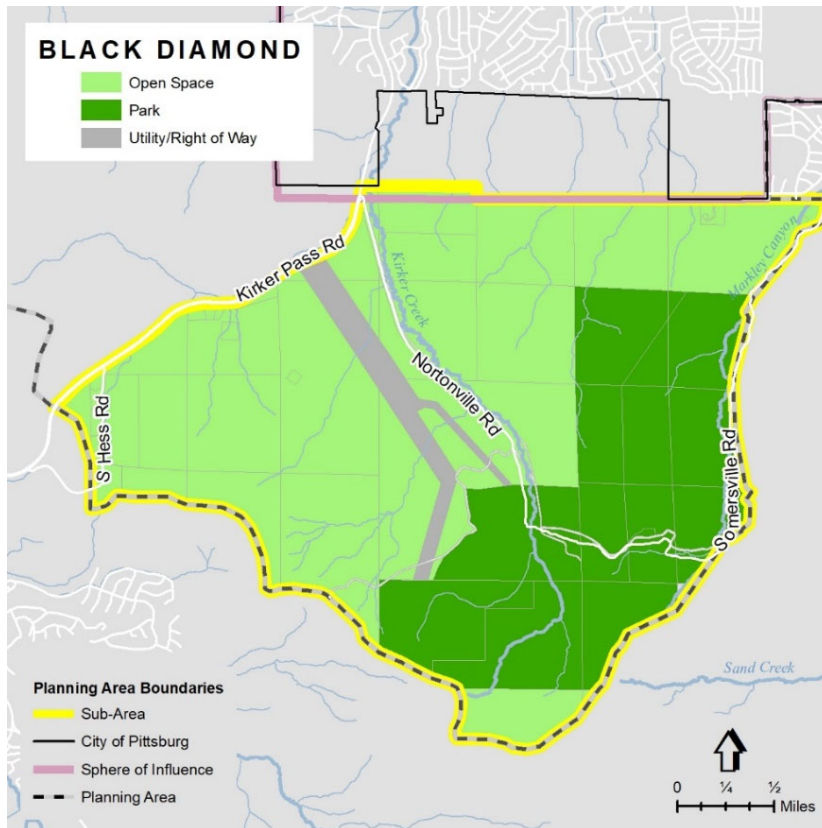


Figure 2-18 – Black Diamond Subarea

Table 2-19 – Black Diamond Subarea				
Land Use	City	Planning Area	SOI	Subtotal
<i>Other Designations</i>				
Open Space	--	2,637.37	--	2,637.37
Park	--	1,431.79	--	1,431.79
Utility/ROW	--	149.08	--	149.08
Black Diamond				4,218.24

BLACK DIAMOND SUBAREA

Goal-2-20: Preserve rolling Black Diamond hills as open space.

POLICIES

2-P-20.1: Support permanent open space preservation of the Black Diamond Mines Regional Preserve.

ACTIONS

2-A-20.a: *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.*

2-A-20.b: *Retain remaining undeveloped acreage within the subarea as open space.*

2-A-20.c: *Ensure the rural and agricultural character of the existing undeveloped and grazing lands is retained.*

GROWTH MANAGEMENT

This element establishes the goals, policies and programs intended to manage and mitigate impacts of future growth and development within the City. It provides policy framework to ensure that sufficient opportunities for housing are provided in the City and that facilities for motorists, bicyclists, pedestrians and transit are constructed in proportion to new urban development.

This element is intended to comply with the requirements of the Contra Costa County Transportation Sales Tax Expenditure Plan (Measure J). Measure J, adopted by County voters in 2004 and later amended by the Contra Costa Transportation Authority (CCTA), is a 25-year extension of the Contra Costa Transportation Improvement and Growth Management Program (Measure C) approved by voters in 1988. The Measure J Growth Management Program is intended to ensure that future development pays for the facilities required to meet the demands resulting from that growth. More particularly, it requires that each jurisdiction in the County:

- Adopt a development mitigation program;
- Address housing options;
- Participate in an ongoing cooperative, multi-jurisdictional planning process;
- Adopt an Urban Limit Line (ULL);
- Develop a five-year capital improvement program; and
- Adopt a transportation systems management ordinance or resolution

In addition to the transportation planning goals and policies identified in this Growth Management Element, Chapter 7: Transportation, establishes goals and policies for traffic services and roadway improvements, bicycle and pedestrian movement, and Transportation Demand Management (TDM) programs. Chapter 13: Housing is also referenced in this Growth Management Element and includes an expended list of policies and programs that describe the City's efforts to foster access to safe, quality housing for people of all income levels.

Existing conditions and regulations associated with growth management are discussed in Chapter 1.0 Land Use and Growth, of the Existing Conditions Report.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

GROWTH AND EXPANSION

Goal-3-1: Realize the opportunities afforded by establishment of the Voter Approved Urban Limit Line to balance the City's growth in such a way as to diversify and expand the employment base, develop a range of housing opportunities, increase the depth of municipal fiscal resources, enhance the quality of urban life for all Pittsburgh residents, focus on infill development, protect the City's resources, and prohibit urban development beyond the Voter Approved Urban Limit Line (ULL).

POLICIES

- 3-P-1.1:** Maintain the City's adopted ULL, which is consistent with the ULL adopted by voters through the Measure J Growth Management Program (as amended by CCTA Ordinance 06-04). The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by a majority vote of the City Council.
- 3-P-1.2:** Manage the City's growth to balance development of housing options and job opportunities, protection of open space and habitat areas, construction of transportation improvements, and preservation of high quality public facilities.
- 3-P-1.3:** Provide a range of development intensities, with the highest intensities in Downtown and in areas proximate to transit and services, and lower intensities in hillside and at the City's southern edge, with an emphasis on land use patterns that make efficient use of the local and regional transportation systems and consider conservation of natural resources.
- 3-P-1.4:** Support infill development, redevelopment, and adaptive reuse within urbanized and brownfield areas.
- 3-P-1.5:** Allow urban and suburban development only in areas where public facilities and infrastructure (police, fire, parks, water, sewer, storm drainage, and community facilities) are available or can be provided.
- 3-P-1.6:** Ensure that the existing and planned transportation system will have adequate capacity to accommodate new urban development prior to project approval.

ACTIONS

- 3-A-1.a:** *Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites.*

FAIR-SHARE CONTRIBUTIONS FOR FACILITIES AND SERVICES

Goal-3-2: Ensure that new residential, commercial, industrial, and other non-public growth contributes its share of the costs for the facilities needed to serve that growth.

POLICIES

3-P-2.1: Require new development to demonstrate that all necessary infrastructure will be fully funded and constructed prior to certificates of occupancy through payment of development impact fees, funding fair-share of necessary improvements, or construction of improvements and coordinate with public service agencies and/or districts as necessary to confirm adequacy of existing and planned infrastructure.

ACTIONS

3-A-1.b: *Maintain and Regularly review and update development mitigation programs that collect fees to mitigate infrastructure and public service impacts.*

3-A-1.c: *Maintain and regularly update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the City. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.*

REGIONAL TRANSPORTATION PLANNING

Goal-3-3: Support regional transportation and land use planning, including implementation of voter-approved measures addressing growth and traffic management and participation in regional planning efforts.

POLICIES

3-P-1.2: Work with Contra Costa Transportation Authority and TRANSPLAN (the transportation planning committee for East County) to develop and implement Action Plans for three modes (roadways, transit, and active transportation), as well as other plans, programs, and studies to address transportation and growth management. The current Action Plan lists goals, Regional Transportation Objectives (RTOs), and metrics in regard to safety, climate change, and equity.

- 3-P-1.3:** Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.
- 3-P-1.4:** Coordinate circulation system plans with other jurisdictions' and agencies' plans, including but not limited to Antioch and Concord, the Contra Costa Transportation Authority, and Caltrans (Transportation Goal 7-G-3). (formerly Goal 3-G-6)
- 3-P-1.5:** Achieve traffic levels of service for roadway intersections that are based on the roadways' classification and location shown in Figure 7-2 and that adequately serve all users. (Transportation Goal 7-G-1) (formerly Goal 3-G-8)
- 3-P-1.6:** Encourage the provision of new and improved pedestrian, bicycle and transit facilities to serve all users of new development projects. (formerly Goal 3-G-9)
- 3-P-1.7:** Work with TRANSPLAN to develop and maintain an Action Plan that identifies transportation priorities in six key topic areas and establishes Regional Transportation Objectives (RTOs) as well as actions for achieving the RTOs to address each topic area. The Action Plan shall also include a process for monitoring and review of impacts that proposed new developments could have.
- 3-P-1.8:** Maintain development mitigation programs to ensure that new growth is paying its fair-share of costs for local and regional transportation facilities.
- 3-P-1.9:** Apply the Contra Costa Transportation Authority's travel demand model and technical procedures to the analysis of General Plan amendments and development projects that exceed thresholds specified by CCTA for their effect on the regional transportation system, including the Action Plan RTOs.
- 3-P-1.10:** Ensure that all Regional Routes of Significance within the City maintain the following traffic levels of service (LOS) standards (applicable to non-freeway routes and routes not subject to a Traffic Management Program):
- LOS and D (peak hour volume to capacity ratio less than or equal to 0.85) at intersections along major arterials, except for intersections along Bailey Road;
 - LOS high E (peak hour volume to capacity ratio less than or equal to 0.99) at intersections along Bailey Road between West Leland Road and State Route 4; and
 - LOS mid E (peak hour volume to capacity ratio less than or equal to 0.95) at intersections on Kirker Pass Road. (Transportation Policy 7-P-6)

- 3-P-1.11:** Ensure that traffic studies prepared for development projects include an analysis of the impacts of project-related traffic and roadway improvements on pedestrians, bicyclists and transit users.
- 3-P-1.12:** Approve proposed development projects expected to generate over 100 peak-hour trips ONLY if Findings of Consistency with adopted traffic levels of service standards are found. Findings of Consistency may be made only if a traffic impact analysis shows that the development project is consistent with adopted Action Plans and will not result in violation of adopted LOS standards for Basic Routes, unless:
- Projects included in the City's five-year Capital Improvement Program will result in attainment of adopted LOS standards; or
 - Findings of Special Circumstances, including appropriate mitigation measures, have been adopted by the City and CCTA.
- 3-P-1.13:** Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, consistent with the CCTA model TSM ordinance, with the purpose of ensuring attainment of RTOs and implementing the Action Plans.
- 3-P-1.14:** Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects. (Transportation Policy 7-P-29)
- 3-P-1.15:** As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development. (Transportation Policy 7-P-34)

ACTIONS

- 3-A-1.a:** *Maintain and regularly update the City's transportation impact fee mitigation programs, including the fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local transportation system and facilities identified in the RTOs. As part of this process, the City should ensure that the cost of regional transportation improvements, identified by TRANSPLAN, along with other improvements, are reflected in the schedule. The fees should be set at amounts that will be sufficient to cover the full cost to construct the improvements, and revenue generated from collection of the fees shall not be used to replace private developer funding of any required improvements that have or would have been committed to any project. The schedule should also differentiate fees based on location of projects within the LOS Areas (i.e., higher fees in areas where greater mitigation and high LOS standards are needed).*
- 3-A-1.b:** *Participate in the regional development mitigation program to establish fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system. This includes regular review of Subregional Transportation Mitigation Programs (STMPs) to ensure that the impacts of new development on the regional transportation system are accounted for.*

STMPs with a uniform fee program should review project lists and fee structures every four to six years while STMPs with other mitigation techniques should decide on an appropriate review schedule based on program components.

- 3-A-1.c:** *Assist in maintaining CCTA's travel demand model by providing information on proposed improvements to the transportation system, planned and approved development, and long-range plans relative to ABAG's projections for households and jobs.*
- 3-A-1.d:** *As part of development review, require preparation of a traffic impact study for all development projects expected to generate more than 100 net new peak hour vehicle trips. Ensure that traffic impact studies are prepared by professional transportation consultants selected and hired by the City, but require that project proponents pay all fees associated with development of such studies. Copies of those reports shall be made available to regional transportation planning agencies and potentially affected jurisdictions. This policy shall also apply to capital improvement projects that may have an affect on existing or planning facilities.*
- 3-A-1.e:** *Notify CCTA, TRANSPLAN, other Regional Transportation Planning Committees (such as TRANSPAC), neighboring jurisdictions, and transportation and transit service providers about development proposals that would generate 100 or more new peak hour vehicle trips.*
- 3-A-1.f:** *Prepare the City-managed traffic impact study according to CCTA's Technical Procedures, and the Institute of Transportation Engineer's Traffic Access and Impact Studies for Site Development, Proposed Recommended Practice.*
- 3-A-1.g:** *Identify appropriate traffic study mitigation measures to ensure that the level of comfort experienced by pedestrian, bicycle and transit users is restored or enhanced after construction of the project creating significant impacts to such users is complete.*
- 3-A-1.h:** *Pursue funding from the Contra Costa Transportation Authority for roadway projects intended to maintain levels of service standards, implement Action Plans for Regional Routes, or provide Special Circumstances mitigation. In no case will revenue from the CCTA Local Street Improvement and Maintenance Fund replace private developer funding for transportation projects needed to meet or maintain LOS standards that may be adversely affected as a result of new development in new growth areas.*
- 3-A-1.i:** *Participate in CCTA's conflict resolution process, as needed to resolve disputes related to the development and implementation of Action Plans.*

HOUSING OPTIONS

Goal-3-4: Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all income levels.

POLICIES

- 3-P-1.16:** Encourage residential and mixed use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed use development on sites that have been designated within Priority Development Areas (PDAs) under the Metropolitan Transportation Commission and Association of Bay Area Governments (MTC/ABAG) FOCUS Program. Assist non-profit and for profit developers to obtain grants and other capital improvement funds offered to PDAs to develop and improve those infill sites. (Housing Element Program 13-P-1.1 E)
- 3-P-1.17:** Comply with California Government Code Section 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority periodically as part of the Authority's Growth Management Plan Compliance Checklist.

ACTIONS

- 3-P-1.18:** *Consistent with the requirements of Measure J, submit the Annual General Plan Report (Government Code Section 65400(a)) and the Annual Progress Report for the Housing Element of the General Plan (Government Code Section 65400(a)(2)(B)(ii) to CCTA as required. The reports must include the specified housing reporting period and must be submitted in CCTA-approved formats.*

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URBAN DESIGN

This element identifies local views and city edges, provides hillside and ridgeline preservation policies, 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 – is 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 becomes increasingly critical in preserving the City's identity.

Existing conditions and regulations associated with land use are discussed in Chapter 1.0 of the Existing Conditions Report and visual resources are discussed in Chapter 5.0 of the Existing Conditions Report.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

Goal-4-1: Preserve the City's history and unique identity through design elements that contribute to Pittsburg's community character and vitality.

POLICIES

- 4-P-1.1:** Establish gateway and landmark features at key entries and focal points in the City, ensuring that gateways and landmarks incorporate urban design principles and contribute to the City's identity. Important gateways include: State Route 4, Railroad Avenue/Kirker Pass Road and Nortonville Road, Willow Pass Road, West Leland Road, Pittsburg-Antioch Highway, and Buchanan Road.
- 4-P-1.2:** Encourage and support high-quality design that evokes Pittsburg's history and unique character through ensuring standards and guidelines for residential, commercial, industrial, mixed use, civic, and other uses incorporate features and materials consistent with Pittsburg's history and character.
- 4-P-1.3:** Enhance key corridors in the City, with distinctive streetscape design, including street trees, sidewalks, street furniture, landscaping, fencing, and parking, to contribute to high-quality, unified design throughout Pittsburg. Key corridors, including distinct subsections of each corridor, include:
- Railroad Avenue: 1) BNSF Railroad Overpass to State Route 4 and 2) State Route 4 to Buchanan Road
 - Willow Pass Road: 1) Beacon Street to Range Road and 2) Range Road to Bay Point
 - Leland Road: 1) Century Boulevard to Railroad Avenue, 2) Railroad Avenue to Pittsburg/Bay Point BART Station, and 3) Pittsburg/Bay Point BART Station to west of San Marco Boulevard
 - State Route 4
 - Buchanan Road
 - Harbor Street
 - Parkside Road
 - East/West 8th Street

- East 3rd Street
- Pittsburg/Antioch Highway
- Bailey Road
- West Avila Road
- San Marco Boulevard

4-P-1.4: Seek methods to improve the visual character and design of Pittsburg, including establishing design standards for gateways, key corridors, residential uses, and non-residential uses, promoting high-quality redevelopment and reuse projects, and addressing features that may adversely affect views of gateways, ridgelines, open space, and other identified visual resources.

ACTIONS

4-A-1.a: *Develop a gateway and landmark program that establishes the design, location, and extent of gateway improvements at key entry points into the City and addresses the design and location of landmark features at significant community gathering nodes. The program shall include:*

- (i) *Use of archways, landscaping, signs, banners, sculptures, decorative lighting, and other visual features to announce the gateways along regional roadways and landmarks at community focal areas. Time installation before or concurrently with construction of new projects.*
- (ii) *Use of steel in historic areas to reflect Pittsburg's steel production history. Consider steel in the fabrication of pedestrian furniture, such as benches, trash and recycling receptacles, throughout the City's public right of ways.*

4-A-1.b: *Utilize the City's Capital Improvement Program to design and install entry features at key entrances to the City and landmark features at key focal points and community gathering areas throughout the community, to design and install streetscape improvements, and to establish and implement underground utility districts (where feasible).*

4-A-1.c: *Update the Zoning Ordinance and/or Design Guidelines to include the following elements to ensure consistent high-quality design that reinforces Pittsburg's community character:*

- *Residential Design Guidelines – Southern Boundary and Hillside Areas*
 - (i) *Ensure that design treatment of new development at the City's southern boundary retains a rural feel by: 1) 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), 2) Using materials and design to promote a rural feeling (for example, wooden or other rustic materials), and 3) 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).

- *Non-Residential Design Guidelines - Infill*

- (i) *Ensure that new development and redevelopment projects position new retail and office structures along the sidewalk, with parking located behind buildings (arterial and collector streets).*
- (ii) *Incorporate steel to tie into the historical importance of the City's steel industry.*

4-A-1.d: *Develop and adopt a set of Citywide Design Guidelines and design standards checklists to assist applicants with project submittals.*

4-A-1.e: *Develop a streetscape beautification program that addresses roadway and streetscape design, including distinctive streetscape design, including street trees, sidewalks, street furniture, landscaping, fencing, and parking, for key corridors identified in Policy 4-P-1.3. Improvements shall include, but not be limited to:*

West Leland Road

1. *Pursue the development of a linear parkway, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills, and also along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village*
2. *Develop as a pedestrian-friendly street, with wide sidewalks, a designated bike lane, small plazas and benches, signaled crosswalks, pedestrian scale building massing, parking tucked behind commercial, civic, and non-residential buildings, and streetscape improvements to create an attractive, usable, multimodal transportation corridor.*
3. *Construct and maintain covered bus shelters at transit stops to heighten visibility of local transit programs and ensure safe and comfortable waiting areas for local residents (between Railroad Avenue and Pittsburg/Bay Point BART Station) for pedestrian safety and comfort.*

State Route 4/Range Road Interchange/Overpass:

1. *Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road in coordination with the California Department of Transportation that will accommodate future traffic demands.*

2. *Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park, including installation and maintenance of street trees, sidewalks, and historic streetlights from BNSF Railroad Overpass to State Route 4.*
3. *Minimize utility wire crossings over State Route 4.*

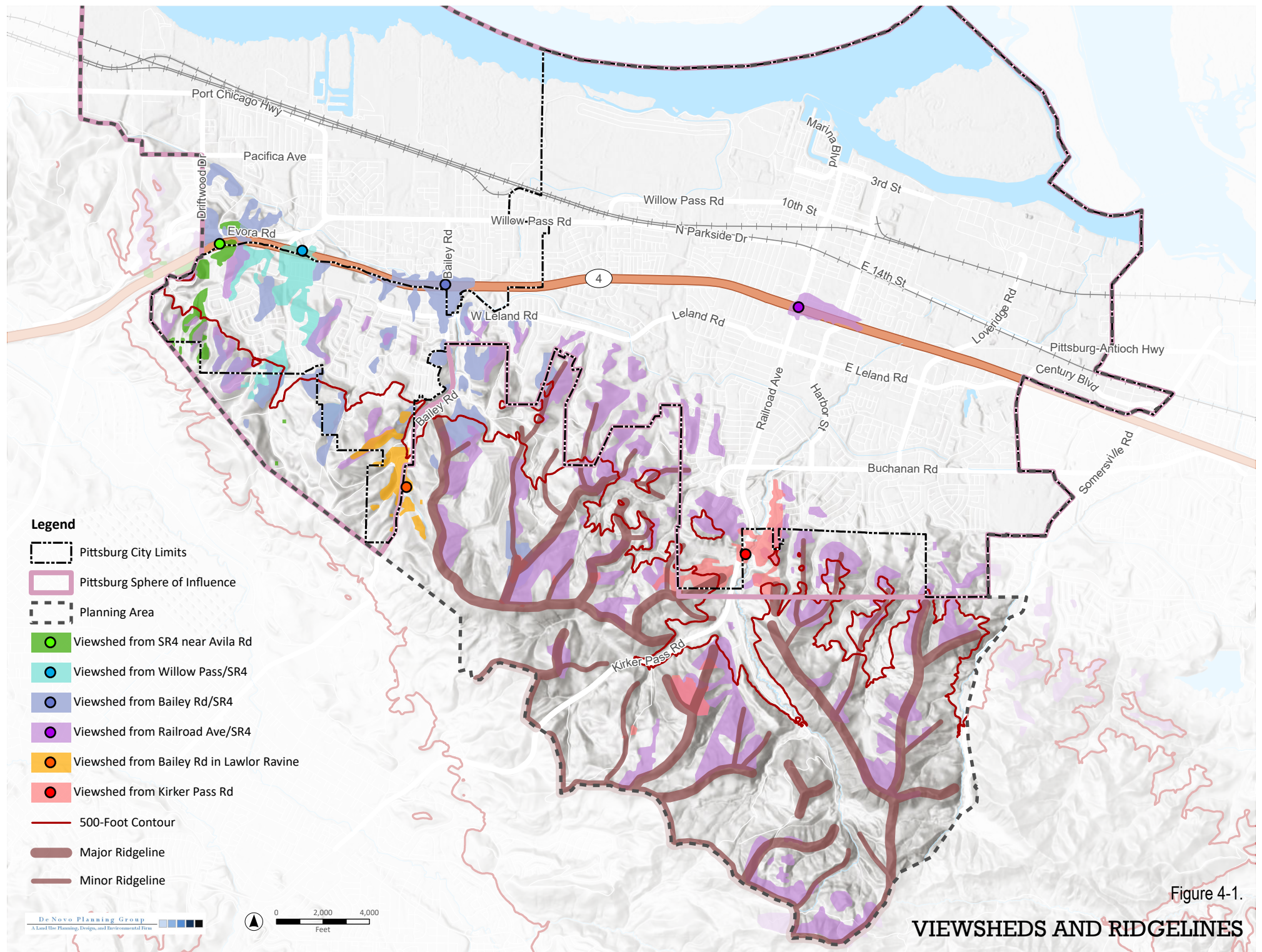
Willow Pass Road:

1. *Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve safety and accessibility. Install City signage and safety features (for example, stop or yield signs) as well as landscaping to make this interchange more attractive and less confusing.*
2. *Widen sidewalks along the eastern section of the Willow Pass Road corridor (from Beacon Street to Range Road), for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.*
3. *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.*
4. *Maintain a rural feeling along Willow Pass Road west of the entrance to the Harbor Lights subdivision (Beacon Street to Range Road), with two travel lanes and no sidewalks.*
5. *Provide additional streetscaping along the Willow Pass Road corridor; Improve streetscape without significantly affecting traffic levels of service.*

Goal-4-2: Encourage preservation of the City's unique natural environment, including hillsides, distinct geologic and topographic landforms, open space, and the waterfront, through a built environment that respects the City's natural features and viewsheds.

- 4-P-2.1:** Encourage development that preserves unique natural features, such as topography, rock outcroppings, mature trees, creeks, and designated major and minor ridgelines in in the design of hillside neighborhoods.
- 4-P-2.2:** In areas not addressed under Policy 4-P-2.1, encourage development that preserves unique natural features, such as topography, rock outcroppings, mature trees, creeks, designated major and minor ridgelines, and views of such areas (as delineated in Figure 4-1) in new development as well as redeveloped sites.

- 4-P-2.3:** Preserve significant visual resources that include skyline ridges, intermediate ridges, hilltops, and rock outcroppings, creeks, lakes, and open space areas in a natural state, to the extent possible (see also Downtown Policy 5-P-3.1 and Resource Conservation and Open Space Policy 9-P-5.4).
- 4-P-2.4:** Retain views of major and minor ridgelines within the southern hills, as designated in Figure 4-1.
- 4-P-2.5:** 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.
- 4-P-2.6:** Ensure that hillside lands not environmentally suitable for development are maintained as open space.
- 4-P-2.7:** Require new development to minimize impacts to, and avoid obstructing views of and from, significant visual resources including major and minor ridgelines through creative site planning, integration of natural features into the project, appropriate scale, materials, and design to complement the surrounding natural landscape, and clustering of development (see also Downtown Policy 9-P-3.2 and Resource Conservation and Open Space Policy 9-P-5.5).
- 4-P-2.8:** As part of the development review process, require design review of proposed hillside development. Encourage:
- Hillside development that is clustered in small valleys and behind minor ridgelines, to preserve more prominent view of the southern hills.
- 4-P-2.9:** Hillside streets that 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.
- 4-P-2.10:** Use revegetation as an erosion control measure to maintain the natural character of a hillside; utilize hydro-seed, silt traps, and other engineering solutions where erosion potential exists during development.



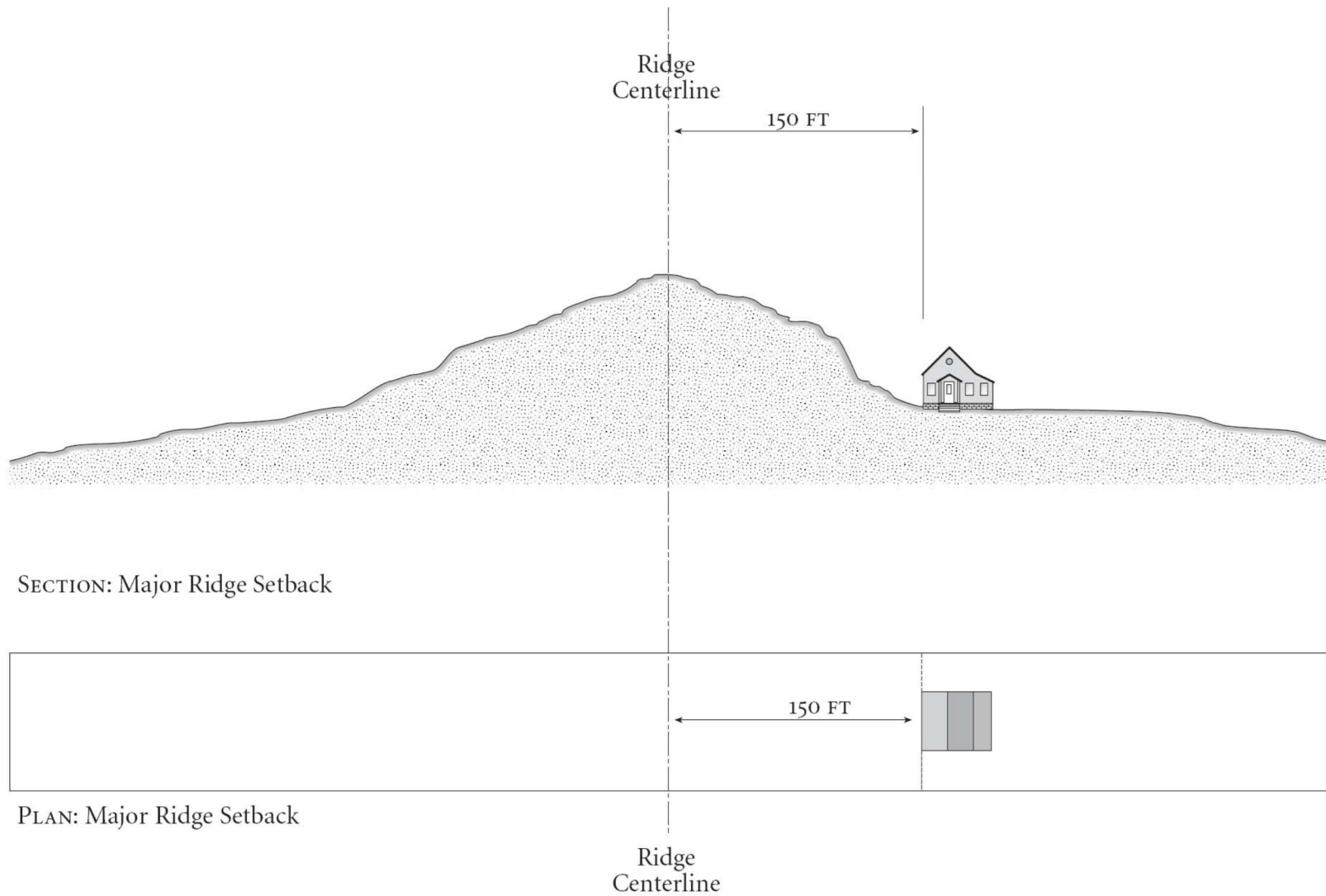
ACTIONS

4-A-2.a: *Develop an open space preservation program to preserve open space consistent with the land uses planned in the General Plan in portions of the City and Planning Area.*

4-A-2.b: *Amend the City's Hillside Development Standards:*

(i) *Site Design:*

1. *Ensure that site layout is sensitive to mapped natural features.*
 - a. *Encourage open space pockets within the most visible hilltop slopes.*
 - b. *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 shown in Figure 4-2.*
 - c. *Require new residential development to provide an adequate transition between urban and open space uses on the City's edge.*
 - d. *Encourage lot configuration such that perimeter walls and fences along arterial corridors within the southern hills are not needed.*
 - e. *Cluster hillside development in small valleys and behind minor ridgelines to preserve prominent views.*
 - i. *Reduce density bonuses from 25 percent to 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours and has a minimum of 50 percent of housing units designed to fit the natural terrain.*
 - ii. *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.*
 - f. *Limit grading of hillside areas over 30 percent slope (see Figure 11-3) to elevations less than 900 feet, foothills, knolls, and ridges not classified as major or minor ridgelines (see Figure 4-1), unless deemed necessary for slope stability remedial grading, or installation of City infrastructure.*



Source: Dyett & Bhatia

Figure 4-2. Ridge Setbacks

- g. *Limit grading of hillside areas over 30 percent slope (see Figure 11-3) to elevations less than 900 feet, foothills, knolls, and ridges not classified as major or minor ridgelines (see Figure 4-1), unless deemed necessary for slope stability remedial grading, or installation of City infrastructure.*
 - h. *Allow flag lots with common driveways within hillside neighborhoods in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-3).*
 - i. *Prohibit construction of decks elevated on visible poles over sloped areas.*
2. *Incorporate erosion control and revegetation programs as part of grading plan submittals.*
 3. *Limit development height and massing of new structures within the viewshed of designated ridgelines to ensure that new development retains significant views of the below-listed ridgelines, including but not limited to:*
 - a. *Major and minor ridgelines as identified on Figure 4-1.*
 - b. *SR4 near Avila Road*
 - c. *Willow Pass/SR4*
 - d. *Bailey Road/SR4*
 - e. *Railroad Avenue/SR4*
 - f. *Bailey Road in Lawlor Ravine*
- (ii) *Building Design:*
1. *Encourage architectural design that reflects the undulating forms of the hillside setting, such as “breaking” buildings and rooflines into several smaller components (see Figure 4-4).*
 2. *Limit building heights and massing where views of the hills from adjacent properties and public spaces could be preserved.*



Figure 4-3. Flag Lots



Figure 4-4. Integrated Architectural Design

3. *Require developers to grade only building pads, and to blend the graded area with adjacent hillside properties to minimize the potential to destroy the City's character and increase risk of geologic and landslide hazards.*
4. *Encourage use of rooftop terraces and decks atop lower stories.*
 - a. *Building forms should be "stepped" to conform to site topography.*

(iii) *Landscape Design:*

1. *Require developers to utilize mapping tools to identify and preserve unique natural features, including landforms, mature tree stands, rock outcroppings, creek ways, and ridgelines.*
2. *Require residential developers in the southern hills to 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*
3. *Use sturdy, native species to maximize water conservation, fire resistance, and erosion control in landscape design.*
4. *Use irregular planting on graded slopes to achieve a natural appearance.*
5. *Require residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.*
6. *Require extensive landscaping, rooftop terraces, sloping rooflines, and use of natural materials in the design and construction of hillside development to encourage a sense of rural character.*
7. *Incorporate the use of "man-made" streams (manufactured drainage courses designed to simulate natural creeks) draining into natural creeks (minimizing concrete channels) for ensuring adequate surface drainage in new hillside development.*
8. *Take advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features by minimizing the visual prominence of hillside development.*

9. *Incorporate the use of “man-made” streams (manufactured drainage courses designed to simulate natural creeks) draining into natural creeks (minimizing concrete channels) for ensuring adequate surface drainage in new hillside development.*
10. *Take advantage of existing site features for screening, such as tree clusters, depressions in topography, setback hillside plateau areas, and other natural features by minimizing the visual prominence of hillside development.*

(iv) *Streetscape Design:*

1. *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.*
2. *Provide on-street parking along hillside roads in parking bays where topography allows.*
3. *Encourage the construction of split roadways on steep hillsides, where appropriate.*
4. *Limit the building of structures or planting of tall trees along the edge or terminus of streets where necessary to preserve views.*
5. *Minimize visibility of streets from other areas within the City (see Figure 4-5).*
6. *Encourage developers to align and construct streets along natural grades.*
7. *Split roadways to allow the integration of natural features, such as mature trees and rock outcroppings, into the street design.*
8. *Implement ridgeline preservation policies to retain views of the southern hills from the State Route 4 corridor.*

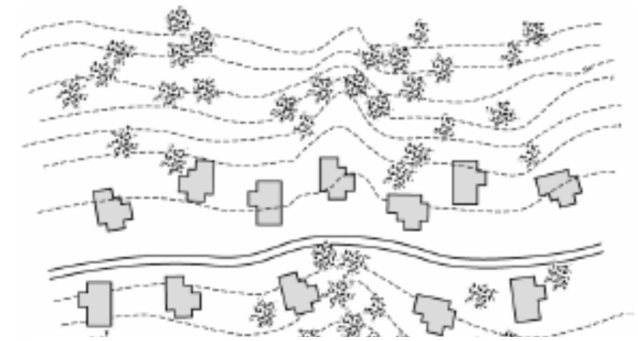


Figure 4-5. Street Layout

4-A-2.c: *Be responsive to natural and institutional elements through community design components such as land use, development intensity, and street layout, 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.*

Goal-4-3: Preserve and enhance City neighborhoods, mixed use areas, roadways, transit, accessibility, and connectivity.

POLICIES

- 4-P-3.1:** Support development of diverse and distinctive neighborhoods that utilizes design that creates diversity rather than homogeneity through distinctive architectural features to build on the patterns of the natural landscape and provide a sense of identity to distinctive neighborhoods and connection with surrounding uses.
- Incorporate pedestrian-oriented mixed-use areas as focal points of new neighborhoods, and adjacent to key transportation centers.
 - Protect the urban forms of four distinctive neighborhoods: 1) Central Addition, 2) Pittsburg Heights, 3) Buchanan, and 4) Oak Hills.
- 4-P-3.2:** Encourage revitalization and enhancement of existing underperforming commercial areas through facilitation of private investment and site planning.
- 4-P-3.3:** Require developers to implement urban design best practices when creating an attractive, walkable corridor that features a variety of land uses.
- Design or retrofit and enhance public streets to strengthen neighborhood aesthetics, advance connectivity, improve walkability and bicycling, and integrate transit.

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.

- (i) Ensure that neighborhood streets provide safe and attractive connections to local schools, parks, commercial centers, and transit facilities for pedestrians and bicycles.
- (ii) Provide a highly vitalized urban pedestrian environment through the establishment of pedestrian amenities.
- (iii) Incorporate trails through open space areas between clustered development to provide connections to employment, shopping, and recreation centers within the City's flatlands.
- (iv) Ensure the provision of public transit and pedestrian amenities within the City's mixed-use areas.

4-P-3.4: Prioritize complete streets in all mixed use areas and neighborhoods that promote alternative transportation modes (i.e., walking, bicycling, transit) and connectivity to provide a safe, attractive, and viable mix of commercial and residential activities within an environment.

4-P-3.5: Encourage revitalization and enhancement of existing underperforming commercial areas through facilitation of private investment and site planning.

4-P-3.6: Require developers to implement urban design best practices when creating an attractive, walkable corridor that features a variety of land uses.

- Provide a highly vitalized urban pedestrian environment through the establishment of pedestrian amenities.
- Design or retrofit and enhance public streets to strengthen neighborhood aesthetics, advance connectivity, improve walkability and bicycling, and integrate transit.
- Require new developments to provide an integrated, safe, and attractive pattern of streets and pedestrian/bicycle paths and amenities that create a welcoming bicycle/pedestrian and include connections to the existing and planned off-site circulation system, including connections to local schools, parks, greenways, commercial and employment centers, transit facilities, and the Delta De Anza Trail.
- Incorporate trails through open space areas between clustered development to provide connections to employment, shopping, and recreation centers within the City's flatlands.
- Ensure the provision of community spaces (e.g., plazas, greens, and public areas), pedestrian amenities, and public transit access within the City's mixed-use areas.

ACTIONS

4-A-3.a: *Amend the City's Zoning Ordinance to:*

- *Incentivize revitalization of blighted or underutilized properties, particularly along key corridors, at gateways, and in the vicinity of community focal areas.*
- *Ensure that community and urban design requirements are addressed consistently.*
- *Minimize the visual dominance of garages in residential units. Include the following strategies:*
 - (i) *Limit the front width of a single-family house that can be occupied by a garage to less than one-half of the building width*
 - (ii) *Encourage the location of garages towards the back of the properties*
 - (iii) *Establish street connectivity requirements*
 - (iv) *Encourage garages to be setback from the front edge of the house*
 - (v) *Allow for reductions in front yard setbacks*
 - (vi) *Orient garage doors 90 degrees from the street*
 - (vii) *Incorporate design elements on the second level above garages (such as bay windows or balconies) to break down the scale of the garage*
- *Require sidewalks with vegetated parkways (the area between the outside edge of the sidewalk and the inside edge of the curb) on both sides of residential streets (except in hillside areas).*
 - 1. *Minimize curb cuts to provide safe and comfortable pedestrian routes through local neighborhoods.*
- *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-A-3.b: *Implement the Active Transportation Plan to:*

- *Require new developments to provide an integrated pattern of streets and pedestrian/bicycle paths and amenities that create a welcoming bicycle/pedestrian and include connections to the existing and planned off-site circulation system.*

4-A-3.c: *Continue participation with community partners in the Business Improvement District program to:*

- *Effectively communicate with the media*
- *Create and execute a unique visual identity*
- *Fund streetscape improvements*
- *Develop promotion programs, brochures, and host special events*

4-A-3.d: *Demolish and/or redevelop blighted and aging properties, including façade improvement and pedestrian oriented design, by utilizing state and local incentives (available through Enterprise Zone programs and local programs, and density bonuses), including but not limited to those located:*

- *Along Railroad Avenue and within the Railroad Avenue Specific Plan area.*
- *On Willow Pass Road, from Range Road to Beacon Street.*
- *At the Railroad Square shopping center, with the consideration of development of a community or recreational facility.*
- *Higher-end business/office uses where feasible, with support retail, restaurant, and residential activities.*

4-A-3.e: *Implement the Railroad Avenue Specific Plan and Pittsburg/Bay Point BART Master Plan, updating as necessary to:*

- *Establish each station and the surrounding area as a vibrant, mixed-use area providing residential, retail, dining, and employment uses that promote active use of the BART stations;*
- *Promote linkages between the stations and community destinations consistent with the Active Transportation Plan;*
- *Ensure that a variety of land uses are being provided at intensities and densities adequate to support transit use and provide a range of opportunities;*
- *Ensure buildings are oriented toward streets and public areas with an emphasis on promoting walkability; and*

- *Expand multi-modal opportunities, including access to BART, Tri-Delta, County Connection, adjacent to each BART Station, where feasible and necessary, through facilities similar to the multi-modal facility serving the Pittsburg Center BART station.*

4-A-3.f: *Contra Costa Canal:*

- *Clean up Contra Costa Canal in partnership with Contra Costa Water District, including the removal of litter, and reduction and beautification of fencing.*
- *Rehabilitate the fencing surrounding Contra Costa Canal at Railroad Avenue; Minimize or replace existing chain-link fencing with ornamental fencing, and vegetate and mulch a more attractive utility corridor adjacent to the roadway.*

Goal-4-4: Utilize landscape as an important aesthetic and unifying element throughout the City.

POLICIES

- 4-P-4.1: Design landscape to enhance structures, neighborhoods, and to create and define public and private spaces.
- 4-P-4.2: Use open space and landscape to define and link neighborhoods and community areas.
- 4-P-4.3: Support the incorporation of landscaping and vegetation, with preferences for linear parks and median improvements, along roadways to provide a sense of open space.
- 4-P-4.4: Limit plant palette to select native trees or identifiable non-native species.
- 4-P-4.5: Improve highway landscaping and retain significant views.
- 4-P-4.6: Encourage existing residential areas to improve landscaping and fencing along existing fenced areas.

ACTIONS

4-A-4.a: *Update the Zoning Ordinance to:*

- *Establish standards for landscaping and fencing for all districts/use categories, with a focus on unified design and character throughout Pittsburg.*
- *Encourage use of native plant species and locally-recognized non-native species with low watering and maintenance requirements in linear parks, landscaped medians, and other quasi-public landscaping applications to enhance the City's overall identity.*

- *Require landscaped screening for utility boxes, loading areas, and large facilities such as tanks in multifamily, mixed use, and non-residential developments.*
- *Require landscaping and tree planting along key roadways, arterials, and collectors.*

4-A-4.b: *Work with the California Department of Transportation to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.*

4-A-4.c: *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-A-4.d: *Ensure that all development adjacent to State Route 4 provides landscaping along new sound walls during development review.*

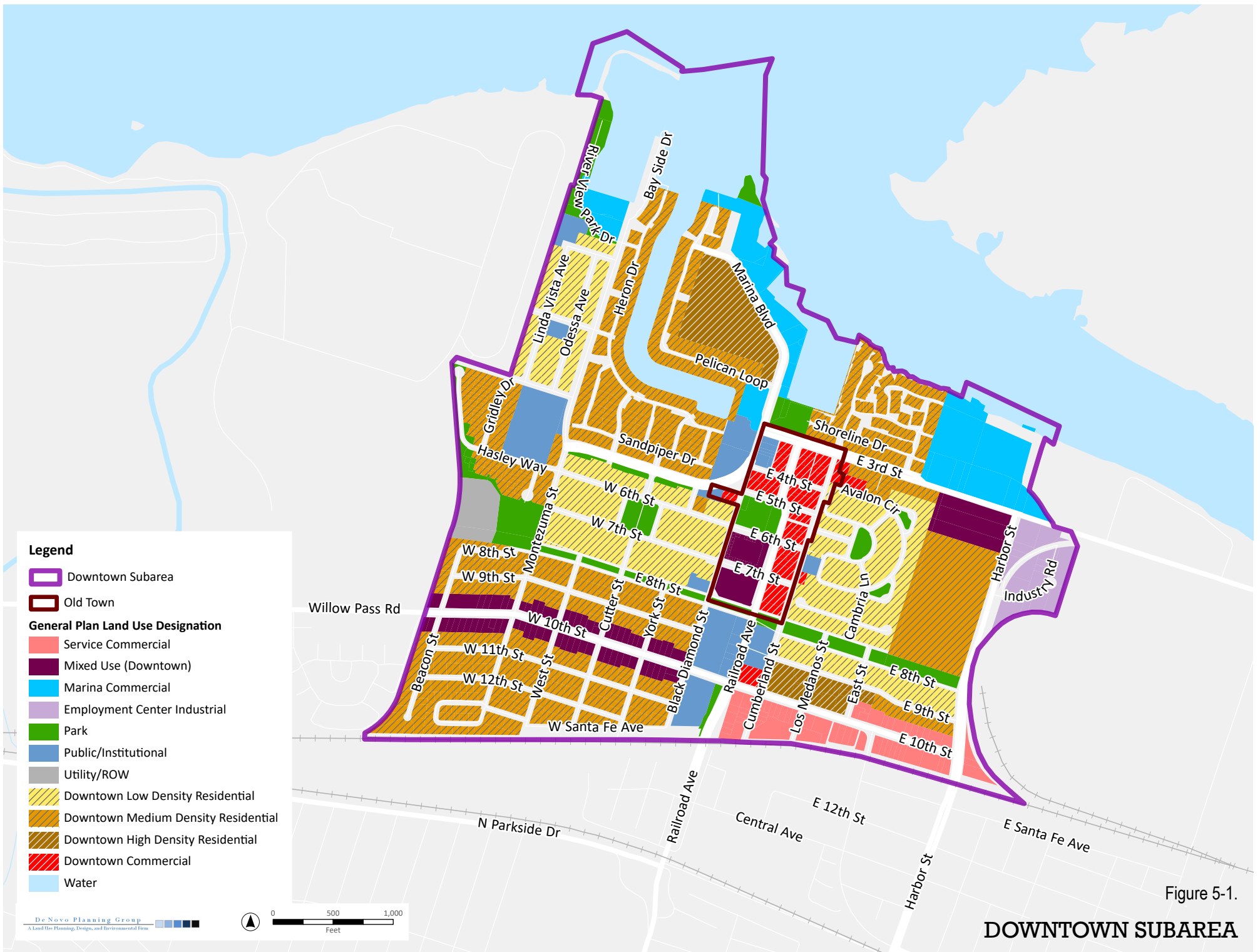
4-A-4.e: *Vegetate existing parking lots and add shade trees as the opportunity arises.*

DOWNTOWN

This element describes the development strategy for the City's Downtown, and provides policy framework for streetscape design, waterfront access, historical resources, and off-street parking. Downtown Pittsburg, as identified in the General Plan, extends from the Burlington Northern and Santa Fe (BNSF) railroad tracks in the south to the Sacramento River Delta waterfront in the north. The eastern and western boundaries of Downtown, generally defined by Harbor and Beacon streets, are less distinctive. Downtown stretches about ¾-mile in either direction from Railroad Avenue, encompassing an area of approximately 350 acres. Streets, utilities, railroads, waterways, and other rights-of-way account for 104 acres, or about 30 percent of the total land area.

The Downtown and Land Use Map for Downtown are illustrated in Figure 5-1.

Existing conditions and regulations associated with land use are discussed in Chapter 1 of the Existing Conditions Report.



GOALS, POLICIES, AND IMPLEMENTATION MEASURES

COMMUNITY CENTER AND DESTINATION

Goal-5-1: Promote and enhance Downtown as the City's symbolic center and community destination, with a variety of land uses, including mixed use developments, community destinations, and neighborhood retail centers, in a walkable, pedestrian-oriented district.

POLICIES

- 5-P-1.1:** Emphasize Downtown, including Old Town, as Pittsburgh's historic center, providing an identity and a sense of place for the entire city by establishing a focused revitalization strategy that integrates the initiatives of the Economic Development Strategy.
- 5-P-1.2:** Encourage mixed-use developments within the commercial core by providing incentives for residential units, such as live-work spaces or housing on upper stories.
- 5-P-1.3:** Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theatres, public art galleries and shows in the commercial core.
- 5-P-1.4:** Encourage a critical mass of community- and visitor-oriented retail businesses, such as theaters, museums, gift shops, and galleries, as well as neighborhood retail and personal services.
- 5-P-1.5:** Allow and encourage outdoor seating, parklets, and services adjacent to restaurants and other food/beverage sales.
- 5-P-1.6:** Provide a variety of recreational facilities to serve visitors to the Downtown, Old Town, and residents of surrounding neighborhoods.
- 5-P-1.7:** Encourage redevelopment of the Johns Manville property and allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).
- 5-P-1.8:** Concentrate Downtown commercial activity—which includes specialty retail, professional offices, personal services, entertainment and other uses - along the Railroad Avenue corridor.
- 5-P-1.9:** Continue the preservation, rehabilitation, and reuse of historically significant structures within the Old Town.
- 5-P-1.10:** Require new construction and remodeling throughout Downtown (including the New York Landing Historical District as shown in Figure 5-2) to be reviewed for design compatibility by the Planning Commission.

- 5-P-1.11: Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due east of the adjacent Medium Density Residential neighborhood.
- 5-P-1.12: Ensure that transitional buffer areas—such as landscaped berms, parking lots, and storage areas—are placed between new residential units and the BNSF railroad tracks along the southern edge of the West Tenth Street Neighborhoods during development review.
- 5-P-1.13: Support the continued maintenance of redeveloped neighborhoods within Downtown.

ACTIONS

- 5-A-1.a: *Facilitate coordination between the Pittsburgh Housing Successor Agency, Planning, Environmental Services, Building, Engineering, and Economic Development Departments in order to achieve the envisioned Downtown goals and policies.*
- 5-A-1.b: *Provide incentives for residential units, such as live-work spaces or housing on upper stories.*
- 5-A-1.c: *Encourage commercial and mixed-use sites to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).*
- 5-A-1.d: *Design sidewalks that allow for the free flow of pedestrians and include conveniently located rest areas with shade and seating and outdoor dining opportunities.*
- 5-A-1.e: *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.*
- 5-A-1.f: *Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the Pittsburgh Seventh Day Adventist Church.*
- 5-A-1.g: *Permit mixed-use projects with service commercial uses on street frontage along the northern side of East Tenth to provide a transition to Downtown residential areas.*
- 5-A-1.h: *Encourage public acquisition and/or private assembly of neighborhood blocks surrounding West Tenth Street for redevelopment to higher density housing, including rebuilding of the existing affordable housing stock.*
- 5-A-1.i: *Encourage the development of small-lot single family parcels in Medium Density areas of the West Tenth Street Neighborhoods and Downtown Core by providing flexible development standards in the City's Zoning Ordinance.*

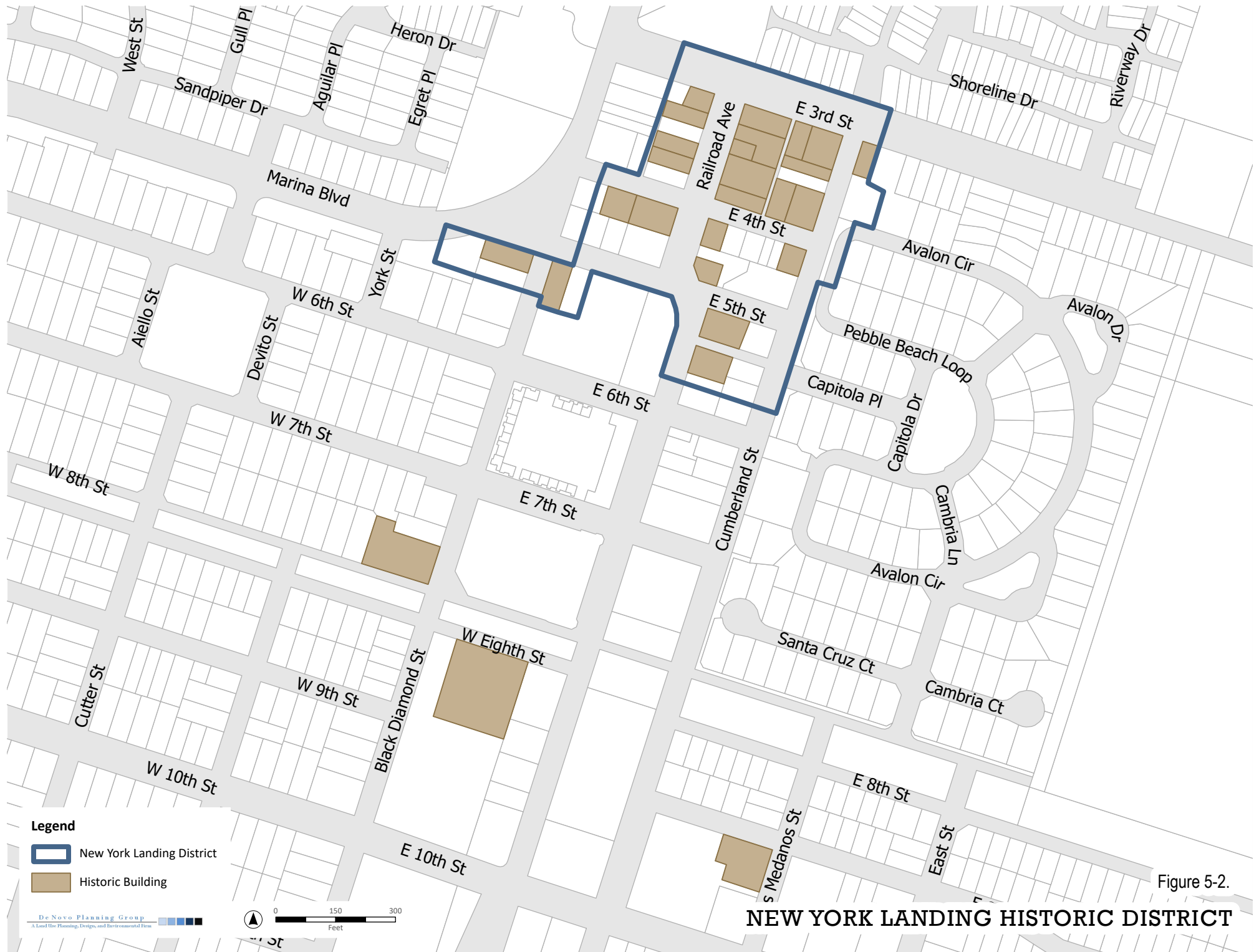


Figure 5-2.

NEW YORK LANDING HISTORIC DISTRICT

- 5-A-1.j:** *Encourage high-density residential development in Downtown neighborhoods by requiring all new multi-family residential projects to have a minimum of 20 units, unless the High Density designated land in a given City block is not adequate in size to support that number of units, or unless the City determines that less units, sized to accommodate large family households, better serves the public interest. In such cases, there shall be no less than 16 units within a project.*
- 5-A-1.k:** *Encourage high-density residential uses in the Downtown neighborhoods by promoting multi-family development in the West Tenth Street neighborhoods on sites more than two acres and/or sites which encompass all High-Density designated land in a given City block.*

GATEWAYS, STREETSCAPES, AND BEAUTIFICATION

Goal-5-2: Improve streetscapes within the Downtown, including: 1) Clearing public views of the waterfront and southern hills; 2) Providing pedestrian amenities; 3) Strengthening transitions between land uses; and 4) Increasing landscaping and planting more street trees.

POLICIES

- 5-P-2.1:** Establish consistent Downtown wayfinding signage, to create a unified theme throughout Downtown, and include gateway signs at key entries to the Downtown.
- 5-P-2.2:** Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront and ensuring pedestrian-oriented streets provide convenient access between the Commercial Core, waterfront, and other destinations in the Downtown and the adjacent residential neighborhoods.
- 5-P-2.3:** Work with developers to clear and maintain Downtown's unique views of the waterfront, southern hills, and community plazas (see also Land Use Policy 9-P-2.5).
- 5-P-2.4:** Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.

ACTIONS

- 5-A-2.a:** *Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.*

- 5-A-2.b:** *Encourage property-owners of vacant Downtown structures to allow window box displays created by the Historical Society or other community organizations, rather than boarded-up glass storefronts.*
- 5-A-2.c:** *Design and implement a gateway project at the Railroad Avenue underpass between Central Avenue and Tenth Street, providing an identifiable gateway into the Downtown.*
- 5-A-2.d:** *Develop a “way-finding” system for Downtown Pittsburg to the Marina and other local attractions. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from State Route 4 and to the waterfront from Downtown.*
- 5-A-2.e:** *Require transitional buffers along the edges of new and redevelopment projects adjacent to the industrial uses east of Downtown. Such buffers may include a combination of landscaped berms, parking areas, pedestrian walkways, and storage facilities.*
- 5-A-2.f:** *Pursue widening of sidewalks north of Eighth Street, as site configuration allows during redevelopment of commercial properties along Railroad Avenue.*
- 5-A-2.g:** *Retain existing pedestrian-scale lampposts and amenities along sidewalks within Downtown.*
- 5-A-2.h:** *Plant and maintain a double row of trees on either side of Railroad Avenue, extending south to State Route 4.*
- 5-A-2.i:** *Develop standards for placement of pedestrian amenities along sidewalks on Railroad Avenue.*
- 5-A-2.j:** *Encourage developers to orient exterior design elements of Commercial Core structures toward pedestrians (for example, large display windows on street frontage, weather coverings over entryways), and extend the historical flavor of architectural features within the New York Landing Historical District (see Figure 5-2 for location of New York Landing Historical District) to the intersection of Railroad Avenue and Tenth Street.*
- 5-A-2.k:** *Ensure that new and redevelopment projects strengthen transitions between land uses, provide landscaping and street trees, and include pedestrian amenities.*

WATERFRONT DESTINATION

Goal-5-3: Maintain the Suisun Bay/New York Slough waterfront, including pedestrian access, as a prominent City feature.

POLICIES

5-P-3.1: Encourage and support increased and continued access to the Suisun Bay/New York Slough waterfront.

ACTIONS

- 5-A-3.a:** *Develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses by undertaking active efforts, including land acquisition and assembly.*
- 5-A-3.b:** *Pursue the dedication of public open space during the redevelopment of infill sites within the Downtown, particularly adjacent to the waterfront area.*
- 5-A-3.c:** *Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting that connects key areas of the Downtown (John Buckley Square, commercial core area, Eighth St. greenbelt, Marina Walk Park, etc.) to the waterfront.*
- 5-A-3.d:** *Develop a detailed design plan for the City's new Marine Commercial center, featuring:*
- *Mixed-use village atmosphere;*
 - *Creation or enhancement of points of interest based on the Marina Plan;*
 - *Walkable layout, with pedestrian amenities;*
 - *Public access to the shoreline and views of Browns Island; and*
 - *Focus on visitor attractions, as well as traditional marine services.*
- 5-A-3.e:** *Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.*

- 5-A-3.f:** *Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot-wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third Street to the shoreline.*

GRID STREET NETWORK

Goal-5-4: Maintain and enhance the City's historic, walkable grid street pattern and enhance vehicle, pedestrian, and bicycle connections between Downtown and surrounding areas.

POLICIES

- 5-P-4.1:** Require that the grid street network and pedestrian connections are maintained during redevelopment of the West Tenth Street Neighborhoods.
- 5-P-4.2:** Ensure that new Downtown residential projects preserve and continue the traditional grid street network.

ACTIONS

- 5-A-4.a:** *Extend the grid street network east of Downtown as existing industrial uses are redeveloped.*
- 5-A-4.b:** *Work with redevelopment projects to enhance and expand the City's existing walkable grid street network.*
- 5-A-4.c:** *Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area.*
- 5-A-4.d:** *Consider opportunities to make one-way streets two-way streets by eliminating on-street parking.*
- 5-A-4.e:** *Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown. Curb extensions used as traffic calming devices should be designed to be bicycle-friendly.*
- 5-A-4.f:** *Develop a bikeway:*
- *Along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path; and*
 - *Between Downtown and waterfront areas to the Civic Center area along Railroad Avenue.*

VEHICULAR AND NON-VEHICULAR PARKING

Goal-5-5: Ensure ample public parking opportunities to support a vibrant Downtown Commercial Core.

POLICIES

5-P-5.1: Provide public parking lots within Downtown, and limit private, single-user parking areas while ensuring the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.

ACTIONS

5-A-5.a: *Reduce off-street parking requirements within High Density Residential neighborhoods of the Downtown to one space per housing unit.*

5-A-5.b: *Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.*

5-A-5.c: *Investigate use of diagonal on-street parking spaces on Downtown commercial streets.*

ECONOMIC DEVELOPMENT

This element provides a policy framework for ensuring Pittsburg's long-term fiscal sustainability and economic competitiveness in the region. This element outlines the City's economic development objectives to ensure that economic decision-making is integrated with other aspects of the City's development and Economic Development Strategic Plan.

This Economic Development Element addresses providing appropriate and adequate sites and programs to support existing businesses as well as to promote diverse economic growth, efforts to ensure that the City's labor force is skilled and provided a broad range of high-road employment opportunities, ensuring that the City's housing and quality of life are of a caliber to attract employers, ensure that infrastructure is in place or planned to support a successful commercial and industrial base, including telecommunications and emerging technologies, and providing a sustainable fiscal base for the City.

The Land Use Map (Figure 2-2) creates opportunities for new and expanded office, industrial, and other high-roads employment and commercial spaces to be located at strategic locations, including the Downtown, Northeast River, Loveridge, Railroad Avenue, East Leland, West Leland, North Central River, and Bay Point areas as shown on Figure 6-1.

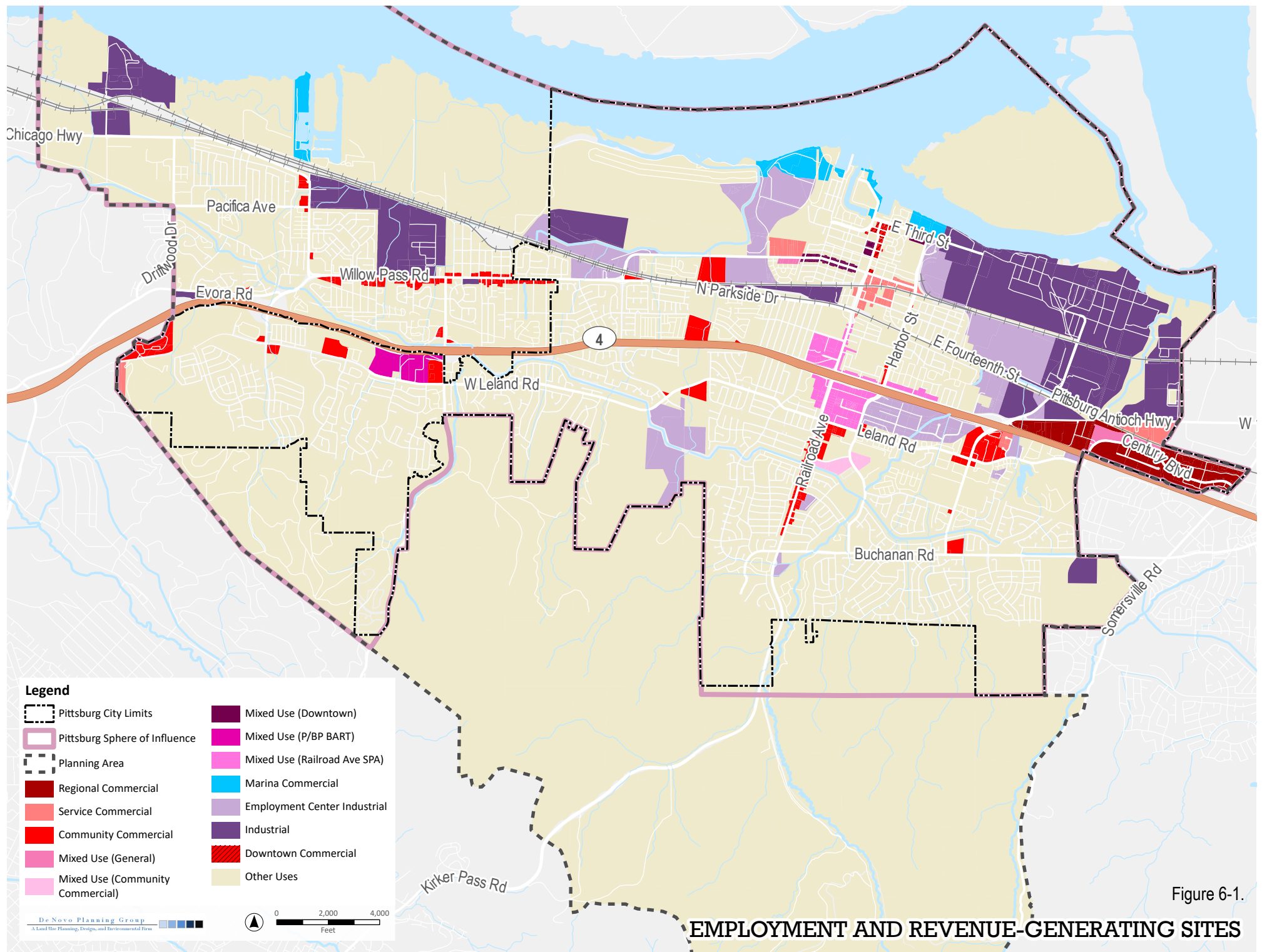


Figure 6-1.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

FISCAL SUSTAINABILITY

Goal 6-1: Ensure that the City's General Plan sustains and promotes a vibrant, fiscally sustainable economy that fosters strong economic growth, a stable revenue base, availability of local goods and services to meet the City's, high quality employment opportunities, and quality of life for all residents.

POLICIES

- 6-P-1.1:** Ensure that the City's Economic Development Strategic Plan economic development goals, and vision and implementation program are aligned and coordinated with the General Plan goals, policies, and programs and land use map.
- 6-P-1.2:** Pursue strategies that support the attraction and retention of diverse industries, a diverse workforce, and a diversity of municipal revenue sources.
- 6-P-1.3:** Achieve and maintain a balance of land uses within the City that assures residential development is complemented by expanded local employment opportunities, retail and commercial services, and recreation and entertainment venues; and that the City-wide mix of land uses provides a balanced variety of housing and business types and balances uses that produce revenues and those that require public expenditures.
- 6-P-1.4:** Ensure that the City's revenue and fiscal base is not overly dependent on any one type of land use, development, or revenue source.
- 6-P-1.5:** Maintain competitive rates and fees for City services and resources that reflect the cost to the City but do not inhibit desired growth and do not result in inequitable access to City services and facilities.
- 6-P-1.6:** Maximize the City's public financing tools and consider opportunities for enhancement in order to fund the various economic development initiatives outlined in this Element.
- 6-P-1.7:** Build the City's capital improvement and business assistance funds in order to be in a position to leverage, borrow, and fund key projects.

Economic Development Strategic Plan

The Economic Development Strategic Plan establishes goals, strategies, investment priorities, and implementation actions for the short-term, and is designed to address the City's economic development vision and mission: to expand the local economy in a diverse and self-sustaining way that serves to improve the lives of all residents. The 2022 Strategic Plan focuses on actions to achieve the following goals:

- 1: Foster a business climate that is competitive by prioritizing support for existing businesses.
- 2: Enhance quality of life for all residents and build the City of Pittsburg's reputation as a regional destination.
- 3: Identify strategies for bringing additional commercial and job opportunities to underutilized areas of the City.
- 4: Public and Private Infrastructure Investment and Development.

- 6-P-1.8:** Promote local purchase of goods and services by residents, workers, businesses and City government in order to retain spending within the local economy and generate revenue for the City.

ACTIONS

- 6-A-1.a:** *Review and update the Economic Development Strategic Plan every five years or as needed to address current economic trends, impacts, and opportunities to attract and retain a range of employment opportunities and business sectors that are appropriate for Pittsburgh.*
- 6-A-1.b:** *Allocate resources and funding to provide opportunities for key city leaders and staff to address the City's economic development goals and participate in annual trainings on economic development best practices and tools, including methods to retain key businesses, support emerging sectors, revitalize economic corridors, and capitalize on local business development opportunities that spur economic growth and development.*
- 6-A-1.c:** *Partner with the Chamber of Commerce and other local economic development organizations in efforts to promote and market the City as a location for business development that is consistent with the goals of the General Plan.*
- 6-A-1.d:** *Ensure that community and business stakeholders are engaged and provide feedback in city policy development and decision-making processes, including coordination with local organizations.*
- 6-A-1.e:** *Prepare an Annual Fiscal Assessment of the City that considers the soundness of major infrastructure financing programs (e.g., development impact fees, Capital Improvement Program, etc.) and the future prospects for overall fiscal balance of the City.*
- 6-A-1.f:** *Annually review and adjust user rates and fees to ensure that they reflect the City's full cost (or the percentage of full cost as approved by the City Council) of providing services.*
- 6-A-1.g:** *Investigate programs which will diversify and stabilize the City's revenue sources as well as potential new revenue sources that result in minimal or reduced impacts to the City's infrastructure.*
- 6-A-1.h:** *Establish procedures and mechanisms to encourage and give priority to high-roads jobs providers and to uses providing greatest financial resources to the City.*
- 6-A-1.i:** *Promote policies and programs to encourage expansion of the local tax base, including support for existing local businesses, expansion or attraction of new retail and food service businesses to meet the business and consumer demands that are underserved in the marketplace.*

6-A-1.j: *Aggressively pursue grant funds, including for planning, infrastructure, recreation, and public services, to reduce the financial burden to the City.*

BUSINESS ATTRACTION, RETENTION & PROMOTION

Goal 6-2: Facilitate attraction, retention, and expansion of businesses that meet the City's economic development objectives and maintain a desirable climate for conducting business in and with the City.

POLICIES

- 6-P-2.1:** Promote attraction and retention of businesses that provide a diversified economic industry base with a broad range of job types and skills that insulate the local economy from possible economic downturns.
- 6-P-2.2:** Provide a business-friendly, service-oriented, and solutions-based approach to permitting and business assistance through efficient processing of applications and permits.
- 6-P-2.3:** Support expansion and retention of local businesses that have invested in Pittsburgh, to retain revenue in the City and to respond to community needs for key amenities and services.
- 6-P-2.4:** Encourage development that accommodates services necessary to support local residential neighborhoods, including local grocery stores, restaurants, high-quality health care, education, and other services.
- 6-P-2.5:** Attract real estate brokerages, legal, engineering, lending, and other similar sectors throughout the community to ensure that local services are available to serve Pittsburgh's business communities and residents.
- 6-P-2.6:** Facilitate the revitalization of existing shopping centers, business parks, industrial areas, and key corridors as needed in order to meet the economic development goals of the City.
- 6-P-2.7:** Facilitate and encourage more efficient use of the City's industrial and employment-generating land supply, creating higher employment densities and high-quality jobs, while discouraging the use of large sites and buildings with low intensity uses and other uses that may compromise the sustainability of these areas.
- 6-P-2.8:** Emphasize Downtown as Pittsburgh's historic center, providing an identity and a sense of place for the entire city by continuing to implement a focused revitalization strategy that integrates the initiatives of the Economic Development Strategy.

- 6-P-2.9: Encourage new development in areas where growth and investment have the potential to catalyze revitalization of existing uses.
- 6-P-2.10: Continue to provide incentives, encourage employment, and promote businesses within the City's Opportunity Zones.
- 6-P-2.11: Provide appropriate incentives for infill and redevelopment projects that have the potential to revitalize existing neighborhoods or commercial areas.
- 6-P-2.12: Encourage and support home-based businesses.
- 6-P-2.13: In the Downtown, transit corridors, and mixed use areas, encourage site designs that optimize visibility of retail, restaurant, and service uses.
- 6-P-2.14: Encourage new businesses and project development under the Employment Center Industrial land use classification.

ACTIONS

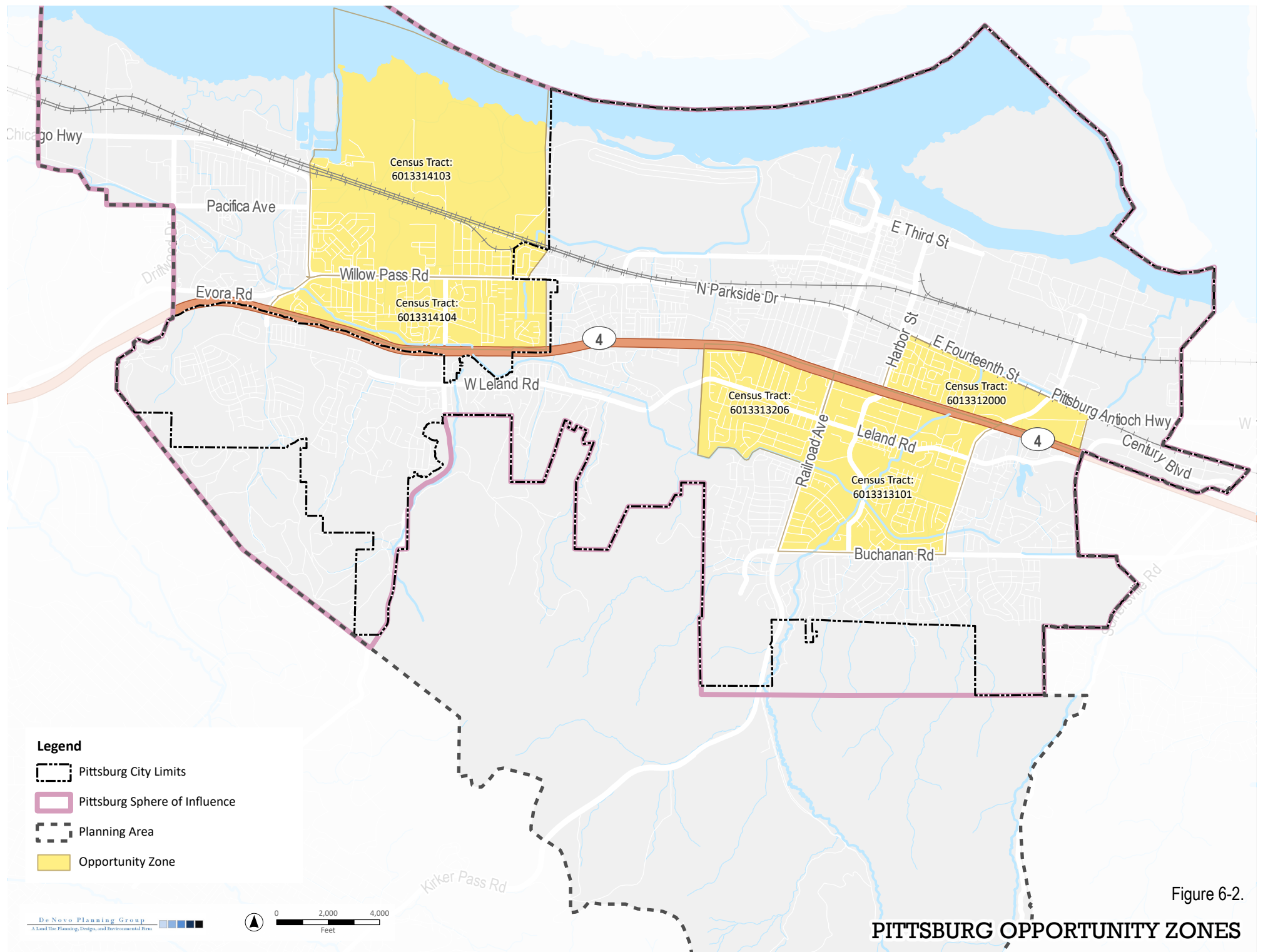
6-A-2.a: *Review, and update as necessary, zoning and other development regulations and application review and permitting process to:*

- *Ensure consistency with General Plan land use policies aimed at spurring job growth and economic development. Revisions may include increased flexibility regarding use types, business operations, site development standards, reduced parking standards near transit stations, or other changes intended to reduce impediments to development consistent with the goals of this General Plan;*
- *Ensure that the City's development process and zoning regulations facilitate expeditious review of commercial, office, and light industrial development proposals that meet the City's goals and provide high-quality jobs and that create a multiplier effect for the local economy; and*
- *Ensure that zoning and other development regulations do not include internal conflicts or other unintended development impediments that would limit full and complete utilization of sites zoned for commercial and light industrial activities, consistent with the maximum densities and development intensities allowed by the zoning code.*

Opportunity Zones

The Tax Cuts and Jobs Act of 2017 established Opportunity Zones to provide tax incentives for investment in certain areas to spur community development. The State promotes and supports Opportunity Zones to further environmental justice, sustainability, climate change, and housing.

Pittsburg is home to nearly 1,700 acres of Opportunity Zones in the City and an additional 2,329 acres in the Planning Area, as shown on Figure 6-2.



- 6-A-2.b:** *Develop a distinct image and brand for the City that reflects its unique identity and sets it apart within the larger region.*
- 6-A-2.c:** *Establish a package of development incentives, which may include tools such as development fee deferrals, expedited permit review and approval, and floor area bonuses, for appropriate industries and high employment generating businesses, to facilitate retention and expansion of existing businesses and support of new business clusters. Ensure that the long-term benefits accrued to the City ultimately exceed the value of the incentive package provided.*
- 6-A-2.d:** *Monitor land use and development trends in the City, specifically in the Economic Opportunity and Innovation Districts established in Policy 6-P-3.7 and Action 6-A-3.b, to ensure a sufficient supply of land that offers appropriate use designations and development intensities.*
- 6-A-2.e:** *Work with the Pittsburg Chamber of Commerce and the Contra Costa County Workforce Investment Board to promote local business successes and ventures in all parts of the City.*
- 6-A-2.f:** *Maintain an adequate inventory of sites zoned and designated for a variety of business types and sizes, highlighting ready-to-go nonresidential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.*
- 6-A-2.g:** *Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.*
- 6-A-2.h:** *Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities, including in areas experiencing retail leakage. Incorporate initiatives to retain and expand existing retail and consumer services businesses.*
- 6-A-2.i:** *Partner with and support local businesses and business organizations to promote a strong business base through joint business attraction and retention efforts that include marketing, outreach, technical assistance, workforce development, training, and welcome/orientation activities for new businesses.*
- 6-A-2.j:** *Provide priority access to economic development tools and resources and technical assistance to businesses seeking to expand in the City.*
- 6-A-2.k:** *Ensure that the City provides a business-friendly service-oriented, and solutions-based approach to permitting through efficient processing of applications and permits.*

- 6-A-2.l:** *Enhance the appearance of declining retail space by providing zoning flexibility and technical assistance to property owners and businesses wishing to upgrade their exterior facades and periodically evaluating and targeting underutilized or older centers and partner with the owners and tenants to develop revitalization solutions.*
- 6-A-2.m:** *Maintain a staff liaison with existing industries and businesses to provide effective responses to concerns of the business community, develop programs to bolster the success of existing businesses and provide consistent information to relevant departments as part of the implementation of the Economic Development Plan.*

INNOVATION AND DIVERSIFICATION

Goal 6-3: Promote Pittsburg as a forward-thinking community that is innovative and adaptive to changing economic forces.

POLICIES

- 6-P-3.1:** Coordinate with regional stakeholders and service providers to ensure that businesses and residents have access to state-of-the-art technology and data services.
- 6-P-3.2:** Remain aware of and responsive to future changes in business needs, including new sustainable and resiliency uses, and in developing policies and programs to implement and take advantage of recent and emerging technologies.
- 6-P-3.3:** Monitor and explore regional and national changes in economic trends, in order to best support existing local industries and position Pittsburg to capture growing and sustainable industry clusters.
- 6-P-3.4:** Attract and retain a variety of economic sectors that capitalize on Pittsburg's competitive advantages and strengths, in order to promote a diversity of businesses, significant sales tax generation, and provide residents with skilled, high-paying employment opportunities.
- 6-P-3.5:** Ensure that new waterfront development includes enhanced shoreline access, public uses and amenities, and an appropriate mix of waterfront businesses and land uses.
- 6-P-3.6:** Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown and Marina, or in another appropriate location.

- 6-P-3.7:** Promote Economic Opportunity and Innovation Districts to provide high-quality and skilled employment opportunities including research and development, office, sustainable energy, manufacturing, technology, medical, and other skilled employment opportunities with connections provided to transit, and spaces for business incubators to foster startups and innovation.

ACTIONS

- 6-A-3.a:** *Periodically review and update the Economic Development Strategic Plan to set the short-term economic development priorities for Pittsburg, to adapt to emerging technologies and industry sectors desirable in Pittsburg, to identify business engagement efforts, and target meetings with key groups and networking events..*
- 6-A-3.b:** *Establish and update Economic Opportunity and Innovation Districts, including those identified in the Land Use Element, to capitalize on both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.*
- 6-A-3.c:** *Develop a research and development and office attraction strategy to promote economic diversification, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.*
- 6-A-3.d:** *Develop and implement robot and drone delivery management strategies to accommodate automated delivery technologies in ways that provide a net benefit to the community.*

EMPLOYMENT BASE

Goal 6-4: Encourage a broad range of employment opportunities and expand educational and training opportunities to support residents finding high-quality, well-paid employment within the community.

POLICIES

- 6-P-4.1:** Increase job opportunities available in Pittsburg, so that residents may choose to work locally instead of commuting.
- 6-P-4.2:** Attract and retain a broad base of businesses and industries to provide a variety of skilled jobs allowing career growth potential, while focusing on high-wage and/or high-sales tax producers.
- 6-P-4.3:** Strengthen the City's role in workforce development organizations that: provide adult and youth workforce development; adult retraining; and targeted services for unrepresented groups, such as low-income youth and adults, women, individuals with disabilities

and the homeless. Continue to support programs that address potential job gaps in growing industries, and current gaps throughout all industries, to match job training and workforce development with employment needs.

- 6-P-4.4:** Maintain and improve public and private education in the Pittsburgh area and encourage post-secondary training, education facilities, apprenticeships, and other programs to support a highly-skilled workforce.
- 6-P-4.5:** Reduce barriers to employment by improving access to education, housing, transit, child care, and job training.
- 6-P-4.6:** Encourage and incentivize employers to advertise locally to fill job openings, invest in workers' skill development and well-being, and provide living wages.
- 6-P-4.7:** Ensure that economic development goals help promote a higher jobs-housing balance.
- 6-P-4.8:** Encourage the creation and retention of middle-income employment.

ACTIONS

- 6-A-4.a:** *Support creation of permanent base-level industrial and commercial sector employment opportunities to enable residents to find jobs near their homes that pay a living wage with career advancement.*
- 6-A-4.b:** *Work with regional economic and workforce development organizations and surrounding cities on job creation programs, educational programs, and workforce training programs of mutual interest and benefit.*
- 6-A-4.c:** *Invest in infrastructure, educational and skill development, and quality of life assets that support middle-income employment development.*
- 6-A-4.d:** *Encourage the development of measures that facilitate expansion of high technology business facilities that have the potential to create high-quality jobs likely to be filled by local residents.*
- 6-A-4.e:** *Encourage large regional employers to locate and expand into the City.*
- 6-A-4.f:** *Work directly with businesses and the development community to strategically develop or redevelop new employment-generating sites.*

INFRASTRUCTURE AND REMEDIATION

Goal 6-5: Strengthen the City's economic base and reputation for being a competitive location through installation of needed capital improvements, state-of-the-art infrastructure, and proactive assistance with environmental remediation.

POLICIES

- 6-P-5.1:** Assure the provision of sufficient utilities, roadway infrastructure, and capital facilities in key areas, including along the Pittsburg-Antioch Highway Corridor, to support existing economic development to help retain and expand existing businesses as well as attract new businesses to the City.
- 6-P-5.2:** Coordinate public and private investment in infrastructure and capital improvements along targeted commercial corridors.
- 6-P-5.3:** Maintain a range of high-quality infrastructure and public services for residents and visitors to improve the quality of life for residents and retain and attract businesses to locate in the City.
- 6-P-5.4:** Promote catalyst projects at key locations to stimulate private retail and commercial investment and revitalize existing neighborhoods in need of such projects. Examples may include streetscape and pedestrian corridor enhancements; large-scale mixed-use projects that are appropriately designed for vibrant ground-floor retail and dining establishments; and employment generating uses in proximity to transit stations, that have the potential to increase pedestrian activity for commercial activity.
- 6-P-5.5:** Work proactively with those businesses interested in expanding existing businesses or establishing new businesses to install necessary infrastructure improvements. The goal is to establish an inventory of ready-to-go nonresidential sites, complete with zoning, infrastructure, and environmental clearances.
- 6-P-5.6:** Enhance environmental quality in the City by leading the coordination of the remediation of former industrial and commercial sites and by facilitating their redevelopment.
- 6-P-5.7:** Allow for phased extension or upgrades to infrastructure in conjunction with approved phasing plans for site development.

ACTIONS

- 6-A-5.a:** *Promote citywide expansion of telecommunications and broadband internet services via hardwire and wireless technologies to increase access for public safety, industrial, commercial and residential customers.*

- 6-A-5.b:** *Work jointly with developers where the Capital Improvement Program or Economic Development Strategic Plan call for extension or upgrades to City infrastructure.*
- 6-A-5.c:** *Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.*
- 6-A-5.d:** *Continue to pursue funding for the coordination and assistance with remediation of brownfields and other contaminated or blighted sites.*
- 6-A-5.e:** *Pursue financing options, including Enhanced Infrastructure Financing Districts (EIFD) and possible tax credits, to assist developers in providing necessary infrastructure improvements.*
- 6-A-5.f:** *Identify opportunities to establish new funding and financing mechanisms for infrastructure and public improvements, including circulation improvements, commercial parking, streetscape improvements, and signage, such as business improvement districts, assessment districts, or community facilities districts to help catalyze development of commercial corridors and Economic Opportunity and Innovation Districts.*
- 6-A-5.g:** *Seek innovative ways to reduce the cost burden of infrastructure provision on new industrial and commercial development, without transferring the burden to the residential sector.*
- 6-A-5.h:** *Ensure the City’s public works, public utilities, and transit capital improvement plans are aligned to support the economic development objectives in the General Plan.*

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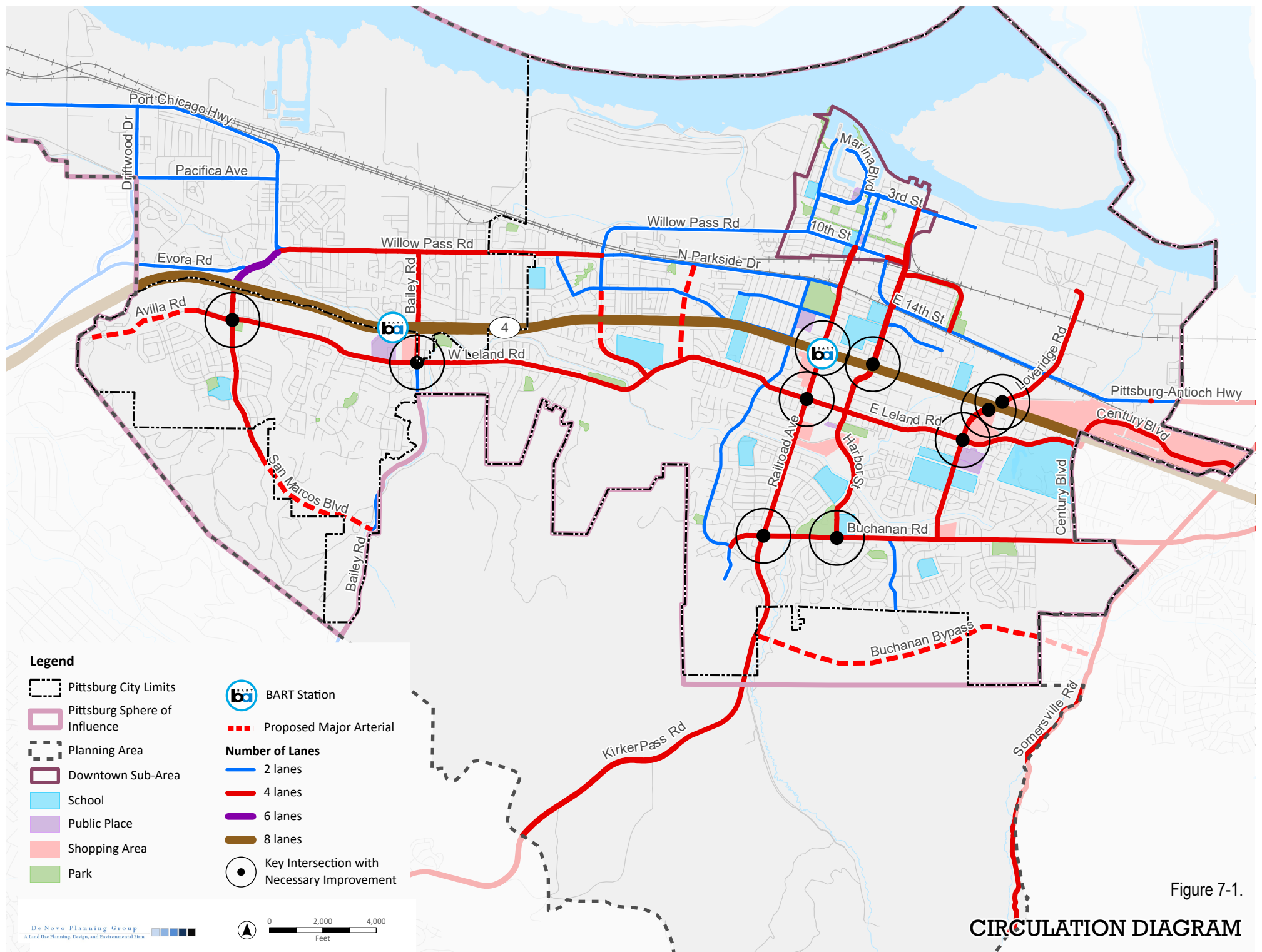
CIRCULATION & TRANSPORTATION

The Circulation Element provides the framework for decisions concerning the City of Pittsburg's multimodal transportation system, which includes roadway, transit, bicycle, pedestrian, and rail modes of travel. Circulation facilities within the City serve to provide access for residents, workers, and visitors to all the land uses in the City and also connect people to land uses outside the City. The Circulation Element provides for coordination with the Contra Costa Transportation Authority, which serves as the coordinating agency for transportation funding for Contra Costa County.

State law (California Government Code Section 65302(b)) mandates that the Circulation Element contain the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, military airports and ports, and other public utilities and facilities, to the extent these items exist in the planning area. As required by California Government Code Section 65302(b), the Circulation Element is correlated closely with the Land Use Element and is related to the Housing, Conservation & Open Space, Noise, and Safety elements.

The Circulation Element reflects the City's desire to provide a grid of complete streets; improve bicycle, pedestrian, and transit facilities; reduce commute times; and minimize per capita vehicle miles traveled (VMT) resulting from future development. This Element considers overall mobility, existing and desired land uses, future street conditions, and mobility for non-automobile users to ensure long-range future transportation needs. This Element establishes standards that guide development of the transportation system through goals, policies, and actions. A detailed description of the existing regulatory, physical, and operational characteristics of Pittsburg's transportation system is contained in the Existing Conditions Report.

Figure 7-1, Circulation Diagram, delineates the City's planned multi-modal circulation and transportation system.



CIRCULATION SYSTEM & TRAFFIC STANDARDS

ROADWAY CLASSIFICATION SYSTEM

The roadway system within the City is based around a conventional suburban hierarchy of streets. The top of the hierarchy consists of arterial streets that carry large volumes of traffic, while the bottom consists of low-volume local streets intended to provide access to adjacent property. The designated functional classification of Pittsburg's streets and respective standards relating to intersections, driveways, on-street parking, and traffic volumes are presented in Table 7-1 and are illustrated in Figure 7-1. A map of the roadway system serving the City of Pittsburg is presented in Figure 7-2.

Freeways. Freeways are limited-access, high-speed travelways included in the State and Federal highway systems. Their purpose is to carry regional through traffic (traffic passing through Pittsburg without stopping). Access is provided by interchanges spaced one mile or greater. No access is provided to adjacent land uses. State Route 4 is the only freeway connecting the City of Pittsburg to regional destinations.

Major Arterials. Major arterials primarily serve through-traffic. They are generally multi-lane facilities with signalized traffic control at major intersections. Major arterials are typically divided facilities (with raised medians) that provide limited access to abutting development sites as a secondary function. Major arterial examples in Pittsburg include Railroad Avenue, Kirker Pass Road, Willow Pass Road, Bailey Road, Pittsburg- Antioch Highway, Leland Road, Loveridge Road, and Buchanan Road.

Minor Arterials. Minor Arterials are intended to provide balance between mobility and access. They carry a mix of local and regional traffic, providing circulation between neighborhoods, activity centers, and highways and other regional routes. Minor arterials are typically two to four lane roadways that also provide access to adjacent development, often using signalized intersections for entry to major generators. Minor arterial examples in Pittsburg include Harbor Street, North Parkside Drive, California Avenue, and Century Boulevard.

Collectors. Collectors provide land access and traffic circulation within residential, commercial and industrial areas. They connect arterials with local streets. Collectors are typically designed with two travel lanes, parking lanes, planter strips, and sidewalks. Traffic control at intersections is generally signalized along these facilities, but can include all-way stop control. Collector streets in Pittsburg include Atlantic Avenue, Stoneman Avenue, Crestview Drive, and Yosemite Drive.

Local Streets. Local streets, also known as minor streets, provide direct access to abutting properties as their primary function. Local streets rarely have more than two travel lanes, and speed limits are generally kept low (25 mph).

Existing conditions and regulations associated with land use are discussed in Chapter 2 of the Existing Conditions Report.

Senate Bill 743

CA Senate Bill 743 changed the focus of transportation impact analysis in CEQA from Level of Service (LOS) to Vehicle Miles Travelled (VMT) and providing streamlined review of land use and transportation projects that will help reduce future VMT growth. This shift in focus is expected to better align transportation impact analysis and mitigation outcomes with the State's goals to reduce greenhouse gas emissions, encourage infill, and improve public health through more active transportation.

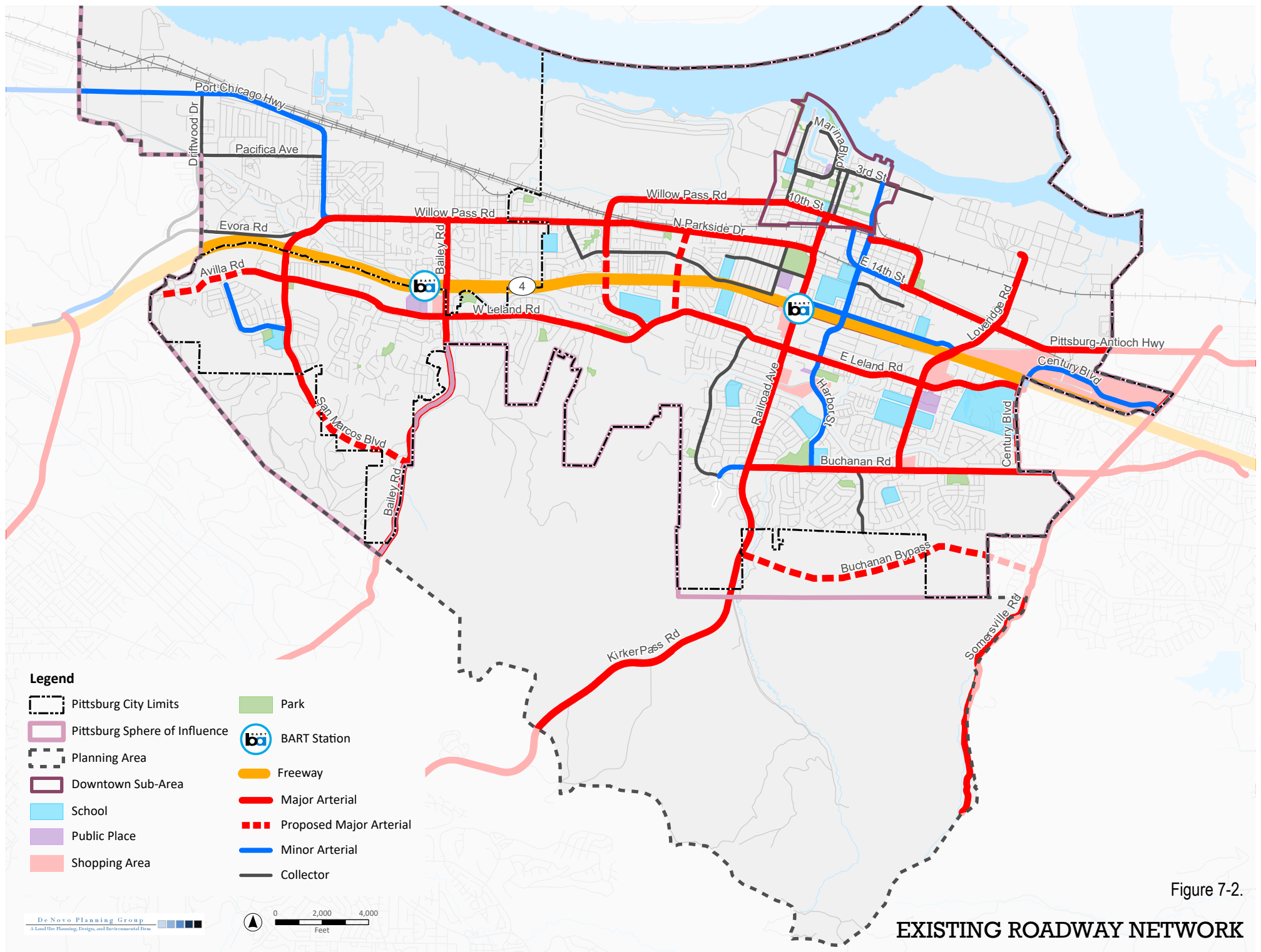


Figure 7-2.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

STREET SYSTEM AND TRAFFIC STANDARDS

Goal-7-1: Provide a multimodal transportation network that enhances safety, access, comfort, and convenience for all users and minimizes vehicle miles travelled (VMT).

POLICIES

- 7-P-1.1:** Ensure that the City's circulation network is a well-connected system of streets, roads, highways, sidewalks, trails, and paths that effectively and safely accommodate all users in a manner that considers the context of surrounding land uses.
- 7-P-1.2:** Consider all modes of travel, including opportunities to increase access and connectivity, in planning, design, and construction of all transportation projects to create safer, more livable, and more inviting environments for pedestrians, bicyclists, motorists and public transit users of all ages and capabilities with an emphasis on Vision Zero best practices.
- 7-P-1.3:** Promote development of a future roadway system as shown in the Circulation Diagram, Figure 7-1, with streets designed in accordance with the City's standard plans to provide multiple, direct, and convenient routes for all modes and to provide high-volume, multi-lane facilities with access controls, as needed, to preserve the through traffic carrying capacity of the facility.
- 7-P-1.4:** Monitor deployment of new transportation technologies and services and develop policies that implement best practices to ensure these technologies and services benefit the public and the multimodal transportation system.
- 7-P-1.5:** Implement and continue to increase efforts to reduce regional vehicle miles traveled (VMT) by supporting land use patterns and site designs that promote active modes of transportation, and public transit.

Complete Streets

Complete Streets means a transportation facility that is planned, designed, operated, constructed, and maintained" to provide mobility "for all users, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility."

Vision Zero

Vision Zero is a strategy that focuses on the lessening of the severity of roadway crashes, in order to prevent deaths and minimize severe injury collisions. Chief among the strategies is prioritizing safe, forgiving roadway designs and policies that ensure safe traveling speeds.

- 7-P-1.6: Design streets to operate with vehicle speeds that are safer for all users, especially pedestrian and bicyclists, while providing adequate access for emergency vehicles. Speed reductions strategies should include reduced lane widths and application of traffic calming measures on local and collector streets and especially near parks, schools, trails, and in the Downtown core.
- 7-P-1.7: Strive to maintain delay-based level of service (LOS) D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop-controlled intersections at all times (including during peak periods) unless maintenance of LOS would, in the City's judgement, be infeasible and/or conflict with the achievement of other City goals. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or City-initiated project. In the designated Downtown core, as defined by the City's General Plan and illustrated by the City's Subdivision map, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.
- 7-P-1.8: Maximize the carrying capacity and safety of arterial roadways by controlling the number of intersections, commercial driveways, and residential access points.
- 7-P-1.9: Implement transportation improvements to maintain and enhance roadway operations and safety while striving to improve comfort of all users.

ACTIONS

- 7-A-1.a: *Evaluate projects traffic and Vehicle Miles Traveled (VMT) impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users and to require projects to address impacts consistent with the requirements of CEQA.*
- 7-A-1.b: *Require proposed development projects with VMT levels above the City's threshold to consider reasonable and feasible project modifications and other measures during the project design and review stage and the environmental review stage that would reduce VMT effects in a manner consistent with the City's sustainability goals, the City's Transportation Impact Analysis Guidelines, and with State guidance on VMT reduction.*
- 7-A-1.c: *Adopt a Vision Zero or similar policy with a goal of eliminating severe injury and fatal collisions.*
- 7-A-1.d: *Require new development to pay its fair share of the costs of street and other transportation improvements in conformance with the goals and policies established in this Circulation Element and the Transportation*

Level of Service (LOS)

LOS is a qualitative measure of roadway operations. LOS uses letter grades ranging from "A" (free flow conditions) to "F" (severe congestion). Providing free-flow conditions (LOS A) at all hours of the day requires wide streets, large intersections, substantial right-of-way and considerable funding for maintenance. LOS A or B for vehicles leads to poor LOS for pedestrians and bicyclists because the wider streets, higher speeds, and longer waiting times to cross make bicycling and walking less safe and less appealing. Vehicle LOS should be balanced against mobility needs for pedestrians, bicyclists, and transit users, impacts on existing development, and the cost to construct and maintain the facilities.

Projected LOS for the 2040 General Plan is provided in Appendix B.

Impact Mitigation Fee (TIMF) program . Use the adopted regional and local TIMF ordinances, as may be amended or replaced, to ensure that all new developments pay a fair share of the cost of transportation improvements, or require mitigation for development proposals that are not part of the TIMF program which contribute more than one percent of the volume to an existing roadway or intersections.

7-A-1.e: *Use traffic calming tools and speed reduction strategies in new development and the design of roadway improvements to assist in implementing complete street principles; possible tools include roundabouts, raised intersections, curb extensions, reduced roadway width, and high visibility crosswalks.*

7-A-1.f: *Implement identified intersections improvements illustrated in Table 7.2.*

7-A-1.g: *Implement vehicle weight limit restrictions on roadways near sensitive uses like schools and residential neighborhoods to prohibit cut-through truck traffic prior to approving new industrial development or other development with high levels of truck traffic.*

7-A-1.h: *Discourage pass-through vehicle traffic and speeding on local residential streets.*

7-A-1.i: *Continue to designate and monitor appropriate truck routes to discourage unnecessary through traffic in residential areas.*

Goal-7-2: Coordinate with regional transportation agencies and developers to promote connectivity, manage commuter traffic, and promote the use of alternatives to single-occupant vehicle trips.

POLICIES

- 7-P-2.1:** Cooperate with other private entities and public agencies to promote and enhance local and regional transit serving Pittsburg.
- 7-P-2.2:** Encourage employers to provide programs for carpooling/transit/biking/walking subsidies, bicycle facilities, alternative work schedules, ridesharing, telecommuting, working at home, employee education, and preferential parking for carpools/vanpools.
- 7-P-2.3:** Support transit use by providing safe and convenient access to transit service, supporting increased BART and bus frequency and reliability, and regularly reviewing existing transportation routes and headways to match community needs.
- 7-P-2.4:** Ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.
- 7-P-2.5:** Work with school districts, school administrators, and parents of school students to develop a “suggested routes to school” program for students who bicycle and walk in concurrence with the Pittsburg Moves Active Transportation Plan.
- 7-P-2.6:** Endorse Transportation Demand Management (TDM) strategies to reduce reliance on single-occupancy trips and commuter traffic.

ACTIONS

- 7-A-2.a:** *Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.*
- 7-A-2.b:** *Support the expansion of the existing transit service area and an increase in the service levels of existing transit. Support increased Tri-Delta and County Connection express bus service to the Pittsburg/Bay Point and Pittsburg Center BART stations.*

Regional Transportation

The State Government Code requires that cities take into account their regional setting and responsibilities related to transportation. This element highlights the City's relationship with other transportation agencies including Caltrans, Contra Costa Transportation Authority, BART, AC Transit and Tri-Delta Transit Bus Service.

The City's Transit System is shown on Figure 7-3.

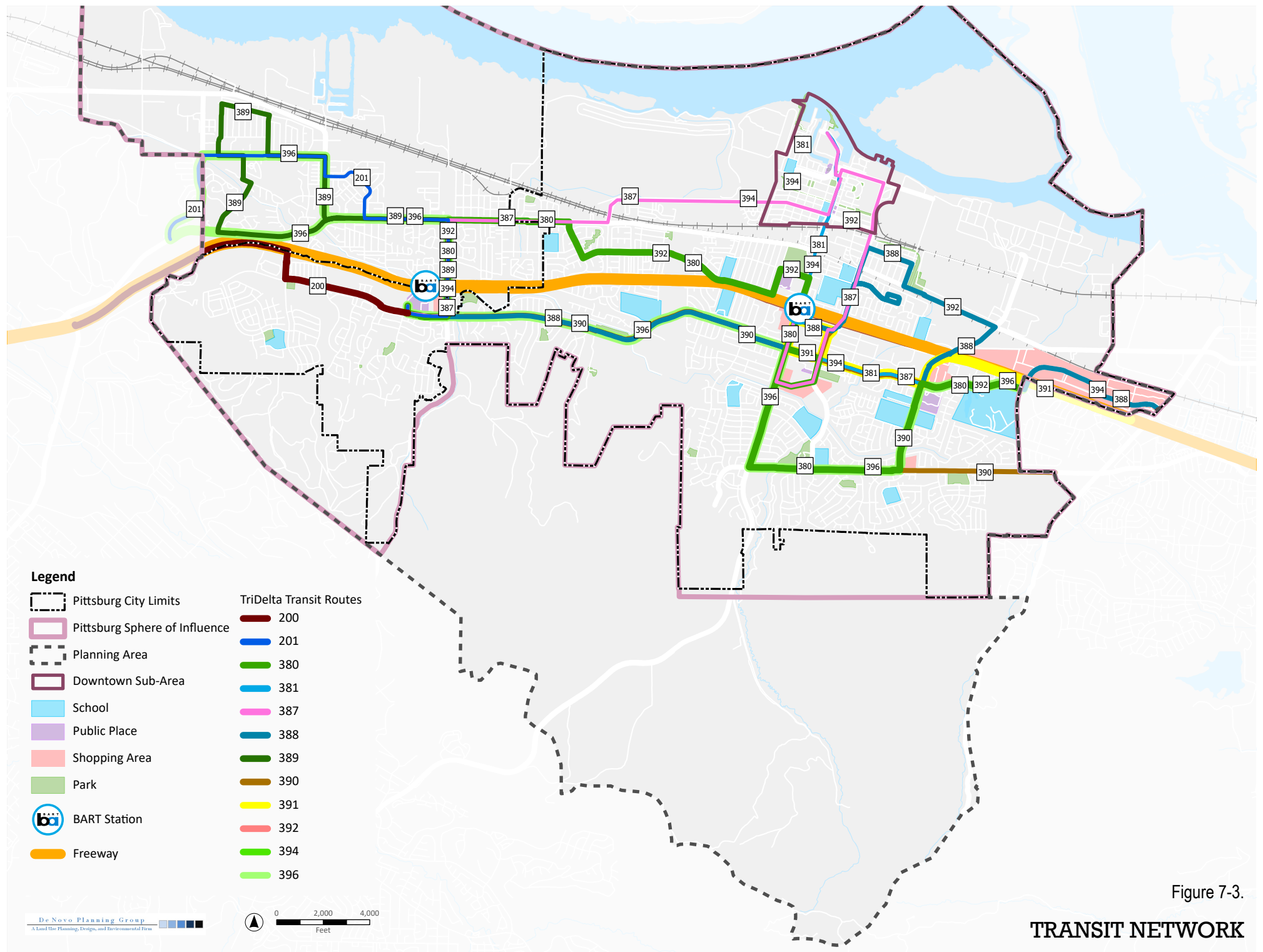


Figure 7-3.

TRANSIT NETWORK

- 7-A-2.c:** *Revise existing and provide new bus routes and facilities to increase bus utilization and decrease reliance on single-occupancy vehicle trips.*
- 7-A-2.d:** *Coordinate with public transportation agencies to facilitate safe, efficient, and convenient pedestrian access to transit stops; work with agencies to relocate stops when necessary.*
- 7-A-2.e:** *Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.*
- 7-A-2.f:** *Require new developments to provide public access and infrastructure, as appropriate, that support internal connectivity, multimodal transportation, and integration into the surrounding transportation networks.*
- 7-A-2.g:** *Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic, where air quality benefits can be demonstrated.*
- 7-A-2.h:** *Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies, or, create conflicts and fail to provide adequate facilities for pedestrians and bicyclists.*
- 7-A-2.i:** *As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.*
- 7-A-2.j:** *Adopt a citywide TDM plan to encourage vehicle trip reduction at employment sites, businesses, schools, and multi-unit residential facilities by 15 percent or more during commuter peak periods, and dedicate staff to work closely with communities throughout the City on ongoing education and encouragement efforts.*
- 7-A-2.k:** *Encourage developers to provide enhanced TDM programs and alternative transportation infrastructure that exceeds minimum requirements, as per 7-A-2.j, in exchange for reduced parking requirements, with a focus on priority development areas and locations in proximity to high capacity transit.*
- 7-A-2.l:** *Review and consider opportunities to reduce transportation impact fees on new non-residential development commensurate with provision of TDM measures, where TDM measures will reduce demands on transportation system and where reductions are feasible. Project proponents taking advantage of reductions must agree to adopt and implement specified TDM measures and monitoring practices as a condition of project approval.*

Transportation Demand Management (TDM)

TDM uses incentives, information, and encouragement programs to reduce reliance on single occupant vehicles and decrease traffic congestion. These programs help people walk, bike, ride transit, and telecommute and encourage shifting driving trips from peak hours. Transportation Demand Management measures may be implemented by local governments or employers.

TDM measures include:

- First and Last Mile TNC (Transportation Network Company) Incentives
- Preferential Parking Permits
- Bike Parking
- Telecommute and Alternative Works Schedules
- School Bus / School Carpool
- Real-Time Transit Information
- Shuttles
- On-Demand MicroTransit

- 7-A-2.m:** *Encourage major employers to establish designated carpool parking areas, designated electric vehicle (EV) / Clean Air Vehicle (CAV) parking, and secure on-site bicycle facilities.*
- 7-A-2.n:** *Coordinate with the school district to develop a “suggested routes to school” program that promotes safety for students who bicycle and walk to school. As part of this effort, update the Pittsburgh Moves Active Transportation Plan to reflect recommended routes to school and, where feasible, include improvements to implement the program in the City’s TIMF program and Capital Improvement Program.*

Goal-7-3: Proactively support and encourage travel by non-automobile modes by maintaining and expanding safe and efficient pedestrian, bicycle, and transit networks.

POLICIES

- 7-P-3.1: Continue to promote active transportation modes and review and update Pittsburgh Moves, the City's active transportation plan, as needed to reflect the needs of the City and to promote a healthier future supporting bicycle and pedestrian networks across the City.
- 7-P-3.2: Pursue the completion of the City's bicycle and pedestrian networks by filling in missing gaps and improve the existing networks through periodic servicing.
- 7-P-3.3: Require that all new roadways and developments accommodate bicyclists and pedestrians.
- 7-P-3.4: Pursue opportunities for public-private partnerships to enhance transportation infrastructure and services.
- 7-P-3.5: Ensure continued compliance with Title 24 of the California Building Code, requiring the removal of all barriers to disabled persons on City streets.
- 7-P-3.6: Encourage secure bicycle facilities and other alternative transportation facilities to be provided as part of new developments, especially future employment sites, public facilities, and multi-family residential complexes.

ACTIONS

- 7-A-3.a: *Increase connectivity with regional trails as envisioned in the Contra Costa Countywide Bicycle and Pedestrian Plan and trails plans from neighboring jurisdictions.*
- 7-A-3.b: *Provide adequate roadway width dedications for bicycle lanes, paths, and routes.*

Pittsburg Moves

The City's active transportation plan, Pittsburgh Moves, promotes better active transportation in the community. Active transportation is any self-propelled, human-powered form of transportation, such as walking or bicycling. By prioritizing active transportation, the City is improving the community's health, mobility, livability, economy, and environment.

Pittsburg Moves establishes the following community vision:

In 2040, Pittsburg will be the most bicycle and pedestrian friendly community in East Contra Costa County. There will be zero bicyclist or pedestrian deaths on its streets.

The City's pedestrian system is shown on Figure 7-4 and the City's bicycle system is shown on Figure 7-5.

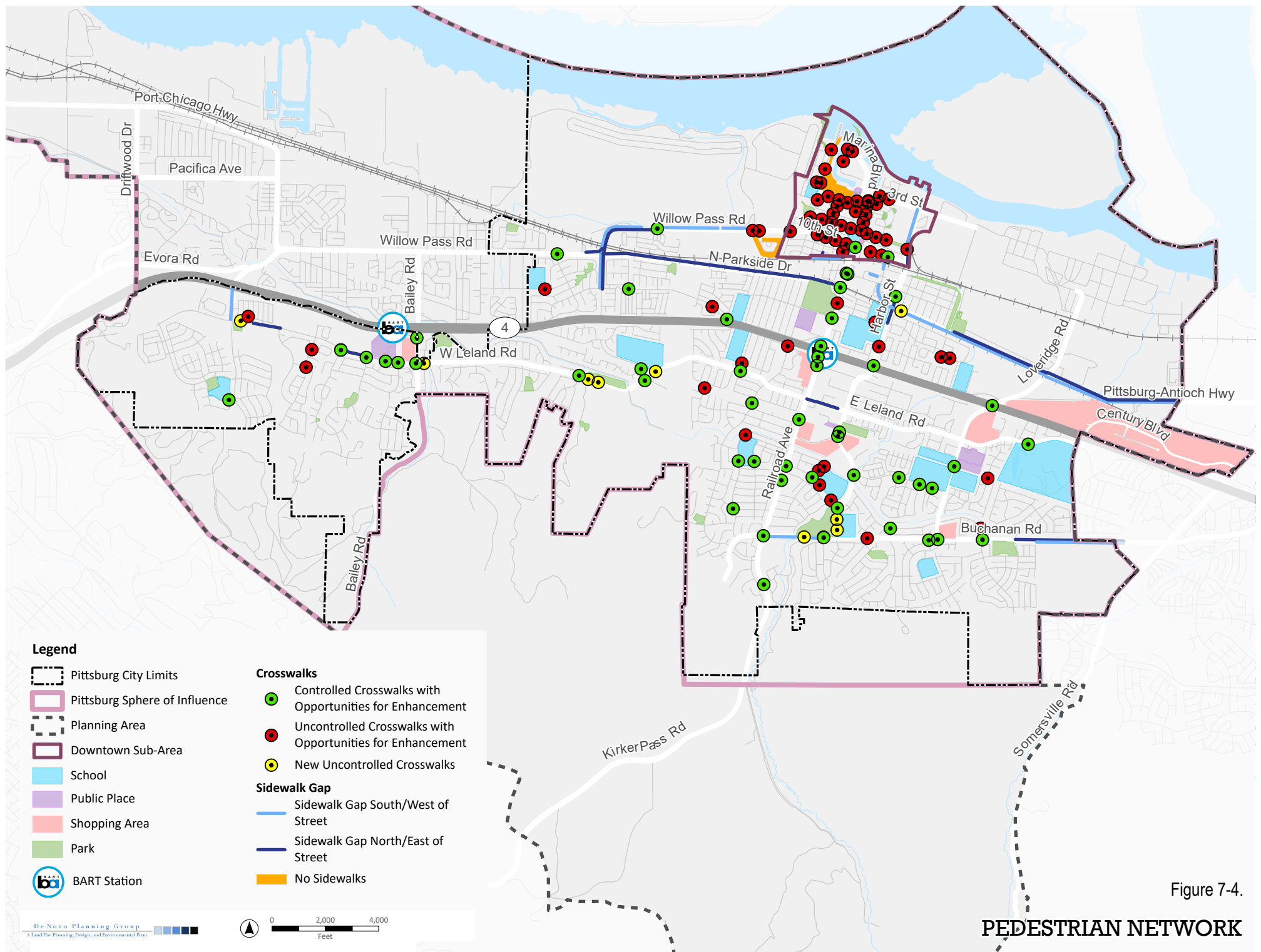
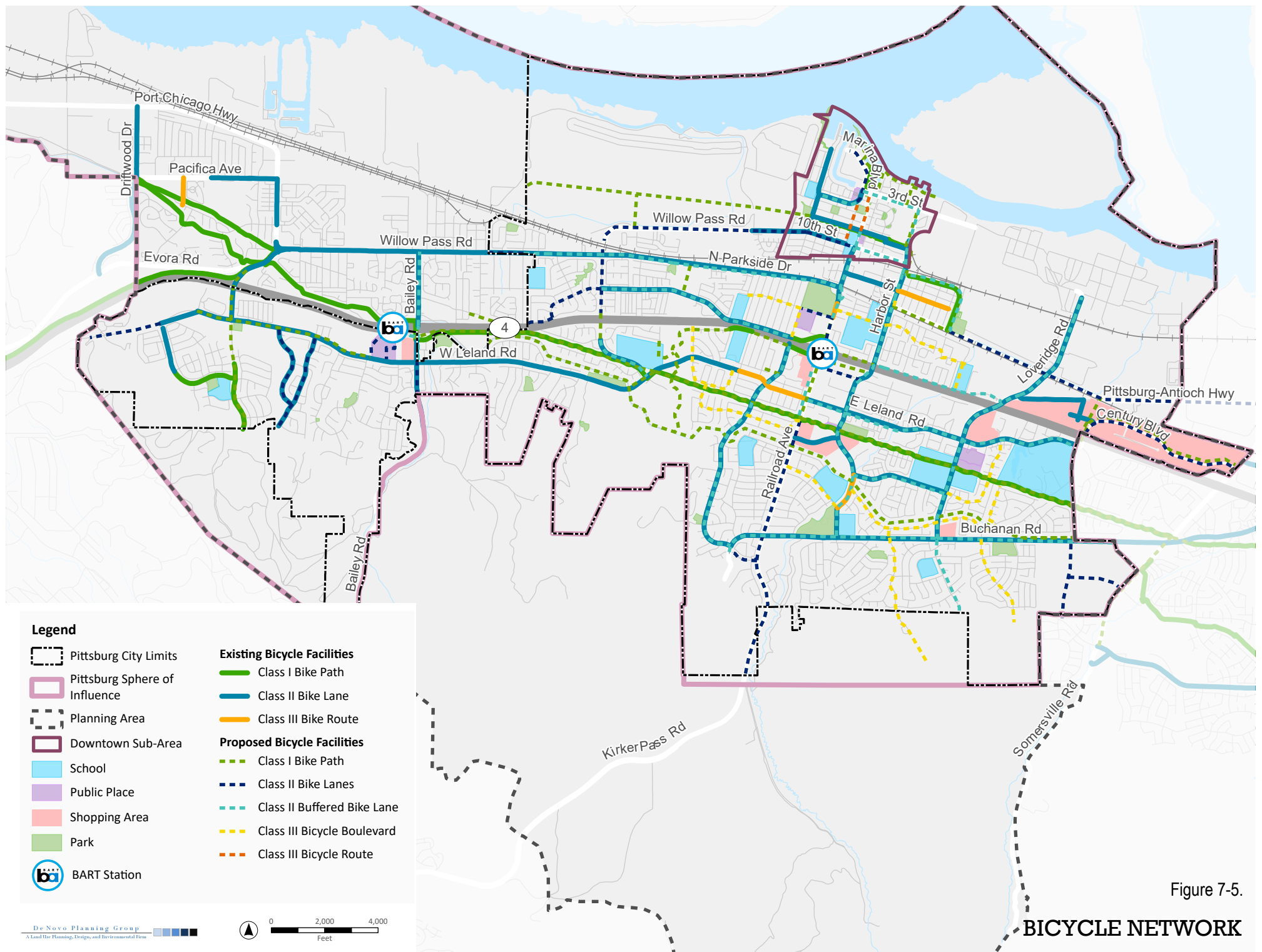


Figure 7-4.

PEDESTRIAN NETWORK



- 7-A-3.c:** *Repair or replace crosswalks and bike lane markings that are faded or damaged. Review of the existing roadways conditions should be assessed periodically.*
- 7-A-3.d:** *Continue to look for opportunities to eliminate sidewalk and bike lane gaps that limit connectivity between existing neighborhoods and ensure new connections are provided with all new developments.*
- 7-A-3.e:** *Implement a clear and consistent bicycle signage and wayfinding program, with directional signs along bike routes indicating major destinations.*
- 7-A-3.f:** *Identify and implement opportunities to reconfigure roadways with excessive vehicular capacity to accommodate new or enhanced bicycle and pedestrian facilities in high pedestrian demand areas, such as the Downtown, to facilitate safe and efficient pedestrian movement.*
- 7-A-3.g:** *Implement a Safe Routes to School program which will aim to protect the safety of students walking and biking to school.*
- 7-A-3.h:** *Promote reduced vehicle ownership to encourage use of transit facilities.*
- 7-A-3.i:** *Encourage, and where appropriate require, new development to provide bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods.*
- 7-A-3.j:** *Incorporate urban design measures in commercial and mixed use districts which accommodate pedestrians and support walking.*
- 7-A-3.k:** *Continue to support public and private organizations' efforts to provide paratransit service for the elderly and disabled.*

Safe Routes to School (SRTS)

A federal program that provides grant funding to make walking and bicycling a safe and appealing form of transportation. Locally implemented SRTS programs examine conditions around schools and develop plans to improve safety and accessibility and reduce traffic and air pollution in school areas.

Goal-7-4: Identify strategies and funding sources to implement the actions identified in this Circulation Element and support for future improvements.

POLICIES

- 7-P-4.1:** Pursue grant funding opportunities to support transportation planning, design, and construction projects, including federal Congestion Mitigation Air Quality, Safe Streets and Roads for All, and other funding to improve air quality and roadway safety.

- 7-P-4.2: Use the adopted regional and local Transportation Impact Mitigation Fee (TIMF) ordinances to ensure that all new developments pay a fair share of the cost of transportation improvements, or require mitigation for development proposals that are not part of the TIMF program which contribute more than one percent of the volume to an existing roadway or intersections.
- 7-P-4.3: Explore local funding options for the development and maintenance of trails and bikeways.
- 7-P-4.4: Proactively monitor and assess the development of emerging transportation technologies, such as autonomous vehicles, and prepare the City for their potential incorporation into the transportation system in safe and appropriate manner.

ACTIONS

- 7-A-4.a: *Ensure that multimodal improvement projects are adequately funded.*
- 7-A-4.b: *Seek out and secure grant funds to support planning, design, and construction of transportation-related capital improvements projects.*
- 7-A-4.c: *Continue to collect fees, plan, and design for the future construction of the improvements shown in Figure 7-1, including new roadways and roadway extensions, and improvements identified in Table 7-2 .*
- 7-A-4.d: *Review the TIMF schedule annually and update every five years at a minimum.*
- 7-A-4.e: *Continue to upgrade or extend the hillside access routes from Bailey Road, James Donlon Boulevard, Kirker Pass Road, and San Marco Boulevard, as development potential warrants.*
- 7-A-4.f: *Pursue the design and construction of an overpass at State Route 4 and Range Road and an overchange for the future roadway planned along the PG&E Overlay Corridor that will extend from Willow Pass Road to West Leland Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.*
- 7-A-4.g: *Pursue public-private partnerships to leverage private sector investments in transportation infrastructure.*
- 7-A-4.h: *Continue to annually update the City's Capital Improvement Program, which identifies the projects required to construct and/or update circulation facilities.*

Table 7-1: Roadway Functional Classifications

	Function	Traffic Lanes	Intersections	Driveways	Left-Turn Pockets	On- Street Parking	Traffic Speed	Traffic Volume
Major Arterial	Primary function is to provide mobility. Secondary function is to provide access. Provides circulation between neighborhoods, activity centers, and highways and other regional routes.	2-6	Minimum number of intersections is preferred. Traffic signals required where warranted.	Driveways are generally not permitted, but may be allowed subject to restrictions. Driveways to major generators should be consolidated, preferably at signalized intersections.	Preferred	Not desirable	Moderate to High 35-50 mph	Moderate to High 15,000-55,000 VPD
Minor Arterial	Provide balance between mobility and access. Carry a mix of local and regional traffic. Provides circulation between neighborhoods, activity centers, and highways and other regional routes.	2-4	Minor arterials allow a higher level of access than major arterials. Traffic signals required where warranted.	Driveways are generally not permitted, but may be allowed subject to restrictions. Driveways to major generators should be consolidated, preferably at signalized intersections.	Preferred	Not desirable	Moderate to High 35-50 mph	Moderate to High 15,000-40,000 VPD
Collector	Provides circulation within and between neighborhoods.	2-4	Allowed. Subject to restrictions.	Driveways are permitted subject to restrictions.	As traffic conditions require	Allowed subject to restrictions.	Low to Moderate 30-35mph	Low to Moderate 15,000 VDP or less
Local	Provides access to individual sites.	2	Least restrictive	Driveways allowed	No	Allowed Subject to restrictions	Low 25-30 mph	Low 5,000 VPD or less

Note:

MPH= miles per hours, VPD= vehicles per day

All street design parameters (cross-sections, pavement, intersection spacing, driveways, parking, etc.) are subject to traffic evaluation and conformance to city design standards.

Table 7-2: Recommended Intersection Improvements

Intersection	Control Type	2040 Improvements
Willow Pass Rd & Evora Rd / SR-4	Signal	Construct a second northbound on-ramp lane from Willow Pass Rd to Rte 4 (westbound).
San Marco Blvd & W. Leland Rd	Signal	Install second left turn lanes for the eastbound and northbound approaches. Convert one WBT to a WBL lane. Install a northbound right turn lane.
Bailey Rd & W. Leland Rd	Signal	Install channelized eastbound right with a receiving lane. Have the westbound right turn lane operate with an overlap phase. Modify the southbound right turn lane to a through-right. Modify the eastbound through-right turn lane to a dedicated right turn lane with overlap phase.
Railroad Ave & SR-4 WB On-Ramp / California Ave0	Signal	Promote implementation of BART connectivity project.
Railroad Ave & SR-4 EB Ramps	Signal	Install second eastbound right turn lane on the SR-4 off-ramp.
Railroad Ave / Kirker Pass Rd & Buchanan Rd	Signal	Install new westbound lane, convert southbound R to southbound TR by converting the south leg from L, T, T, R to L, T, R.
Buchanan Rd & Harbor St / Campbell Dr	Signal	Widen Buchannan Rd to a four lane configuration near the intersection.
Loveridge Rd & California Ave / N. Park Blvd	Signal	Install second eastbound right turn lane.
Loveridge Rd & SR-4 EB Ramps	Signal	Modify eastbound left-through lane to a left-through-right lane.

NOTE:

These improvement measures are recommendations to account for the build-out of the 2040 General Plan. These measures, along with the need for roadway extensions shown in Figure 7-1 and signal timing adjustments throughout the City, should be re-evaluated periodically as regional growth occurs and as policy/design standards change to determine if improvements are needed prior to 2040 and if adjustments are needed. Appendix A includes analysis of the projected 2040 General Plan LOS.

COMMUNITY HEALTH & ENVIRONMENTAL JUSTICE

This element addresses community health and environmental justice. Existing conditions and regulations associated with environmental justice and DACs are described in Chapter 7 of the Existing Conditions Report.

DISADVANTAGED COMMUNITIES

The term ‘disadvantaged community’ is a broad designation that includes any community disproportionately affected by environmental, health, and other burdens or low income areas disproportionately affected by environmental pollution and other hazards. In relation to environmental justice, DACs are typically those communities that disproportionately face the burdens of environmental hazards. Government Code Section 65302, as amended by SB 1000, defines a DAC as follows:

“...an area identified by the California Environmental Protection Agency (CalEPA) pursuant to Section 39711 of the Health and Safety Code or an area that is a low-income area that is disproportionately affected by environmental pollution and other hazards that can lead to negative health effects, exposure, or environmental degradation.”

Figure 8-1 identifies disadvantaged communities (DACs) identified by CalEPA and low-income communities disproportionately affected by hazards in and around the Planning Area.

What is Environmental Justice?

"Environmental justice" is defined in California law as the fair treatment of people of all races, cultures, and incomes with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations, and policies. (Government Code Section 65040.12(e))

ENVIRONMENTAL JUSTICE THROUGHOUT THE GENERAL PLAN

Environmental justice is addressed throughout the General Plan. The graphic below identifies environmental justice components that are addressed in other elements of this General Plan.



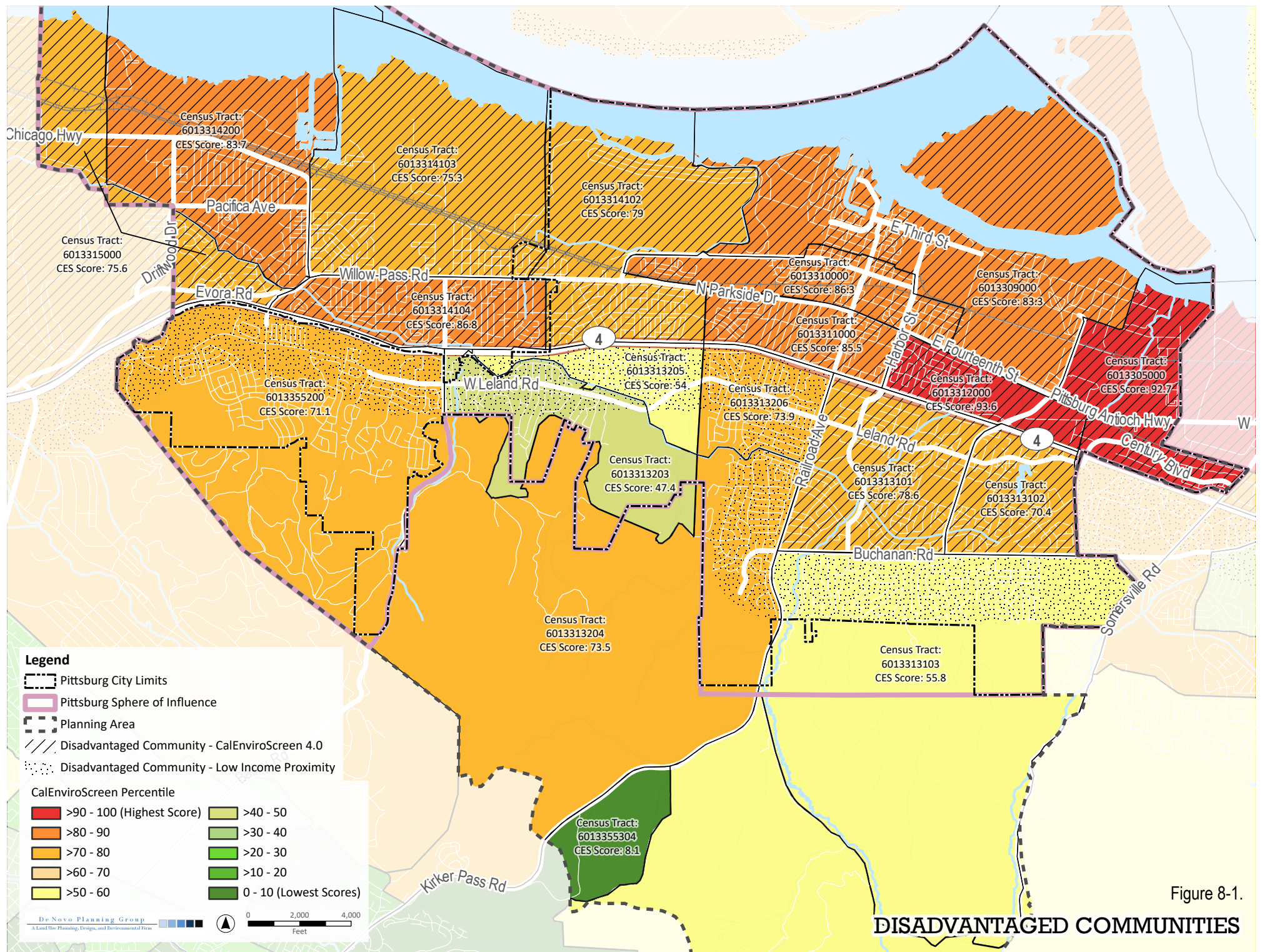


Figure 8-1.

DISADVANTAGED COMMUNITIES

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

PLANNING FOR ENVIRONMENTAL JUSTICE

Goal-8-1: Consider and respond to environmental justice issues as they relate to City plans, policies, and projects to ensure disadvantaged and vulnerable communities are engaged and represented in the decision-making process, to protect disadvantaged and vulnerable communities from environmental hazards, and to ensure that such communities have access to recreation, transportation, education, community amenities, healthy foods, and safe and decent housing.

POLICIES

- 8-P-1.1:** Maintain an inclusive City environment that respects and reflects the diversity of the cultures, backgrounds, ages, interests, languages, lifestyles, abilities, and socioeconomic status of the members of the Pittsburgh community.
- 8-P-1.2:** Educate decision makers and the public on principles of environmental justice and sustainability principles.
- 8-P-1.3:** Actively advocate for policies at the federal, state, and regional levels that are aimed at improving community health, reducing health disparities, examining environmental justice practices and policies, and elevating social equity.
- 8-P-1.4:** Consider the effects of planning decisions on the overall health and well-being of the community and its residents and specifically upon disadvantaged communities and vulnerable populations, such as areas with concentrated populations of seniors, persons with a disability, and low income residents.
- 8-P-1.5:** Administer materials and strive for broad outreach on public hearings that affect the environment in languages used by the community.
- 8-P-1.6:** Consider the effects on sensitive populations when siting industrial and other intensive uses, designating Citywide truck routes, and considering uses and projects that may have adverse impacts on disadvantaged and vulnerable communities.
- 8-P-1.7:** Ensure the City provides equitable public improvements and community amenities to all areas of the City.
- 8-P-1.8:** Consider environmental justice issues as they relate to the equitable distribution of public amenities such as parks, recreational facilities, community gardens, and other beneficial uses that improve the quality of life.

- 8-P-1.9:** Encourage and prioritize projects that address the social and economic needs of economically vulnerable populations.
- 8-P-1.10:** Promote broad and balanced public participation in City decision-making efforts in order to ensure that all residents have the opportunity to participate in the decision-making process. This includes City decisions that affect community health and well-being such as planning, roadway, parks, infrastructure, jobs access, and utility projects and participation in City planning efforts, including the Sustainability Plan, Pittsburg Moves Action Transportation Plan, and Economic Development Strategy.
- 8-P-1.11:** Support local government programs and non-profit efforts aimed at improving the lives of underrepresented or disadvantaged segments of the community.
- 8-P-1.12:** Identify and assess disproportionate impacts of environmental pollution and work to remedy these impacts.

ACTIONS

8-A-1.a: *Ensure meaningful cross-cultural participation in local planning and decision-making processes by:*

- *Providing City-sponsored material in multiple languages.*
- *Organizing outreach events and conducting surveys directly to specific demographic groups.*
- *Partnering with community-based organizations that have relationships, trust, and cultural competency with target communities to conduct outreach for local initiatives and issues.*

8-A-1.b: *Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, are not disproportionate, and are reduced to the greatest extent feasible.*

8-A-1.c: *Promote and implement the goals, policies, and actions for each strategy of the Pittsburg Sustainability Plan, including:*

- *C-1 Cornerstone to Climate Action Planning*
- *E-1 Electrify the Building Stock*
- *E-2 Decarbonize Electricity and In-use and Storage of Local Renewable Energy*
- *T-1 Reduce Passenger Car Vehicle Miles Traveled*

- *T-2 Increase Zero-Emission Vehicle and Equipment Use*
- *W-1 Increase Water Conservation and Local Water Supply*
- *W-2 Minimize Water Loss System-wide*
- *SW-1 Organic Waste Diversion*
- *SW-2 Reduce Community Waste Generation*
- *CS-1 Carbon Sequestration*
- *M-1 Commit to Climate Action*
- *M-2 Reduce Municipal Reliance on Natural Resources*

8-A-1.d: *Collaborate with Contra Costa County Health Services, experts, and non-profits to develop training programs for elected officials, boards and commissions and City staff to build capacity for implementing Health and Environmental Justice goals.*

8-A-1.e: *Encourage public participation in local planning decision making, especially by those that are traditionally underrepresented by offering multi-lingual outreach material, communicating with key cultural entities, and hosting events in areas of varying socio-economic contexts. This effort shall include development of and updates to the Urban Forest Management Plan, Sustainability Plan, Capital Improvement Program, Brownfields Revitalization Plans, and specific plans.*

8-A-1.f: *Ensure that low income and minority populations have equal opportunities to participate in and influence the land use decision-making process by utilizing culturally appropriate approaches to public participation and involvement.*

COMMUNITY HEALTH AND WELLNESS

Goal-8-2: Promote a comprehensive approach to community health and wellness.

POLICIES

- 8-P-2.1: Promote and enhance overall health conditions for residents through ensuring programs and amenities serve all parts of the City, are accessible to communities speaking languages other than English, and include features accessible to people with mobility impairments.
- 8-P-2.2: Require future planning decisions, development, and infrastructure and public projects to consider the effects on the overall health and well-being of the community and its residents, with specific consideration provided to ensure disadvantaged communities have equitable access to services and amenities and to reduce exposure to hazardous materials, industrial activity, vehicle exhaust, other sources of pollution, and excessive noise on residents, with an emphasis on reducing exposure of any disadvantaged communities to such exposure.
- 8-P-2.3: Coordinate with partner agencies and neighboring jurisdictions that provide public facilities and healthcare, recreation, and other wellness services within the City to ensure effective, efficient, and equitable service delivery.
- 8-P-2.4: Accommodate new health care facilities (e.g. medical clinics, doctors offices, emergency and urgent care facilities, hospitals) to allow for equitable access to primary and emergency health care and medical services.

ACTIONS

- 8-A-2.a: *Review all development proposals, planning projects, and infrastructure projects to ensure that potential adverse impacts to disadvantaged communities, such as exposure to pollutants, including toxic air contaminants, and unacceptable levels of noise and vibration are reduced to the extent feasible and that measures to improve quality of life, such as connections to bicycle and pedestrian paths, community services, schools, and recreation facilities, access to healthy foods, and improvement of air quality are included in the project. The review shall address both the construction and operation phases of the project.*
- 8-A-2.b: *Coordinate annually with service providers to identify gaps in health care and wellness services and identify opportunities to increase services for the Pittsburg community and ensure underserved areas have access to services through transit services and service provider outreach to connect residents to needed services.*

Community health and wellness issues are addressed throughout the General Plan. The **Circulation and Transportation Element** which plans for Complete Streets to serve all users, implements Pittsburg Moves, the City's **Active Transportation Plan** to facilitate and encourage active travel modes, including walking and bicycling, and plans for the City's Capital Improvements Program to fund necessary transportation and circulation improvements for a transportation system accessible to all users.

The **Youth and Recreation Element** plans for recreational and open space to serve both active and passive recreation uses, youth and other services to support the City's youth, and to promote recreation and youth services that are available and accessible throughout the community, ensuring accessible recreation and services in disadvantaged areas and serving disadvantaged populations.

NUTRITIOUS FOOD CHOICES

Goal-8-3: Prioritize the community's healthy living opportunities through encouraging nutritious food choices.

POLICIES

- 8-P-3.1: Improve the health of community members by promoting and facilitating access to healthy and nutritional food options.
- 8-P-3.2: Promote the availability of locally grown and locally sourced food, including fruits, vegetables, and dairy.
- 8-P-3.3: Encourage sustainable local food systems including farmer's markets, community gardens, edible school yards, community supported agriculture, neighborhood garden exchanges, federal food assistance programs, and healthy food retailers.
- 8-P-3.4: Attract a wide range of healthy food sources such as full-service grocery stores, ethnic food markets, farm stands, community gardens, school-yard gardens, healthy restaurants, and farmers' markets.

ACTIONS

- 8-A-3.a: *Encourage healthy eating by developing a Healthy Lifestyle Program that educates the community on local healthy food, available nutrition resources, and health outcomes.*
- 8-A-3.b: *Consider a program to encourage restaurants and stores to offer locally sourced and nutritious foods, with an emphasis on increasing nutritious food choices, including community gardens, farmers markets, and stores offering fresh produce, in disadvantaged areas.*

SOCIAL SERVICES AND HEALTHCARE

Goal-8-4: Promote access to social services and healthcare programs for all community members.

POLICIES

- 8-P-4.1: Prioritize local policies and programs that are focused on supporting the healthcare needs of Pittsburgh residents, with a special emphasis on preventative care and access to services by disadvantaged and vulnerable populations.
- 8-P-4.2: Promote convenient access to health care by offering wide range of community health centers, and mental health facilities.
- 8-P-4.3: Foster partnerships and collaborate with community groups and other public agencies to implement public health programs.

8-P-4.4: Continue to foster safe communities for residents through proactive social programs and investment in public facilities.

ACTIONS

8-A-4.a: *Coordinate with BART and Tri County Transit to address the proximity of public transit to local health facilities and advocate for mobility and transportation improvement where necessary and encourage transit agencies to provide accessible, convenient routes to ensure adequate access to local and regional health facilities.*

8-A-4.b: *Regularly review the need for new or expanded health care, medical facilities, and urgent care facilities within the City and designate new sites as necessary to meet the health needs of Pittsburg's residents.*

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RECREATION & YOUTH

This element outlines the City's approach to developing recreational areas, including parks, open spaces, and trails, in addition to supporting recreational, cultural, and educational programs and facilities for the Pittsburg community, including youth, families, and seniors.

The City's park system provides a variety of community and neighborhood parks and facilities for local residents. The majority of the recreational parks and open space acreage within the Planning Area consists of four large passive recreational areas – Black Diamond Mines Regional Preserve, Browns Island Regional Shoreline, Baypoint Regional Shoreline, and Stoneman Trailhead Park. Local and regional trails traversing the City provide connections to and from local neighborhoods, commercial districts, and parks. The City is working to expand access to the Suisun Bay shoreline. Recreation facilities in the Planning Area are shown in Figure 9-1.

See Chapter 3, Section 3.7 of the Existing Conditions Report for more information regarding the City's parks and recreation facilities.

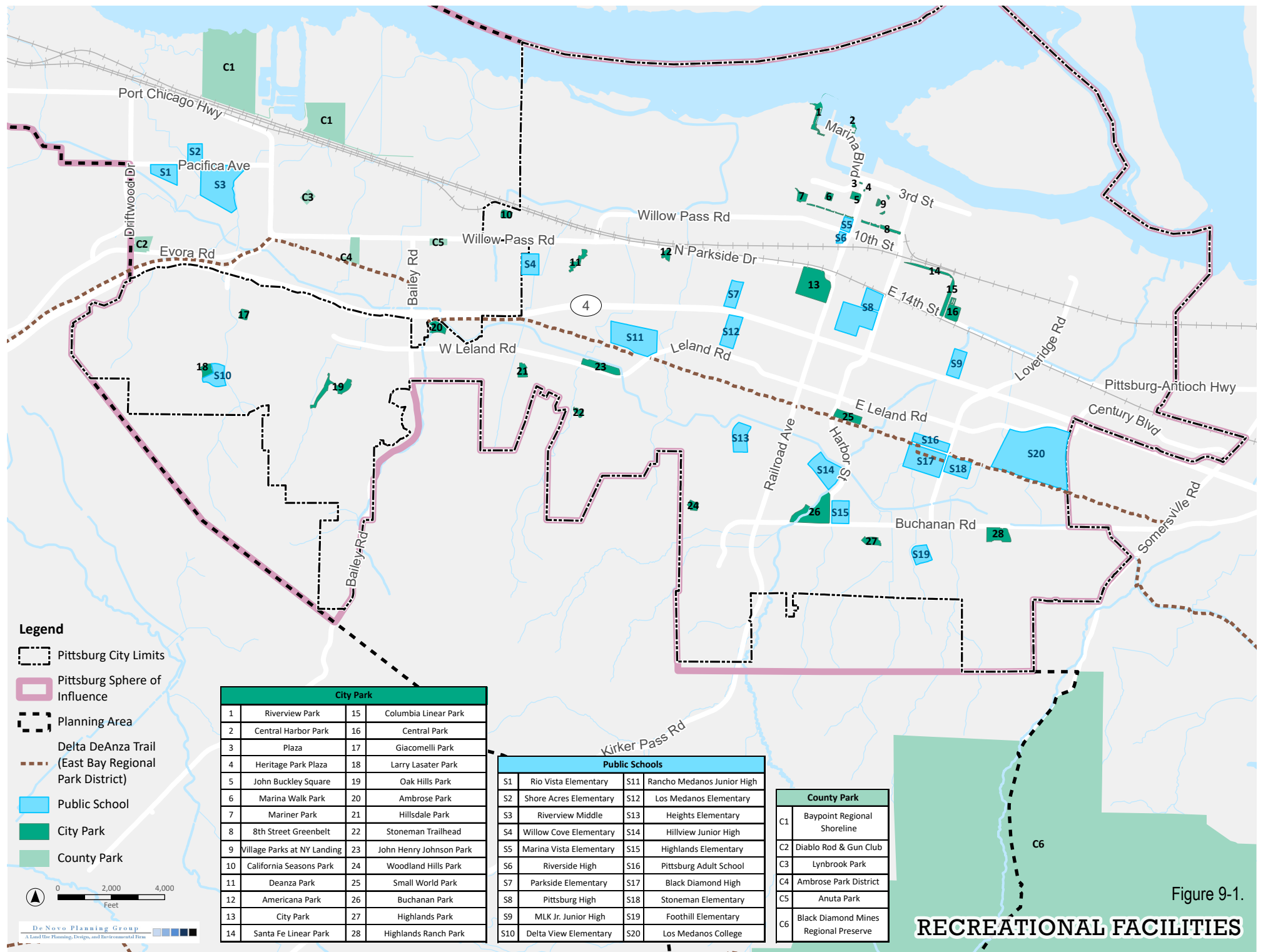


Figure 9-1.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

PARKS

Goal-9-1: Provide a high-quality public park system for Pittsburg that provides varied recreational opportunities that serves and is accessible to all City residents.

POLICIES

- 9-P-1.1: Strive to engage all segments of the community when planning for park and recreational facilities and services.
- 9-P-1.2: Maintain a neighborhood and community park standard of 5 acres of public parkland per 1,000 residents.
- 9-P-1.3: Develop public parks and recreational facilities that are equitably distributed throughout the urbanized area, provide neighborhood recreation facilities in existing neighborhoods where such facilities are presently lacking, and are within reasonable walking distance of all homes.
- 9-P-1.4: Consider park accessibility, use and character as more valuable than size in the acquisition and development of new parks.
- 9-P-1.5: Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through, in order of priority: 1) provision of fully developed parks, 2) dedication of parkland, or 3) payment of in-lieu fees dedicated to the provision of new park sites or enhancing existing facilities.
- 9-P-1.6: Design the layout of new park facilities in accordance with the natural features of the land. Where possible, preserve such natural features as creeks and drainage ponds, rock outcroppings, and significant topographic and visual features.
- 9-P-1.7: Throughout all parks and recreation planning efforts, emphasize and prioritize public participation with local stakeholders and community workshops that enable close collaboration with a variety of members of the community in the design, and programming, of parks and recreation facilities to ensure that these facilities meet the needs of all segments of the community, regardless of age, ethnicity, income, and activity level.

ACTIONS

- 9-A-1.a: *As part of the planning effort for future recreation, parks, and youth facilities, review all plans for consistency with General Plan policies, opportunities to facilitate master planning and programming for parks, trail systems and recreational facilities, and*

ensure recent recreation facilities including Dream Courts and Pittsburg Premier Fields are included. Ensure that master planning and programming efforts for recreation, parks, and youth facilities include and address:

- *Activity upgrades and needs analysis for additional recreational amenities including: sports fields (baseball, soccer, and cricket), and amphitheaters, to serve residential growth accommodated by the General Plan Update), emerging activity trends and needs within the community, as well as potential enhancement of assets currently owned and maintained by the city.*
- *Need for a satellite youth or teen center to ensure recreation, education, wellness, and supportive services are accessible to youth throughout the community.*
- *Needs for additional parks, aquatic facilities, sports fields, and recreational activity programming to accommodate projected growth, including all persons, families, youth, and seniors accommodated by the General Plan.*
- *Need for and feasibility of an outdoor all-weather track and field facility.*
- *Need for and feasibility of a skate park.*
- *Opportunities to enhance neighborhood bicycle and pedestrian connectivity.*
- *Maintenance needs and requirements for new and existing facilities.*
- *Opportunities for public private partnerships.*
- *Potential improvements to integrate the City's shoreline into the urban fabric.*

Future updates to the Parks and Recreation Master Plan shall emphasize and prioritize public participation and workshops that enable close collaboration with a variety of members of the community in the design, and programming, of parks and recreation facilities to ensure that these facilities meet the needs of all segments of the community, regardless of age, ethnicity, income, and activity level and are located in areas accessible to disadvantaged communities.

9-A-1.b: *Periodically review, and update if necessary, the City's Park and Recreational Facilities Impact Fees in order to ensure that new development continues to provide a fair-share contribution towards parks, trails, and recreation facilities.*

RECREATIONAL OPEN SPACE

Goal-9-2: Ensure the provision and preservation of diverse and accessible recreational open spaces, including trails, waterfront, and hillsides, throughout the planning area.

POLICIES

9-P-2.1: Maintain and extend public access to local and regional open space and trails throughout the Planning Area that increase access to and linkages between open space areas, recreation areas, Downtown, the waterfront, the City's neighborhoods, and other key locations:

- Great California Delta Trail. The Great California Delta Trail plans for an extensive system of routes for bicycling and hiking, with interconnections to other land and water trail systems, recreational facilities, and public transportation around the Delta.
- Waterfront/Shoreline. Maintain and improve public access to the shoreline.
- Los Medanos Community College. Foster linkages between the campus and the community.
- Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve.
- Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout Pittsburg, with opportunities to link neighborhoods, the Railroad Avenue commercial corridor, and neighboring communities.
- PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.

9-P-2.2: Development projects adjacent open space, shoreline, hillside, and other recreational areas shall provide public connections and linkages.

ACTIONS

9-A-2.a: *During review of development projects, ensure that residential, commercial, community-oriented, and visitor-oriented land uses provide public access to the shoreline and waterfront, hillside areas, public trails, and other recreational open space opportunities.*

- 9-A-2.b:** *Coordinate with regional agencies in the development of regional trails, passive recreational opportunities, shoreline recreation, and other community-serving recreation that increases passive and active access to open space.*
- 9-A-2.c:** *Identify opportunities to acquire open space to improve active and passive recreational opportunities that are compatible with the preservation of environmental resources, views, and management of resources to address sustainability and sea level rise.*
- 9-A-2.d:** *Implement the policies and actions in the Circulation Element that facilitate and promote safe, increased walkability, bicycle use, and connectivity between parks and trail systems, with a focus on areas currently not well connected or lacking basic infrastructure.*

RECREATION, ARTS, AND CULTURE

Goal-9-3: Promote arts and culture as an integral component of Pittsburgh's quality of life, economic vitality, and efforts to build a safe and healthy community.

POLICIES

- 9-P-3.1:** Encourage the development or provision of facilities that cater to diverse recreational and cultural interests.
- 9-P-3.2:** Locate community facilities in and adjacent to public parks, where possible. Encourage community organizations to utilize these and other park facilities for recreational and cultural activities.
- 9-P-3.3:** Enable private and non-profit programs to use City recreational facilities, as needed.
- 9-P-3.4:** Continue to develop programs for the Senior Center, featuring cultural and recreational programs, classes and special events geared toward the community's seniors.
- 9-P-3.5:** Support the preservation, improvement, and development of community cultural facilities, including cultural centers, community centers, theaters, and libraries, that provide gathering places for cultural exploration, expression, and inspiration.
- 9-P-3.6:** Participate in partnership and collaborative efforts with local art groups and service organizations to strengthen local, regional, and State art advocacy efforts.
- 9-P-3.7:** Consider adoption of an ordinance that establishes incentives to encourage investments in public art.

- 9-P-3.8:** Explore and develop new funding options for maintenance of public art, in partnership with private developers.
- 9-P-3.9:** Encourage collaboration among artists, art organizations, and other community partners, including businesses, educational institutions, and individuals, for acquisition and maintenance of public art.
- 9-P-3.10:** Work in partnership with artists, art organizations, and educational institutions to educate youth in the arts.

YOUTH PROGRAMS

Goal-9-4: Provide a diversity of recreational, cultural, educational, and other opportunities and facilities targeted toward local youth residents.

POLICIES

- 9-P-4.1:** Assess and pursue the development of recreational facilities and programs specifically geared toward youth and teens, including:
- Satellite Youth Center. Consider the potential to expand youth and teen center locations or to ensure adequate transportation to the Teen Center to ensure youth in underserved areas have a safe environment for local youth to meet and interact, or to participate in after-school, athletic, or cultural activities.
 - Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and afterschool drop-in games, such as basketball.
 - Aquatic Center. Consider opportunities to establish facilities to provide swimming, diving, and other athletic and recreational water activities.
 - Opportunities to provide additional recreational and social programs and amenities throughout the community including exploring the feasibility of additional sports fields, entertainment venues and activity options, cultural events, family-friendly festivals, and recreation and activity programs, for all ages and abilities.
- 9-P-4.2:** Promote internship programs and opportunities to connect students with local businesses and provide them with hands on work experience.
- 9-P-4.3:** Pursue partnerships with organizations to enhance public-private partnerships that support youth recreational programs.

- 9-P-4.4: Support the development of community recreational activities, events, organized sports leagues, and other programs that serve broad segments of the community, including teens and youth.
- 9-P-4.5: Continue to provide support to local nonprofits and other sports and recreational programs that provide community recreational services on City owned facilities.
- 9-P-4.6: Support land uses and recreational sports activities that foster growth and personal development.

ACTIONS

- 9-A-4.a: *Continue to plan for youth-oriented recreation and community facilities through the Parks and Recreation Master Plan.*
- 9-A-4.b: *Continue to update and utilize the City Services Parks and Recreation webpage to provide information on park and recreational facilities and opportunities to participate in senior programs, youth sports and other recreational programs.*

SENIOR PROGRAMS

Goal-9-5: Provide a diversity of programs and recreational and cultural opportunities, and facilities targeted toward local youth and senior residents.

POLICIES

- 9-P-5.1: Pursue partnerships with organizations to enhance public-private partnerships that support senior recreational programs.
- 9-P-5.2: Support recreational activities, events, organized sports leagues, and other programs that serve broad segments of the community, including seniors.

ACTIONS

- 9-A-5.a: *Coordinate with regional and local service providers to identify venues and opportunities for recreational services, community events, intergenerational programs social connections, to engage older adults.*
- 9-A-5.b: *Develop programs, including with local schools and other organizations, that promote existing and new connections between senior and school-age residents.*

EDUCATIONAL AND OTHER FACILITIES

Goal-9-6: Support the continued learning of all Pittsburg residents by providing high quality public and private educational opportunities and facilities.

POLICIES

- 9-P-6.1:** Ensure that school facilities maintain adequate capacity to provide for current and projected enrollment.
- 9-P-6.2:** Work with Mount Diablo Unified School District to ensure that the timing of school construction and/or expansion is coordinated with phasing of new residential development.
- 9-P-6.3:** Work cooperatively with local school districts to explore all local and State funding sources to secure available funding for new school facilities and programs and to identify possible sites for the construction of new school facilities.
- 9-P-6.4:** Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.
- 9-P-6.5:** Emphasize the integration of land uses and activities surrounding Los Medanos Community College. Encourage physical connections between the College and surrounding neighborhoods, commercial areas, and open space resources.
- 9-P-6.6:** Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college Board to allow public access to recreational facilities and programs.
- 9-P-6.7:** Promote use of the educational and cultural resources available at the Pittsburg Library.

ACTIONS

- 9-A-6.a:** *As part of development review for residential subdivisions, require new development to pay applicable school and public facility impact fees and work with developers and the school districts to ensure that adequate school and related facilities will be available.*

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RESOURCE CONSERVATION & OPEN SPACE

Natural resources in the City and surrounding area form an important part of Pittsburg's unique character and quality of life. Resource-protection regulations enacted by ordinance will establish specific regulations to protect natural features and ensure compatible project design.

The resource conservation part of this element describes the City's approach to the conservation and enhancement of Pittsburg's natural resources: biological and habitat, drainage and erosion, soils, energy, water quality, aesthetics, approach to addressing air quality and adaption to climate change, and preservation of cultural and historical heritage.

The open space portion of this element establishes a long-range program for the preservation of open space areas in the City. This fulfills the requirements of *Section 65560 of the California Government Code* regarding the preparation of an open space plan for the City. Open space refers to land or water which is unimproved and devoted for the preservation of natural resources, and includes habitats of wildlife species, streams, groundwater recharge areas, and trails. Lands identified to provide open space to the community are shown on Figure 10-1.

Preservation of open space as it relates to visual and scenic resources is addressed in the Urban Design Element. Significant mineral resources are not present in the City.

Existing conditions and regulations associated with resource conservation and open space are discussed in Chapter 5 of the Existing Conditions Report.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

SUSTAINABILITY AND OPEN SPACE

Goal-10-1: Promote a sustainable, healthy future for Pittsburg that conserves and protects natural and cultural resources and provides residents with access to a network of diverse, safe, and accessible open spaces.

POLICIES

- 10-P-1.1:** Implement the City's Sustainability Plan to promote a healthier, more sustainable future.
- 10-P-1.2:** Consider General Plan land use designations that include open space, parks, and similar uses, as well as waterways (i.e., Suisun Bay, the Delta, New York Slough, Kirker Creek,), as contributing to the City's open space. Figure 10-1 illustrates the City's Open Space Plan.
- 10-P-1.3:** Conserve open space for conservation, recreation, and agricultural uses. Conversion of open space, as described under Policy 10-P-7.1, to developed residential, commercial, industrial, or other similar types of uses, shall be strongly discouraged. Undeveloped land that is designated for urban uses may be developed if needed to support economic development, improve the City's housing stock and range of housing types, and if the proposed development is consistent with the General Plan Land Use Map.
- 10-P-1.4:** Recognize urban open space as essential to maintaining a high quality of life and supporting public health benefits.
- 10-P-1.5:** Support regional and local natural resource preservation plans of public agencies, including the San Francisco Bay Conservation and Development Commission, the Delta Stewardship Council, and East Bay Regional Park District, that conserve and protect open space within Planning Area.
- 10-P-1.6:** Encourage public and private efforts to preserve open space by establishing partnerships with other agencies, residents, and stakeholder organizations.

City of Pittsburg Sustainability Plan

The Sustainability Plan is designed to empower Pittsburg in taking steps towards a healthier, more sustainable future, weaving together social, environmental, and economic goals with a primary focus of creating a more sustainable, equitable, and healthy Pittsburg, while maintaining a strong economy and reducing emissions to support California's Climate goals. The Sustainability Plan serves as a first step towards reducing greenhouse gas (GHG) emissions in the City and establishes practical actions that will result in real, positive change.

The Sustainability Plan establishes the following Cornerstone Goal:

C-1.1 Provide high-road jobs to members of disadvantaged and vulnerable communities through a local High-road Workforce Development Program.

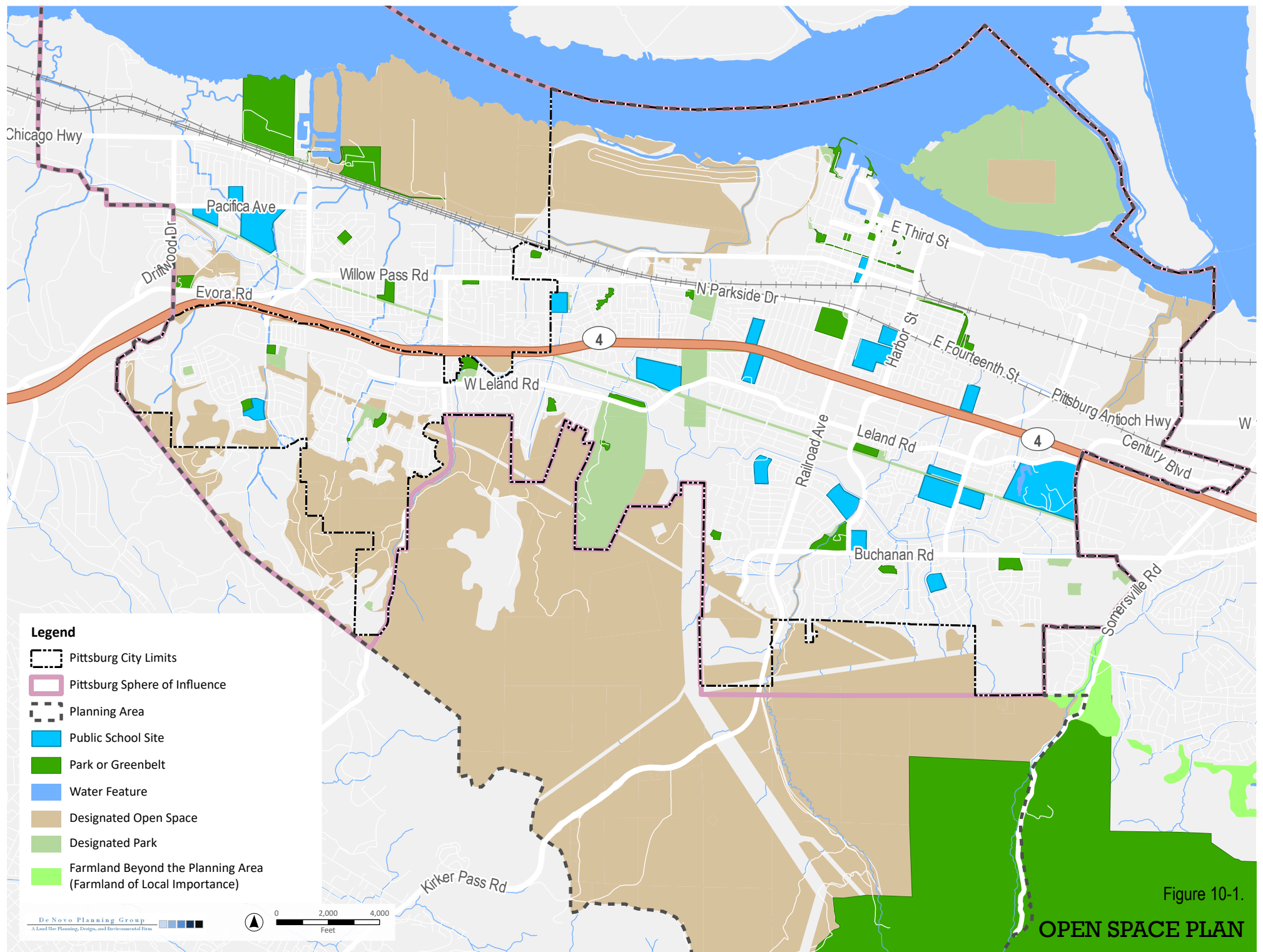


Figure 10-1.

OPEN SPACE PLAN

- 10-P-1.7: Provide, and encourage access to, public and private open space within urbanized parts of Pittsburg, in order to provide for the recreational and public health needs of residents and provide visual contrast with the built environment.
- 10-P-1.8: Require development projects to maximize the potential for open space, visual experiences, and passive and active recreation.
- 10-P-1.9: Preserve land under Williamson Act contract in agriculture, consistent with State law, until urban services are available and expansion of development would occur in an orderly and contiguous fashion.
- 10-P-1.10: Encourage agricultural landowners in Pittsburg's Planning Area to participate in Williamson Act contracts and other programs that provide long-term protection of agricultural lands. Discourage the cancellation of Williamson Act contracts outside the City Limits.
- 10-P-1.11: Minimize conflicts between agricultural and urban land uses.

ACTIONS

- 10-A-1.a: *Provide an interconnecting and accessible system of open space corridors that incorporate bicycle and pedestrian paths within the urbanized area that connect to regional open space corridors, such as the San Joaquin River.*
- 10-A-1.b: *Utilize a system of open space corridors to provide pedestrian and bicycle connections between schools, parks and other recreation areas, commercial uses, and employment centers and to improve connectivity of such areas and uses with older, disadvantaged, and low income areas, and senior communities.*
- 10-A-1.c: *Require all new development to provide linkages to existing and planned open space that would logically be connected through the project.*
- 10-A-1.d: *Provide opportunities for public education and engagement through the City's open space system and natural resource areas.*
- 10-A-1.e: *Review all development proposals within or adjacent to the Sphere of Influence, to ensure adequate preservation of community separators and open space resources.*
- 10-A-1.f: *Implement a coordinated and cost-effective plan for City management and maintenance of publicly-owned open space within the city limits.*
- 10-A-1.g: *Coordinate with interested residents and public and private entities to create new and expanded public access trails along waterways that connect to open space areas, parks, and schools serving the City.*

10-A-1.h: *Amend Title 18 (Zoning) of the Municipal Code to include specific agricultural buffer requirements for new development projects, including residential and sensitive land uses (i.e., schools, day care facilities, and medical facilities), amendments to the General Plan, and rezoning applications that are proposed near existing agricultural lands in order to protect the associated agricultural operations from encroachment by incompatible uses. Buffers shall generally be defined as a physical separation, depending on the land use, and may consist of topographic features, roadways, bike/pedestrian paths, greenbelts, water courses, or similar features. The buffer shall occur on the parcel for which a permit is sought and shall favor protection of the maximum amount of agricultural land.*

10-A-1.i: *Work with Contra Costa County on the following issues:*

- *The establishment and implementation of consistent policies for agricultural lands in the Planning Area that prioritize the preservation of agricultural lands and support ongoing agricultural activities.*
- *Pesticide application and types of agricultural operations adjacent to urban uses.*
- *Support the continuation of County agricultural zoning in areas designated for Open Space land use in the General Plan.*

10-A-1.j: *Apply the following conditions of approval where urban development occurs next to farmland:*

- *Require adequate and secure fencing at the interface of urban and agricultural use.*
- *Require phasing of new residential subdivisions; so as to include an interim buffer between residential and agricultural use.*
- *Require a buffer, which may include a roadway and landscaped buffer, open space transition area, or low intensity uses, between urban uses and lands designated Open Space on the Land Use Map.*

ECOLOGICAL RESOURCES, THE BAY, AND THE DELTA

Goal-10-2: Conserve biological and ecological resources, particularly the health of Suisun Bay and Marsh (Bay) and the Sacramento-San Joaquin Delta (Delta), special status species, including species that are State or Federally listed as endangered, threatened, or rare, habitats that support special status species, and sensitive habitats.

POLICIES

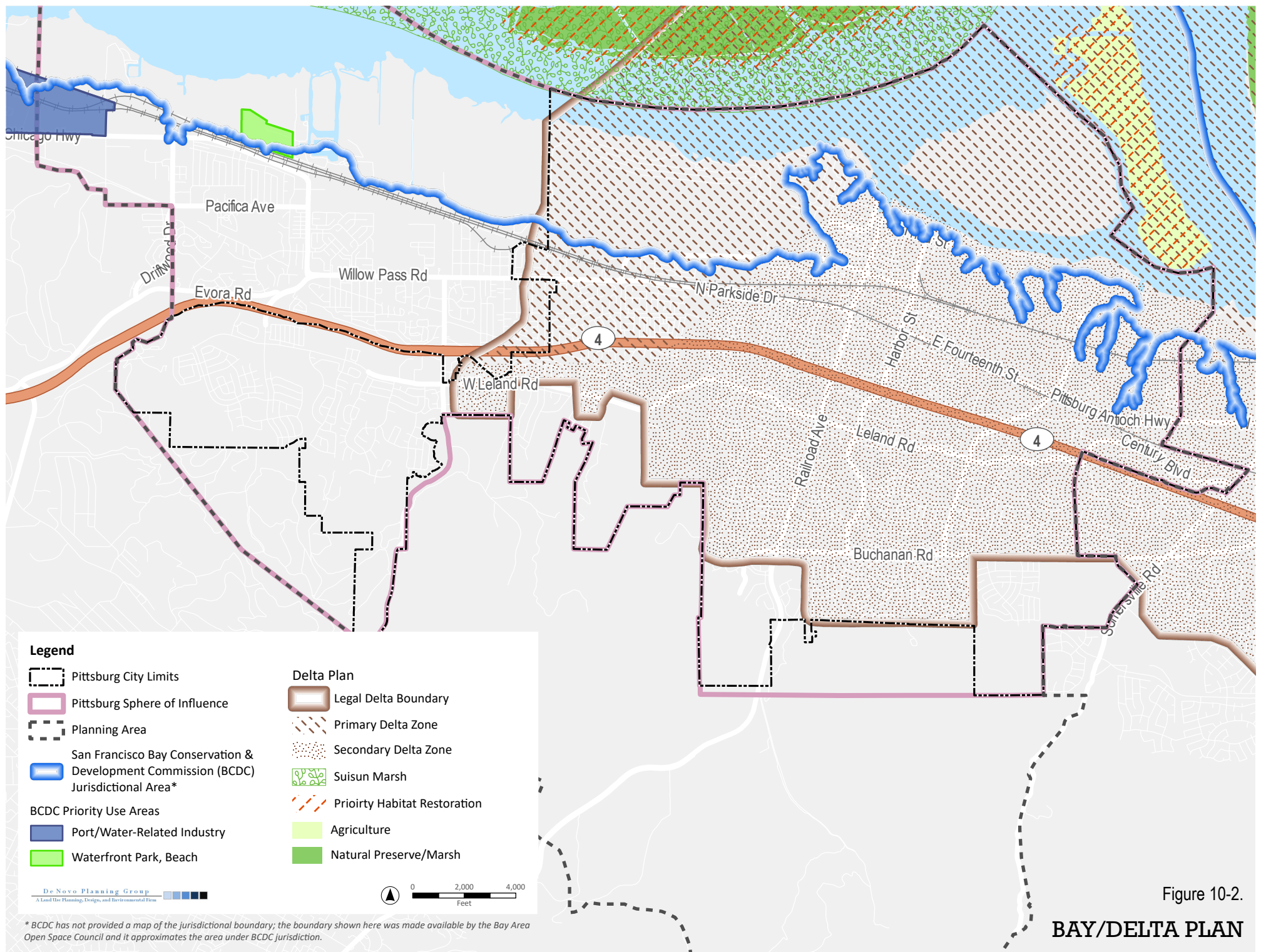
- 10-P-2.1:** Ensure that open space and natural landscapes remain a major component of lands near the Bay and the Delta (see Figure 10-2).
- 10-P-2.2:** Support the long-term viability and success of the natural Bay and Delta ecosystems and the continuation of Delta heritage, including encouraging preservation and restoration of contiguous portions of important wildlife habitats remnants of riparian and aquatic habitat.
- 10-P-2.3:** Require new development projects to cooperate with the East Bay Regional Park District (EBRPD) to protect the Browns Island Regional Shoreline and the Black Diamond Mines Regional Preserve.
- 10-P-2.4:** Preserve the natural Bay and Delta shoreline habitat on Browns Island and grasslands habitat at Black Diamond Mines.
- 10-P-2.5:** Conserve natural terrain, native vegetation, and sensitive habitats and recognize the role of native vegetation, natural terrain and green infrastructure in natural resource and watershed management.
- 10-P-2.6:** Support efforts to protect and enhance the Bay and Delta ecosystem and Pittsburg's creeks in perpetuity for their value in providing visual amenity, drainage capacity, and habitat value, through a variety of measures including local conservation efforts that improve adequate water supply and quality.
- 10-P-2.7:** Preserve large areas of naturally vegetated habitat to allow for water infiltration and reduce flood hazards in the Kirker Creek watershed by requiring that new development minimizes paved areas.

Bay Plan and Delta Plan

Pittsburg's shoreline is subject to two State regulatory plans. The western portion is within the San Francisco Bay Plan (Bay Plan) and the eastern portion is within the Sacramento-San Joaquin Delta (Delta) and is subject to the Delta Plan. Figure 10-2 shown lands within the Planning Area that are subject to the Bay Plan and the Delta Plan.

*The **Bay Plan**, prepared by the San Francisco Bay Conservation and Development Commission (BCDC), establishes regulations for the placing of fill, extracting material, or changing use of any land, water, or structure within BCDC's jurisdiction. Policies specific to Pittsburg's Planning Area are addressed in Bay Plan Policies for Plan Map 3.*

The Delta Plan, prepared by the Delta Stewardship Council, establishes regulations for the Delta that apply to State and local agencies. The Delta Reform Act established a certification process for compliance with the Delta Plan. Agencies that propose to carry out, approve, or fund a qualifying action in whole or in part in the Delta, called a "covered action," must certify and make findings that this action is consistent with the Delta Plan. Areas subject to the Delta Plan are included within the Delta's Primary and Secondary zones.



* BCDC has not provided a map of the jurisdictional boundary; the boundary shown here was made available by the Bay Area Open Space Council and it approximates the area under BCDC jurisdiction.

- 10-P-2.8: Require new development projects and expansion of existing uses to conserve sensitive habitat, including special status species.
- 10-P-2.9: Work with Contra Costa County, the EBRPD, and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grasslands habitat.
- 10-P-2.10: Advocate clustering of houses to preserve large, unbroken blocks of open space, particularly within sensitive habitat areas during the design of hillside residential projects.
- 10-P-2.11: Encourage the preservation of wildlife corridors to ensure the integrity of habitat linkages.
- 10-P-2.12: Continue to support and implement the East Contra Costa County Habitat Conservation Plan (Eastern County HCP).
- 10-P-2.13: Support the reclamation of wetlands and marshlands along local industrial waterfronts.
- 10-P-2.14: Collaborate with developers to establish and/or retain creeks, marshes, wetlands, and riparian corridors in the design of new development.
- 10-P-2.15: Protect and restore threatened natural resources, such as wildlife, estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.
- 10-P-2.16: Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Islands Preserve.
- 10-P-2.17: Work with industrial property-owners along the waterfront to improve urban runoff and water quality levels within the Bay wetlands.
- 10-P-2.18: Recognize that climate change impacts may influence future guidance, and best available data, and continue to ensure that up-to-date information is consulted when reviewing projects for potential impacts to biological resources, including the Bay, Delta, and sensitive habitats.

ACTIONS

- 10-A-2.a: *Conduct site-specific biological resources assessment for development located in or adjacent to potential habitat or ecologically sensitive areas. If any special-status species or sensitive habitats are identified, contact the appropriate resource agencies and establish appropriate management strategies to reduce impacts on sensitive habitat and special status species.*
- 10-A-2.b: *Continue to require projects to comply with the requirements of the Eastern County HCP when reviewing proposed public and private land use changes.*

- 10-A-2.c:** *Develop and adopt an Urban Forest Management Plan that identifies the City's potential capacity for new tree planting, identifies a timeframe for implementation, provides a management plan for existing trees, and establishes a tracking system to assess progress towards annual benchmarks.*
- 10-A-2.d:** *Review all projects located within or adjacent to the Delta Primary Zone and other priority habitat restoration areas to ensure consistency with the criteria and policies of the Delta Stewardship Council's Delta Plan.*
- 10-A-2.e:** *As applicable, provide opportunities for review of and comment by the California Department of Fish and Wildlife, Reclamation Districts, the Delta Stewardship Council, Delta Protection Commission, SWRCB, and San Francisco Bay Conservation and Development Commission (BCDC) during project review, and consult with the California Department of Fish and Wildlife to ensure that any impacts do not have a significant effect on primary habitat restoration areas as described in the Bay Plan and the Delta Plan.*
- 10-A-2.f:** *Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approval on sites that include ecologically sensitive habitat and require that revegetation of cut-and-fill slopes for new development includes native plant species.*
- 10-A-2.g:** *Intermix areas of pavement with naturally vegetated infiltration sites to minimize the concentration of stormwater runoff from pavement and structures.*
- 10-A-2.h:** *Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way.*
- 10-A-2.i:** *Require all crossings to be constructed in accordance with CCWD standards and requirements.*
- 10-A-2.j:** *Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: - Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. - Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.*
- 10-A-2.k:** *Establish regulations as part of the Zoning Code Update to require that:*
 - (a) *Revegetation of cut-and-fill slopes for new development includes native plant species*
 - (b) *Mature trees are preserved, including measures for the replacement of all mature trees removed*

- (c) *Building pads and structural elements are located at least 150 feet (horizontally) away from the crest of a major ridgeline in order to preserve viewsheds of the southern hills*
- (d) *Creek setbacks are established along riparian corridors. Development standards shall include expanded setback buffers as needed to preserve habitat areas of identified special status species and wetlands (50-150 feet on each side), prohibition of development within creek setback areas (except as part of greenway (trails and bikeways, etc.) enhancement), and preservation of land where endangered species habits exist.*

10-A-2.I: *Create interpretive facilities with educational displays along the marshlands to heighten public awareness of the importance of local marshlands for roosting and nesting sites for migrating waterfowl.*

SOILS CONSERVATION

Goal-10-3: Protect and preserve the availability and quality of soil as a resource to sustain healthy plant, animal, and human life.

Policies

10-P-3.1: Require development to use best management practices (BMPs) to minimize the runoff and erosion caused by earth movement.

10-P-3.2: Encourage preservation of natural creeks and riparian habitat as best as possible.

See also Safety and Resiliency 10-P-4.7

Actions

10-A-3.a: *Require evaluation and implementation of appropriate measures as part of development plans for creek bank stabilization as well as necessary BMPs to reduce erosion and sedimentation.*

10-A-3.b: *See also Safety and Resiliency 10-A-4.c: During development review, ensure that new development on unstable slopes is designed to avoid potential soil creep and debris flow hazards. Avoid concentrating runoff within swales and gullies, particularly where cut-and-fill has occurred.*

10-A-3.c: *See also Safety and Resiliency 10-A-4.i: Continue to maintain and provide an inventory of all natural hazards, including active faults, Alquist-Priolo Special Study Zones, floodplains, hazardous soil conditions, and dam failure inundation areas.*

10-A-3.d: *See also Safety and Resiliency 10-A-5.a: Require that applications for discretionary development projects provide detailed information regarding the potential for the historical use of hazardous materials on the site, including information regarding the potential for past soil and/or groundwater contaminations. If warranted, identify and require mitigation measures to ensure the exposure to hazardous materials from historical uses has been mitigated to acceptable levels consistent with EPA and/or DTSC standards.*

WATER QUALITY

Goal-10-4: Promote the conservation and efficient use of surface water and groundwater and protect the quality of Pittsburg's waterways and groundwater resources.

Policies

- 10-P-4.1:** Implement local conservation efforts that improve the San Joaquin River Delta water supply and quality by supporting the long-term viability of the natural Delta ecosystems and the continuation of Delta heritage through encouraging protection and restoration of the ecosystem.
- 10-P-4.2:** Protect the water availability and quality of the San Joaquin River Delta for beneficial uses and habitat protection.
- 10-P-4.3:** Comply with Regional Water Quality Control Board regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
- 10-P-4.4:** Address soil and groundwater pollution during development, redevelopment, and reuse projects.
- 10-P-4.5:** Reduce sedimentation and erosion of waterways by minimizing site disturbance and vegetation removal.
- 10-P-4.6:** Encourage rehabilitation and revegetation of riparian corridors and wetlands throughout the City to contribute to bioremediation and improved water quality.
- 10-P-4.7:** Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.

- 10-P-4.8:** Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal.
- 10-P-4.9:** Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.
- 10-P-4.10:** Encourage groundwater recharge through water management strategies, including reducing urban runoff through low impact development designed to conserve natural resources and facilitate groundwater recharge.

Actions

- 10-A-4.a:** *Review and regulate new development to ensure consistency with Federal and State flood and floodway requirements, including Sacramento-San Joaquin River Delta Plan policies, the City's Green Stormwater Infrastructure Plan, and the Contra Costa Clean Water Program's Resource Conservation Plan as applicable and as opportunities arise.*
- 10-A-4.b:** *Require an assessment of downstream drainage (creeks and channels) and City storm-water facilities impacted by potential project runoff as part of project water quality review and CEQA documentation.*
- 10-A-4.c:** *Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES) permits, with specific requirements established in each NPDES permit.*
- 10-A-4.d:** *Review and update BMPs as necessary to promote state-of-the-art construction practices to ensure that development projects consider the effects of construction debris and sediment on local water supplies.*
- 10-A-4.e:** *Monitor land uses discharging into groundwater recharge areas to prevent potential contamination from hazardous or toxic substances.*
- 10-A-4.f:** *Facilitate monitoring of all underground storage tanks, and support the Environmental Protection Agency's (EPA) requirements to remove all single walled underground storage tanks.*
- 10-A-4.g:** *Establish regulations as part of the Zoning Code Update to require that:*
- (a) Graded areas concurrent with project development are revegetated to minimize erosion*
 - (b) New developments submit water conservation plans that meet State requirements, including claimed water, and efficient irrigation systems*

(c) *Measures such as the use of low flow plumbing fixtures, drought tolerant plantings, reclaimed water, and efficient irrigation systems*

10-A-4.h: *Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.*

10-A-4.i: *Require new development to use BMPs to minimize creek bank instability, runoff of construction sediment, and flooding.*

AESTHETICS AND VISUAL RESOURCES

Goal-10-5: Promote improved views of ridgelines and shorelines from public parks and rights-of way and encourage the preservation, protection, enhancement and use of historical structures and past eras.

Policies

- 10-P-5.1: Promote residential rooflines that are oriented in the same direction as the natural hillside slope.
- 10-P-5.2: Encourage preservation and enhancement of the natural characteristics of the San Joaquin River Delta in a manner that encourages public access.
- 10-P-5.3: Maintain and enhance views to and from the San Joaquin River Delta.
- 10-P-5.4: Preserve significant visual resources that include unique landforms (e.g., skyline ridges, intermediate ridges, hilltops, and rock outcroppings), creeks, lakes, and open space areas in a natural state, to the extent possible.
- 10-P-5.5: Require new development to avoid obstructing views of, and to minimize impacts to, significant visual resources through the following: creative site planning; integration of natural features into the project; appropriate scale, materials, and design to complement the surrounding natural landscape; clustering of development to preserve open space vistas and natural features; minimal disturbance of topography; and creation of contiguous open space networks.
- 10-P-5.6: Ensure that the visibility of new development from natural features and open space areas is minimized to preserve the landforms and ridgelines that provide a natural backdrop to the open space systems. Major and minor ridgelines are shown on Figure 10-2.
- 10-P-5.7: Pursue preservation of lands where streets terminate at the waterfront during review of development plans. Such lands should be improved as public open space to ensure that undisturbed views of Suisun Bay and New York Slough are preserved.
- 10-P-5.8: Emphasize the importance of public views of the shoreline (from public spaces and rights-of-way) when reviewing new development projects along the water.
- 10-P-5.9: Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including waterfront parks, passive recreation and open space areas, and other community-oriented uses.
 - Waterfront Parks: Pursue and develop small pockets of open space that provide physical and visual access to the waterfront.

- Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline.
- Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.

10-P-5.10: Encourage the preservation of varied architectural styles that reflect the cultural, industrial, social, economic, political and architectural phases of the City's history.

10-P-5.11: Encourage City Public Works projects (street lights, street tree plantings, signage, etc.) to promote, preserve, or enhance the City's historic character.

10-P-5.12: Develop and encourage public/private partnerships as a means to support, expand, and promote historic preservation.

10-P-5.13: Alert property owners, land developers, and the building industry to historic preservation goals and policies and their implications early in the development process.

See also Urban Design Element.

Actions

10-A-5.a: *Implement strategic General Plan and Zoning changes as indicated by federal, state, or local designations in order to maintain neighborhood vitality and character to preserve the integrity of historic structures located within those neighborhoods.*

10-A-5.b: *Require new development located adjacent to historical buildings to be architecturally compatible with historic buildings.*

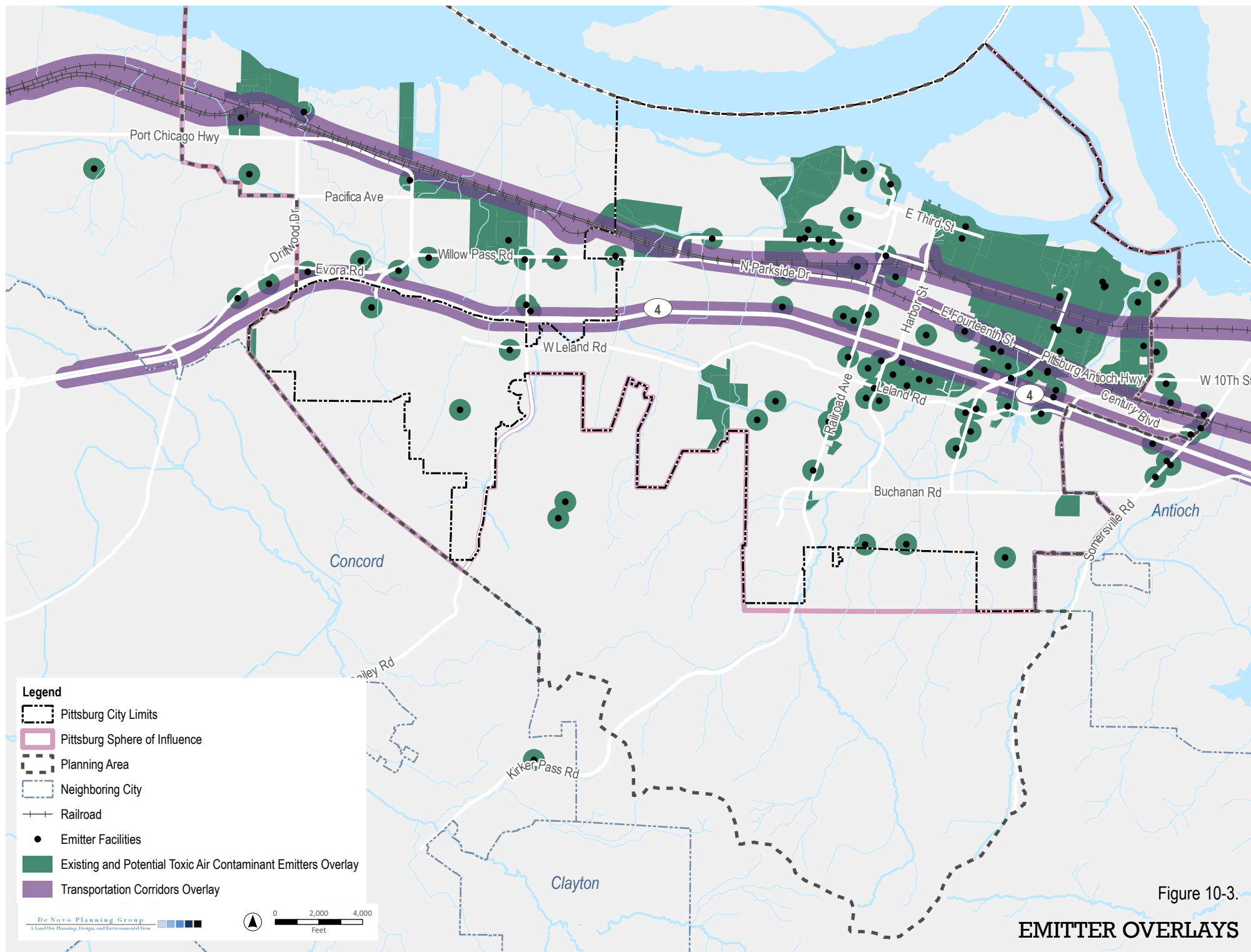


Figure 10-3.

EMITTER OVERLAYS

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

Goal-10-6: Support Federal, State, and regional efforts to reduce air pollution in order to protect human and environmental health and restore air quality in the area to a more healthful level.

Policies

- 10-P-6.1:** Support the principles of reducing air pollutants and greenhouse gas emissions through comprehensive and sustainable land use, transportation, and energy planning and addressing opportunities to decrease emissions associated with local government operations.
- 10-P-6.2:** Ensure that new development is consistent with the energy objectives and targets identified by the City's Sustainability Plan.
- 10-P-6.3:** Encourage transportation modes that minimize toxic air contaminants (TACs) and greenhouse (GHG) gas emissions from motor vehicle use.
- 10-P-6.4:** Encourage and support infill, mixed use, and higher density development, where appropriate, in order to reduce GHG emissions associated with vehicle travel.
- 10-P-6.5:** Coordinate with the Bay Area Air Quality Management District (BAAQMD), the Association of Bay Area Governments (ABAG), and the California Air Resources Board (State Air Board), and other agencies to develop and implement regional and county plans, programs, and mitigation measures that address cross-jurisdictional and regional air quality impacts, including land use, transportation, and climate change impacts, and incorporate the relevant provisions of those plans into City planning and project review procedures. Also cooperate with BAAQMD, ABAG, and State Air Resources Board in:
 - a) Enforcing the provisions of the California and Federal Clean Air Acts, state and regional policies, and established standards for air quality.
 - b) Identifying baseline air pollutant and greenhouse gas emissions, including within the City and Sphere of Influence and in the vicinity of intensive industrial and energy-producing uses, to the extent data is available.

The Sustainability Plan includes GHG emissions reduction strategies and goals, that build on the Cornerstone Goal. GHG emission reductions strategies include:

C-1 Cornerstone to Climate Action Planning

E-1 Electrify the Building Stock

E-2 Decarbonize Electricity and In-use and Storage of Local Renewable Energy

T-1 Reduce Passenger Car Vehicle Miles Traveled

T-2 Increase Zero-Emission Vehicle and Equipment Use

W-1 Increase Water Conservation and Local Water Supply

W-2 Minimize Water Loss System-wide

SW-1 Organic Waste Diversion

SW-2 Reduce Community Waste Generation

CS-1 Carbon Sequestration

M-1 Commit to Climate Action

M-2 Reduce Municipal Reliance on Natural Resources

- c) Requiring energy-efficiency measures in City operations and facilities and use of low carbon or clean fuels for City vehicle fleets, when feasible.

- 10-P-6.6: Reduce the generation of TACs such as ozone, carbon monoxide, lead, and particulate matter to work toward improving air quality and meeting all Federal and State ambient air quality standards.
- 10-P-6.7: Reduce the potential for human discomfort or illness due to local concentrations of toxic contaminants, odors, and dust.
- 10-P-6.8: Reduce the number of motor vehicle trips and emissions accounted to Pittsburg residents and encourage land use and transportation strategies that promote use of alternatives to the automobile for transportation, including bicycling, bus transit, and carpooling.
- 10-P-6.9: Coordinate and review at the time of submittal of land use planning applications and development project BMPs and standards to prevent odors and odor complaints.
- 10-P-6.10: Require and condition all new public and privately constructed buildings to exceed, where feasible, and comply with construction and design standards that promote energy conservation, including the most current “green” development standards in the California Green Building Standards Code.
- 10-P-6.11: Require expanded innovative and green building best practices, where feasible, including, but not limited to, LEED certification for all new development and retrofitting existing uses, and encourage public and private projects to exceed the most current “green” development standards in the California Green Building Standards Code.
- 10-P-6.12: Require and condition construction and operation of new development to be managed to minimize fugitive dust and air pollutant emissions.
- 10-P-6.13: Implement development standards, mitigation measures, and best practices that require energy conservation and the reduction in greenhouse gases, including:
 - Require new development to incorporate energy-efficient features through passive design concepts (e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access);
 - Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;

- Require all projects to meet or, when feasible, exceed the most current "green" development standards in the California Green Building Standards Code;
- Require projects to implement applicable Sustainability Plan strategies and actions;
- Require developments to include vehicle charging stations that meet or exceed the requirements of State law and to include outdoor electrical outlets. Discourage portable generators or other portable power sources;
- Require best practices in selecting construction methods, building materials, project appliances and equipment, and project design;
- Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and
- Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation's full power demand and 100% fleet electrification, as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.

Actions

- 10-A-6.a:** *Periodically review and report on the effectiveness of the measures outlined in the Sustainability Plan and the strategies in this Element in meeting local and State GHG reduction and climate goals. Institutionalize sustainability by developing a methodology to ensure all environmental, social and lifecycle costs are considered in project, program, policy and budget decisions.*
- 10-A-6.b:** *Implement the Strategic Energy Plan to reduce GHG emissions, including identifying ways to reduce energy use for existing City facilities, improving energy performance for new construction and major renovations, developing fiscal and economic criteria for implementation of energy reduction plans, reducing greenhouse gas emissions through adopting a Climate Action Plan, and engaging the community to increase awareness and reduce energy use.*
- 10-A-6.c:** *Cooperate with BAAQMD to achieve emissions reductions for ozone and its precursor, PM-10, and ensure compliance with dust abatement measures during construction.*
- 10-A-6.d:** *Consult with BAAQMD to identify stationary and mobile TAC sources and determine the need for and requirements of a health risk assessment for proposed developments.*
- 10-A-6.e:** *Use alternative-fuel vehicles, as feasible, to minimize emissions and air pollution from City operations.*

- 10-A-6.f:** *Encourage new residential development and remodeled existing homes to install clean-burning fireplaces and wood stoves.*
- 10-A-6.g:** *Future development that includes sensitive receptors such as schools, hospitals, day care centers, residential developments, and retirement homes located within specific setback distances from highways, railroads, local roadways, and stationary sources as described in the 2040 Pittsburg General Plan Environmental Impact Report or the TAC overlay zones shown in Figure 10-3 will require a site-specific analysis to determine the level of TAC and PM_{2.5} exposure. The analysis shall be conducted following procedures outlined by BAAQMD. If the site-specific analysis reveals significant exposures, such as cancer risk greater than 10 in one million or cumulative cancer risk greater than 100 in one million, additional measures shall be employed to reduce the risk to below the threshold. If this is not possible, the sensitive receptor shall be relocated.*
- 10-A-6.h:** *Avoid siting new sensitive land uses within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day, consistent with the CARB's Air Quality and Land Use Handbook recommendations, unless a site-specific analysis is conducted to determine the level of TAC and PM_{2.5} exposure would be below the applicable thresholds of significance for individual projects.*
- 10-A-6.i:** *Improve indoor air quality by reviewing development plans to ensure that operable windows, balconies, and building air intakes are located as far away as possible from pollution sources. If near a distribution center, residential units shall not be located immediately adjacent to a loading dock or where trucks concentrate to deliver goods.*
- 10-A-6.j:** *Consult with BAAQMD to identify the potential for odor sources from proposed development projects where the development could have the potential to adversely affect existing or planned sensitive receptors.*
- 10-A-6.k:** *Review proposed development projects and land use planning applications and prohibit uses that may produce odors that have the potential to result in frequent odor complaints unless the development proposal can exhibit methods to mitigate such odors.*
- 10-A-6.l:** *To the extent allowed by State law, prohibit sensitive receptors from locating near odor sources where frequent odor complaints are likely to occur, unless it can be shown that potential odor complaints can be mitigated.*
- 10-A-6.m:** *Ensure buffer zones for land uses that have the potential to be sources of odors, consistent with the latest BAAQMD guidance.*
- 10-A-6.n:** *Continue to assess and monitor performance of greenhouse gas emissions reduction efforts, including progress toward meeting longer-term GHG emissions reduction goals. Report on the City's progress annually, including progress toward the Sustainability Plan's emission targets of 3.0 metric tons carbon dioxide equivalent (MT CO₂e) per capita by 2030 and 0.0 MT CO₂e by 2045, and schedule public hearings at the Planning Commission and City Council. Update the City's GHG inventory at least every*

three years to demonstrate consistency with State-adopted GHG reduction targets, including those targets established beyond 2020.

10-A-6.o: *Continue to review development projects to ensure that all new public and private development complies with or exceeds the California Code of Regulations, Title 24 standards as well as the energy efficiency standards established by the General Plan and the Municipal Code.*

10-A-6.p: *Complete annual progress reports (every three years) and monitor the progress of implementation of the Sustainability Plan GHG Reduction Goals (Strategy C-1, E-1, E-2, W-1, CS-1, M-1, and M-2).*

CULTURAL AND HISTORIC RESOURCES

Goal-10-7: Encourage municipal and community awareness, appreciation, and support for Pittsburg's historic, cultural, and archeological resources.

Policies

- 10-P-7.1:** Foster knowledge of our heritage by providing for the educational and cultural enrichment of this and future generations.
- 10-P-7.2:** Redefine the New York Landing Historical District (see Figure 5-2) to designate and preserve historical structures not currently located within the district boundaries.
- 10-P-7.3:** Protect archaeological/paleontological sites from destruction in order to preserve and interpret them for future scientific research, and public educational programs.
- 10-P-7.4:** Review new development projects and work in conjunction with the California Historical Resources Information System to determine whether project areas contain known historic resources or archaeological resources, either prehistoric and/or historic-era, and whether the site has potential for such resources.

Actions

10-A-7.a: *Identify mechanisms to incorporate Pittsburg's industrial heritage in historic and cultural preservation.*

- 10-A-7.b:** *Coordinate with the Historic Resources Commission to implement interpretive facilities within the Historical District, including displays and signs to promote education and understanding of existing historical resources.*
- 10-A-7.c:** *Halt construction immediately and conduct an archaeological investigation to collect all valuable remnants if archaeological resources are found during ground-breaking for new urban development.*
- 10-A-7.d:** *Redefine the New York Landing Historical District to include the Black Diamond Grammar School, Pittsburg Seventh Day Adventist Church, Presbyterian Church, and Hindu Temple.*
- 10-A-7.e:** *Require that the development process complies with the lead testing requirements established by Bay Area Air Quality Management District, Contra Costa County Environmental Health District, and Housing and Urban Development during redevelopment and rehabilitation of older residential units.*
- 10-A-7.f:** *Require that new development in historic districts is compatible in bulk, height, material and design with that of the historic character and qualities of the district.*
- 10-A-7.g:** *Develop an identification and preservation system for cultural resources, including tribal cultural resources, - those places or structures that qualify as "important" or "unique" to local community, ethnic, or social groups.*
- 10-A-7.h:** *Require the preparation of a resource mitigation plan and monitoring program for new development by a qualified archaeologist in the event that archaeological resources are uncovered.*
- 10-A-7.i:** *Require a records search for any proposed development project, to determine whether the site contains known archaeological, historic, cultural, or paleontological resources and/or to determine the potential for discovery of additional cultural or paleontological resources. If any resources are identified, identify methods to preserve the resource or to document and account for the resource. This requirement may be waived if determined by the City that the proposed project area is already sufficiently surveyed.*
- 10-A-7.j:** *Consistent with State, local, and tribal intergovernmental consultation requirements such as SB 18 and AB 52, consult as necessary with Native American tribes that may be interested in proposed new development and land use policy changes.*
- 10-A-7.k:** *Require all new development, infrastructure, and other ground-disturbing projects to comply with the following conditions in the event of an inadvertent discovery of cultural resources or human remains:*
- *If human remains are discovered during any ground disturbing activity, work shall stop until the Development Services Director and the Contra Costa County Coroner have been contacted; if the human remains are determined to be of*

Native American origin, the Native American Heritage Commission (NAHC) and the most likely descendants have been consulted; and work may only resume when measures to relocate or preserve the remains in place, based on the above consultation, have been taken and approved by the Development Services Director.

- *If archaeological resources are encountered during construction or ground disturbing activity, work within 50 feet of the find shall be halted and a qualified archaeologist meeting the Secretary of Interior's Professional Qualification Standards for archaeology (National Park Service 1983) shall immediately be contacted to evaluate the find pursuant to Public Resources Code Section 21083.2. If necessary, the evaluation may require preparation of a treatment plan and archaeological testing for determining California Register of Historical Resources eligibility. If the discovery proves to be significant under CEQA and cannot be avoided by the project, additional work may be warranted, such as data recovery excavation, to mitigate any significant impacts to significant resources. If the resource is of Native American origin, the NAHC shall be contacted to ensure that the Most Likely Descendant can assess the find. Any reports required to document and/or evaluate unanticipated discoveries shall be submitted to the City of Pittsburg for review and approval and submitted to the Northwest Information Center in Sonoma State after completion. Recommendations contained within prepared reports shall be implemented throughout the remainder of ground disturbance activities.*
- *In the event of the identification of cultural resources on a development project site, a professionally qualified archaeologist and Tribal representative shall monitor ground-disturbing construction conducted during project implementation. The monitors shall observe ground-disturbing construction to identify potential archaeological deposits and avoid or limit damage to such deposits. The monitors shall have the discretion to reduce the intensity of monitoring, or suspend such monitoring, if field conditions clearly indicate that no potential intact archaeological deposits could be encountered. Should an intact archaeological deposit be identified, the monitors shall be empowered to temporarily halt construction in the vicinity of the find. The archaeologist shall, in consultation with the Tribal representative and City, evaluate the eligibility of the deposit for inclusion in the California Register of Historical Resources. If the deposit is eligible, the project shall attempt to feasibly avoid damage to the deposit (e.g., redesign or capping). If avoidance is not feasible, the archaeologist shall, in consultation with the Tribal representative and City, develop and implement a plan to recover the scientifically consequential data represented by the deposit in a manner respectful of tribal concerns. A report of the finds of any resource evaluation and/or data recovery efforts shall be submitted to the Northwest Information Center in Sonoma State as a condition for access to its archives.*

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SAFETY & RESILIENCY

Safety is a basic human need and is required for a community to thrive. The goals, policies, and implementation measures in this element are designed to protect and enhance the public health and safety of Pittsburg residents, property, and environment. Pittsburg is susceptible to multiple types of hazards, and the goals and policies in this element are intended to address these hazards.

This element addresses disaster and emergency preparedness and critical facilities, climate adaptation and resilience, flooding and sea level rise, geologic and seismic hazards, and hazardous materials. Fire hazards are addressed in the Public Facilities Element.

Existing conditions and regulations associated with hazards and safety, including hazardous materials and waste, emergency response and evacuation routes, and flooding are discussed in Chapter 4 of the Existing Conditions Report, existing conditions and regulations related to geology, soils, and seismic concerns are addressed in Chapter 5 of the Existing Conditions Report, and existing and projected conditions and regulations associated with climate adaptation and sea level rise are addressed in Chapter 6 of the Existing Conditions Report.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

DISASTER AND EMERGENCY PREPAREDNESS

Goal-11-1: Protect the safety of life and property throughout the community by planning and preparing for effective disaster and emergency response.

POLICIES

- 11-P-1.1:** Ensure Pittsburg is prepared to effectively respond to any emergency or disaster, including flooding, fire, hazardous material releases, and seismic activity, in cooperation with other public agencies and appropriate organizations.
- 11-P-1.2:** Ensure emergency response equipment and personnel training are adequate to follow the procedures contained within the Emergency Operations Plan and Emergency Response and Emergency Operations Plan for a major earthquake, wildland fire, flood, or hazardous materials release event.
- 11-P-1.3:** Locate new essential public facilities outside of high hazard areas, including high fire risk areas, special flood hazard areas, and areas at high risk for geologic or soil instability, to the extent feasible. Where it is not feasible to locate essential public facilities outside of high hazard areas, require site design, construction, and other methods to minimize damage.
- 11-P-1.4:** Maintain, modernize, and designate new sites for emergency response facilities, including fire and police stations, as needed to accommodate population growth.
- 11-P-1.5:** Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness, including for flooding, fire, hazardous material releases, and seismic activity, and evacuation routes.
- 11-P-1.6:** Ensure that critical facilities, including medical centers, police and fire stations, and facilities shown on Figure 11-1, as well as school facilities and other structures that are important to protecting health and safety in the community, remain operative during emergencies.
- 11-P-1.7:** Strive to provide a ratio of 1.1 sworn police officers per 1,000 residents.

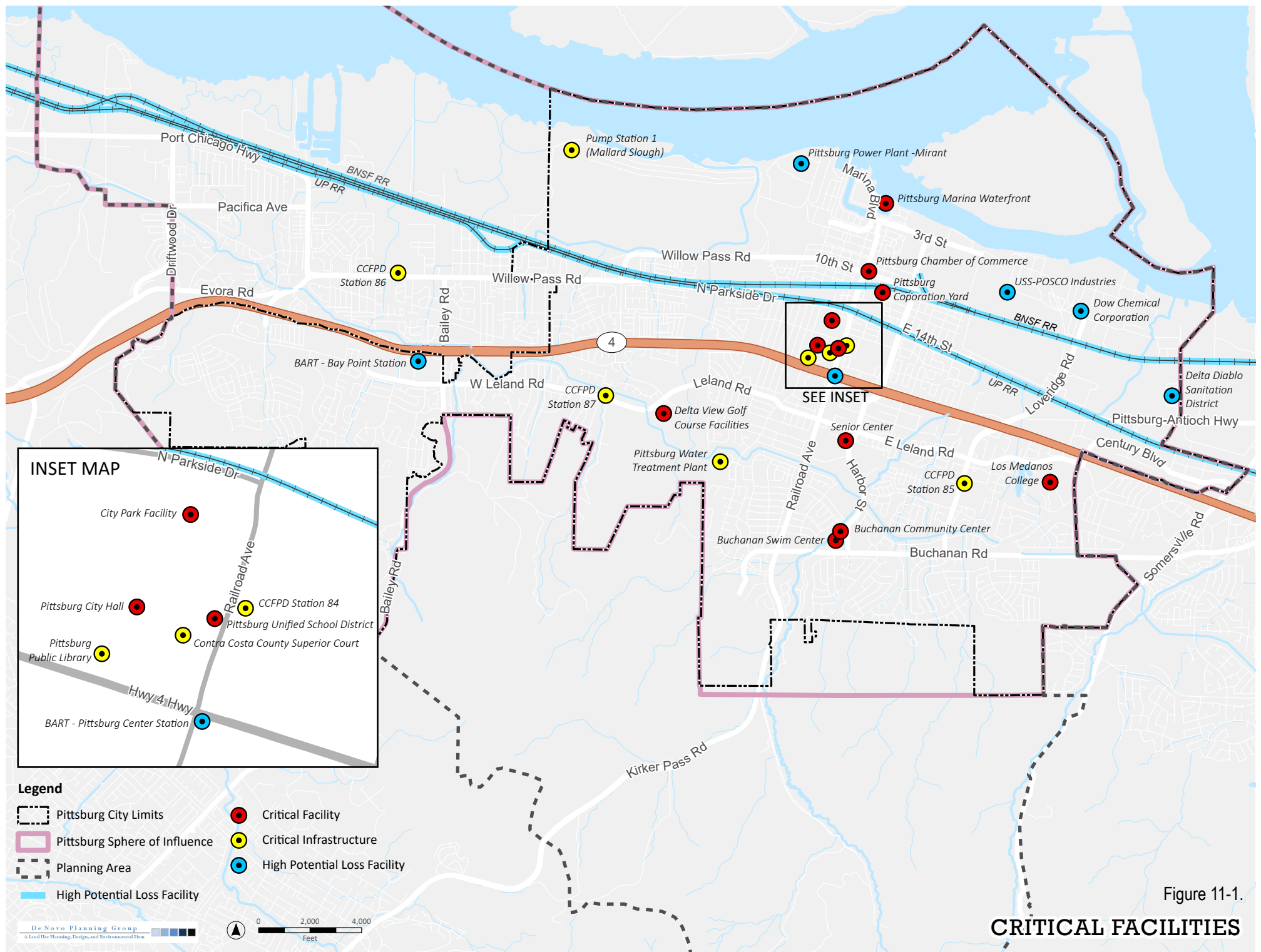


Figure 11-1.

- 11-P-1.8: Ensure that all areas of the city are accessible to emergency response providers. Keep emergency access routes free of traffic impediments.
- 11-P-1.9: Maintain effective mutual aid agreements for fire, police, medical response, mass care, heavy rescue, and other functions as appropriate.
- 11-P-1.10: Require development to provide additional access roads when necessary to provide for safe access of emergency equipment and civilian evacuation concurrently.
- 11-P-1.11: Require new residential development and high-occupancy development, such as hospitals, residential care facilities, schools, and churches, located in hazard areas to have at least two emergency evacuation routes.

ACTIONS

- 11-A-1.a: *Implement and periodically review and update, as necessary, emergency response and planning documents, including the Emergency Operations Plan (EOP) and the local Hazard Mitigation Plan (HMP) and HMP to ensure appropriate procedures are maintained preparing for disasters, including educating the public about emergency preparedness and ensuring the plans address current information regarding disaster risks and severity.*
- 11-A-1.b: *Identify and pursue strategies to increase the city's resilience to emergencies and disasters, including sea level rise, floods, seismic events, and wildfires, while protecting the city and particularly the waterfront's unique historic, maritime, cultural, and ecological assets and environment to the maximum feasible extent.*
- 11-A-1.c: *Improve local evacuation capacity through maintaining City roadways, emergency access, and evacuation routes, and provide signage to clearly identify emergency access and evacuation routes.*
- 11-A-1.d: *Seek funding from State, Federal, and other sources to assist in emergency management planning, including community education and outreach describing public procedures and evacuation routes in the event of an emergency or natural disaster.*

CLIMATE RESILIENCY

Goal-11-2: Minimize risk to life, property, the economy, and the environment through climate adaptation strategies that enhance and promote community resiliency.

POLICIES

- 11-P-2.1:** Consider climate change impacts and adaptive responses in long-term planning and current development decisions consistent with the policies and programs of the City's Sustainability Plan and Local Hazard Mitigation Plan.
- 11-P-2.2:** Prepare for and adapt to anticipated sea level rise, including 100-year flood events, and fluctuations and changes in weather conditions, including addressing impacts on existing and future neighborhoods, infrastructure and facilities, the shoreline, and natural resources, as identified through State and regional modeling efforts and science-based data.
- 11-P-2.3:** Prioritize improvements and actions that would protect vulnerable populations (e.g., elderly communities, low-income areas), essential facilities, and vital infrastructure, from damage or lack of access due to flooding from sea level rise including 100-year flood events.
- 11-P-2.4:** As feasible support and prioritize adaptation through green infrastructure and natural measures (e.g., wetland/marsh/habitat restoration, greenspaces, fire resistant landscaping etc.) that build capacity to adapt to rising tides and provide for sequestration.
- 11-P-2.5:** Collaborate with utility providers to ensure that infrastructure and resource management plans account for anticipated effects of climate change, such as increased heat days, changes to flood hazard areas/inundation depths, and changes to precipitation and water supply.
- 11-P-2.6:** When updating master plans for infrastructure, including water supply, flood control and drainage, and critical facilities, review relevant climate change scenarios and ensure that the plans consider the potential effects of climate change and include measures that provide for resilience to climate impacts.
- 11-P-2.7:** Periodically assess and monitor the effects of climate change and the associated levels of risk in order to adapt to changing climate conditions.

Climate resilience and adaptation are often discussed together, but it is helpful to distinguish between them:

Adaptation is an action or set of actions that reduce physical climate risk.

Resilience describes a state of readiness to face climate risks.

Preparing for these changes is called adaptation. A series of adaptive steps contribute to resilience.

Pittsburg is taking steps to prepare for the impacts of a changing climate at the local level. The City updated their **Local Hazard Mitigation Plan (LHMP)** in order to, among other tasks, assess the City's vulnerabilities associated with climate change. The City also developed their **Sustainability Plan** (also referred to as a Climate Action Plan) which provides a roadmap for reducing greenhouse gas emissions and adapting to the effects of climate change.

Actions

- 11-A-2.a: Participate in regional climate adaptation planning efforts in line with the adopted Sustainability Plan.*
- 11-A-2.b: Review the City's Sustainability Plan every five years and update as necessary to implement practical measures to align with California's climate goals and address climate-related hazards and adaptation measures.*
- 11-A-2.c: Upon revisions to the Pittsburg HMP, consider climate change impacts based on the CalAdapt, BCDC, and other science-based models, and adaptive responses to identify responses to climate impacts such as identify and designate public buildings, specific private buildings, or institutions with air conditioning as public cooling shelters.*
- 11-A-2.d: Conduct a climate vulnerability assessment and set preparedness goals and strategies to safeguard human health and community assets susceptible to the impacts of a changing climate (e.g., increased drought, wildfires, flooding, and extreme heat). Incorporate these into all relevant plans, including the EOP and HMP.*
- 11-A-2.e: Update emergency response plans and training programs as the City identifies climate-related risks and strategies in the Hazard Mitigation Plan to ensure residents, infrastructure, and facilities are protected during emergencies and extreme weather events, and other climate related impacts.*
- 11-A-2.f: Extend hours at air-conditioned spaces during periods of extreme heat or power outage and as feasible ensure sites are also supported by backup battery storage or generators.*

FLOODING AND SEA LEVEL RISE

Goal-11-3: Reduce risks to human life, property, and public services associated with flooding and sea level rise.

Policies

- 11-P-3.1:** Reduce the risk of loss of life, personal injury, and property damage resulting from flooding by properly maintaining storm drainage systems, natural flood control channels, and waterways and regulating runoff from new construction and development projects.

- 11-P-3.2: Integrate flooding and sea level rise projections into the City's infrastructure planning, disaster preparedness activities, and policies and regulations to inform the public of the future hazard areas, assess and address potential impacts to future development, inform future planning and building requirements, plan for opportunity areas for adaptation, and inform funding and financing decisions about short- and long-term adaptation projects.
- 11-P-3.3: Locate development outside of flood-prone areas unless mitigation of flood risk is assured. All new development within an identified Special Flood Hazard Area shall be built according to Federal Emergency Management Agency standards and comply with the City's Floodplain criteria included in Municipal Code Chapter 15.80 - Floodplain Management.
- 11-P-3.4: Ensure that development projects mitigate impacts to the City's storm drainage capacity from storm water runoff occurring from the property. Project applicants shall demonstrate that projects implement Best Management Practices (BMPs) and Low Impact Development measures (LID) to treat stormwater before discharge from the site project and that project implementation would not result in increases in the peak flow runoff to adjacent lands or drainage facilities that would exceed the design capacity of the drainage facility or result in an increased potential for off-site flooding.
- 11-P-3.5: Assure through the Master Drainage Plan and development ordinances that proposed new development adequately provides for on-site and downstream mitigation of potential flood hazards.
- 11-P-3.6: Encourage the formation of flood control assessment districts for areas within the 100- and 500-year flood plains (as designated in Figure 11-2). Encourage new hillside developments to form flood control assessment districts to accommodate runoff and minimize downstream flooding, if determined to be necessary.
- 11-P-3.7: Ensure that new developments comply with all applicable requirements of Municipal Code Chapter 15.80 - Floodplain Management, the California Building Code as adopted by the City, and the latest promulgated FEMA standards for development in the flood hazard areas.

The Pittsburg Planning Area is subject to limited flooding problems along the natural creeks, drainages, and along the Bay. Specifically, portions of the Planning Area are within the **100-year or 500-year FEMA flood zones or regulatory floodways**. The 100-year floodplain is largely confined to the northern portion of the City limits and the creeks traveling downslope from Mt. Diablo. Similarly, the 500-year floodplain is located along a section of Kirker Creek, which travels downslope from Mt. Diablo, and along the border with the tidal marsh zone in the northern portion of the City limits.

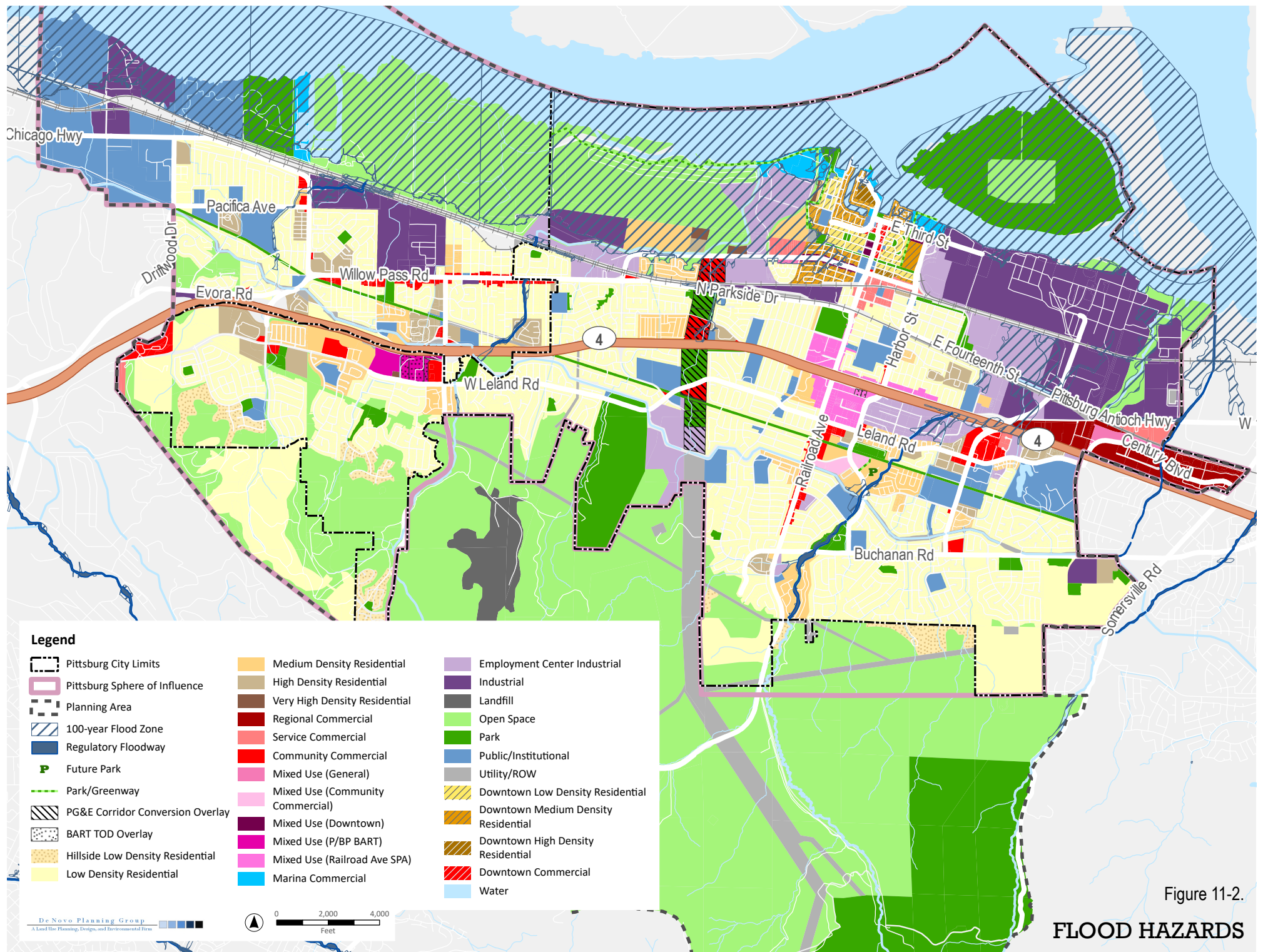


Figure 11-2.

FLOOD HAZARDS

- 11-P-3.8:** Encourage and accommodate multipurpose flood control projects that reduce the risk of localized and downstream flooding and incorporate measures that enhance natural drainage features and provide for recreation, resource conservation, preservation of natural riparian habitat, and scenic values of drainages, creeks, and detention ponds, where feasible. Where appropriate and feasible, the City shall encourage the use of water detention facilities for use as groundwater recharge facilities.
- 11-P-3.9:** Support and participate in planning efforts undertaken at the regional, State, and Federal levels to improve flood management facilities throughout Contra Costa County.

Actions

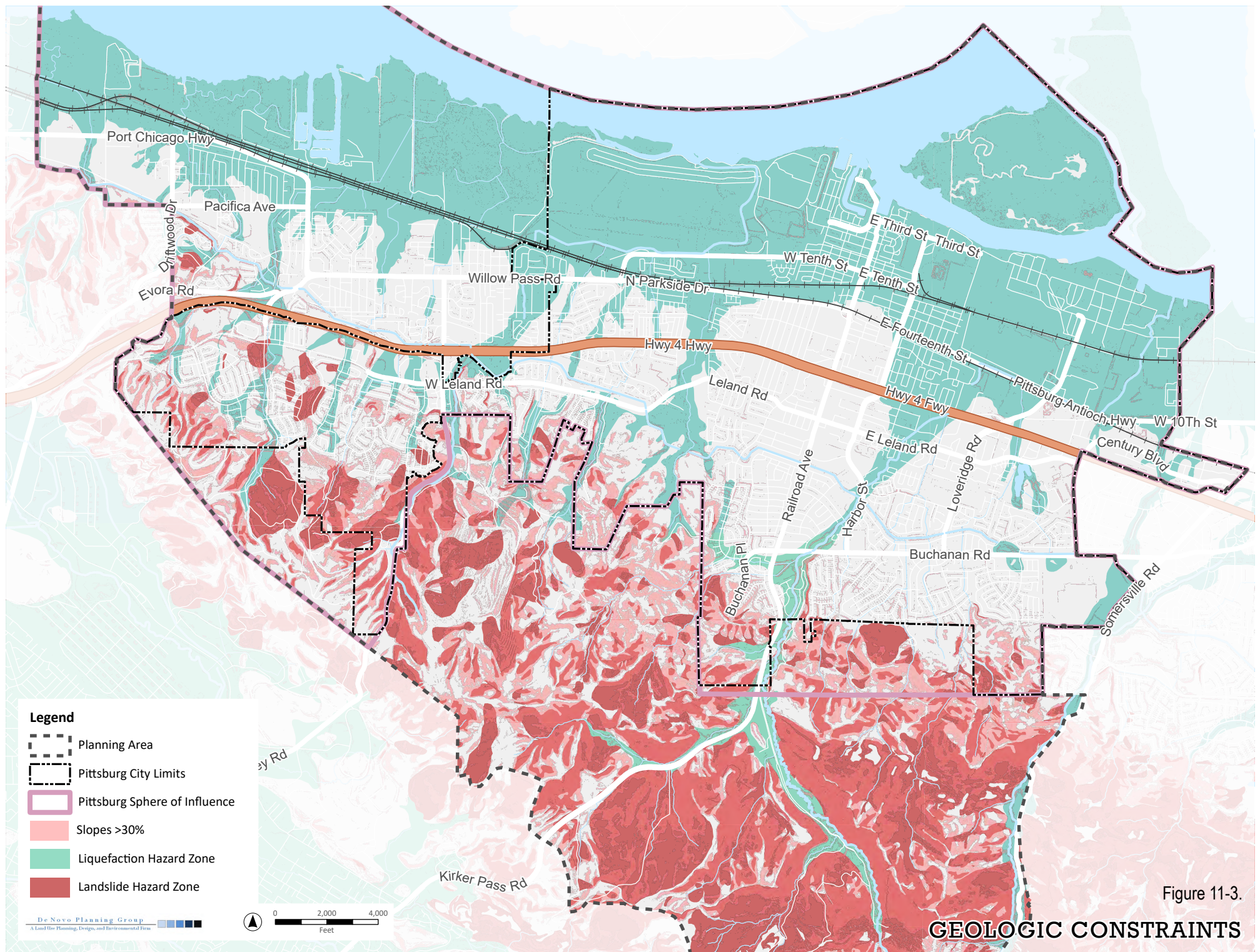
- 11-A-3.a:** *As updates to the HMP and EOP are prepared, include current information regarding sea level rise impacts and projected changes to 100-year flood hazard areas and ensure that these disaster-preparedness plans address flooding and sea level rise risks, including potential exposure to pollutants and hazardous materials associated with sea level rise and its effects on groundwater levels.*
- 11-A-3.b:** *Continue to implement a comprehensive municipal stormwater pollution-prevention program in compliance with requirements of the Contra Costa County Clean Water Program, and the C.3 Stormwater Handbook.*
- 11-A-3.c:** *Require development projects located along the shoreline or in areas projected to be inundated under sea level rise scenarios, including 100-year flood events, to identify projected sea level rise levels in relation to proposed residences, buildings, and important infrastructure and to be designed to address hazards associated with sea level rise, including use of ecologically-based strategies (e.g., creation or adaption of marshlands, wetlands, and natural areas to counteract sea level rise or improve drainage patterns), shoreline hardening, and adaption techniques such as elevated buildings and designing green infrastructure for stormwater runoff.*
- 11-A-3.d:** *As part of the development review process continue to require new development to prepare hydraulic and storm drainage studies as necessary to define changes in storm water run-off resulting from construction, ensure that off-site runoff is not increased beyond pre-development levels during rain and flood events, address the storm drainage system's short-term and cumulative capacity, and require mitigation to reduce impacts and to ensure that each project addresses it's share of cumulative effects on storm drainage. Drainage and grading plans shall identify BMP protections and include standards established and recommended by the City that shall be incorporated into development.*

GEOLOGIC AND SEISMIC HAZARDS

Goal-11-4: Minimize risk to life and property from geologic and seismic hazards.

Policies

- 11-P-4.1:** Regulate development in areas of seismic and geologic hazards to reduce risks to life and property associated with earthquakes, liquefaction, erosion, landslides, and expansive soils, and require new development redevelopment and infrastructure projects to avoid unreasonable exposure to seismic and geologic hazards.
- 11-P-4.2:** Limit urban development in high-risk areas (such as landslide areas, flood zones, and areas subject to liquefaction) to low-occupancy or open forms of land use.
- 11-P-4.3:** Limit development on slopes greater than 30 percent (as delineated on Figure 11-3) to lower elevations, foothills, and knolls, unless it can be demonstrated that appropriate soil stability techniques can be implemented.
- 11-P-4.4:** Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and land sliding hazards:
- Limit cut slopes to 3:1, except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term.
 - Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes.
 - Ensure revegetation of cut-and-fill slopes to control erosion.
 - Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.
- 11-P-4.5:** Limit future extension of development into the southeast hills, where there are high levels of risk due to previous coal mining.



Sources: City of Pittsburg; Contra Costa County; Landslide and Liquefaction: CGS Seismic Hazard Zonation Program; Slope: Alameda and Contra Costa County Slope Percent (1-Meter resolution), 3/1/2023; East Bay Regional Parks/CALFIRE/USGS/Tukman Geospatial/NV5. Map date: October 18, 2023.

- 11-P-4.6:** Continue to require geotechnical review of projects located in areas of steep slopes, unstable soils, or other areas of geologic or seismic risks.
- 11-P-4.7:** Ensure that Bay Area Air Quality Management District requirements are implemented in construction projects to reduce soil and particulate matter transport.
- 11-P-4.8:** Ensure geotechnical studies prior to development approval in geologic hazard areas, as shown in Figure 11-3. Comprehensive geologic and engineering studies of critical structures shall be required regardless of location.
- 11-P-4.9:** Ensure that public and critical use buildings shall not be located in areas susceptible to potential natural hazards. Require geotechnical investigations to be completed prior to approval of any public safety or critical facilities, in order to ensure that these critical facilities are constructed in a way that mitigates site-specific seismic and/or geologic hazards.
- 11-P-4.10:** Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 11-3) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.

Actions

- 11-A-4.a:** *Ensure preparation of a geotechnical report by a City-approved engineer or geologist in areas identified as having geological or seismic hazards in Figure 11-3, as part of development review.*
- 11-A-4.b:** *As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land, avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.*
- 11-A-4.c:** *During development review, ensure that new development on unstable slopes (as designated in Figure 11-3) is designed to avoid potential soil creep and debris flow hazards. Avoid concentrating runoff within swales and gullies, particularly where cut-and-fill has occurred.*
- 11-A-4.d:** *As part of development approval, ensure that a registered engineering geologist be available at the discretion of the City Engineer to review reports submitted by applicants in the geologic hazard areas. Project proponents shall pay all costs associated with engineering studies related to geologic hazards.*

- 11-A-4.e:** Periodically review and update as necessary the City's hazard mitigation plan for existing residential development in unstable hillside areas (as designated in Figure 11-3). This would include inspection of structures for conformance with the Building Code.
- 11-A-4.f:** Periodically review revisions to the California Code of Regulations (CCR), Title 24 and consider adoption of updates into City Ordinances and Municipal Code to include new or revised measures to avoid or reduce the potential for damage to structures and facilities caused by seismic and other geologic hazards.
- 11-A-4.g:** Require strict adherence to the requirements of the CCR Title 24 in all areas of the city and, during the development review process.
- 11-A-4.h:** Explore programs and funding sources that would encourage, assist, or provide incentives to property owners to retrofit their buildings for seismic safety, such as the Unreinforced Masonry (URM) program.
- 11-A-4.i:** Continue to maintain and provide an inventory of all natural hazards, including active faults, Alquist-Priolo Special Study Zones, floodplains, hazardous soil conditions, and dam failure inundation areas.

HAZARDOUS MATERIALS

Goal-11-5: Minimize the risk to life and property from the generation, storage, and transportation of hazardous materials and waste.

Policies

- 11-P-5.1:** Strictly regulate the production, use, storage, transport, and disposal of hazardous materials.
- 11-P-5.2:** Require hazardous waste generated within the city to be disposed of in a safe manner, consistent with all applicable local, State, and Federal laws.
- 11-P-5.3:** Continue to support and require compliance with Contra Costa County's Countywide Integrated Waste Management Plan as well as all of the Consolidated Unified Protection Agency (CUPA) program elements.
- 11-P-5.4:** Support Contra Costa County in implementing the Hazardous Materials Area Plan (HMAP) to coordinate emergency response and hazardous materials incidents affecting the City.

- 11-P-5.5:** Require compliance with the City's Hazardous Waste Management Plan (HWMP) in addressing the generation, transport, and disposal of hazardous waste in the city, from large and small generators.
- 11-P-5.6:** Encourage and support as feasible the cleanup of contaminated sites during development and redevelopment projects.

Actions

- 11-A-5.a:** *Require that applications for discretionary development projects provide detailed information regarding the potential for the historical use of hazardous materials on the site, including information regarding the potential for past soil and/or groundwater contaminations. If warranted, identify and require mitigation measures to ensure the exposure to hazardous materials from historical uses has been mitigated to acceptable levels acceptable by the City and consistent with EPA and/or DTSC standards.*
- 11-A-5.b:** *Continue to review all new development projects expansions and projects requiring use permits for compliance with Municipal Code Chapter 18.84, Article VI, "Hazardous Materials," to addresses the use, handling, storage, and transport of hazardous materials and substances.*

COMMUNITY FACILITIES

The Communities Facilities element addresses the provision of community services, public services and facilities, including law enforcement, schools, libraries, water supply and distribution, wastewater collection and treatment, stormwater, solid waste collection and disposal, electricity, natural gas, and fire protection and public utility corridors in the City of Pittsburg. Parks and recreation facilities are discussed in Chapter 9: Youth and Recreation. Community facilities in the Planning Area are shown in Figure 12-1.

The water services section addresses the City of Pittsburg's water demands, water supplies, water distribution system, and water quality. The wastewater section addresses the City's wastewater infrastructure, wastewater flows, treatment, regulatory requirements, and infrastructure planning. The stormwater section addresses the stormwater/flood control systems that serve the City of Pittsburg. The City's existing drainage system is comprised primarily of channelized creeks fed by surface runoff and underground storm drains. The City maintains the system within incorporated areas. In the unincorporated parts of the Planning Area, the Contra Costa County Flood Control and Water Conservation District (CCCFCWCD) maintains major channels and creeks over which they hold land rights, while the County Department of Public Works maintains road drainage systems and several detention basins.

Existing conditions and regulations associated with public facilities are discussed in Chapter 3 of the Existing Conditions Report.

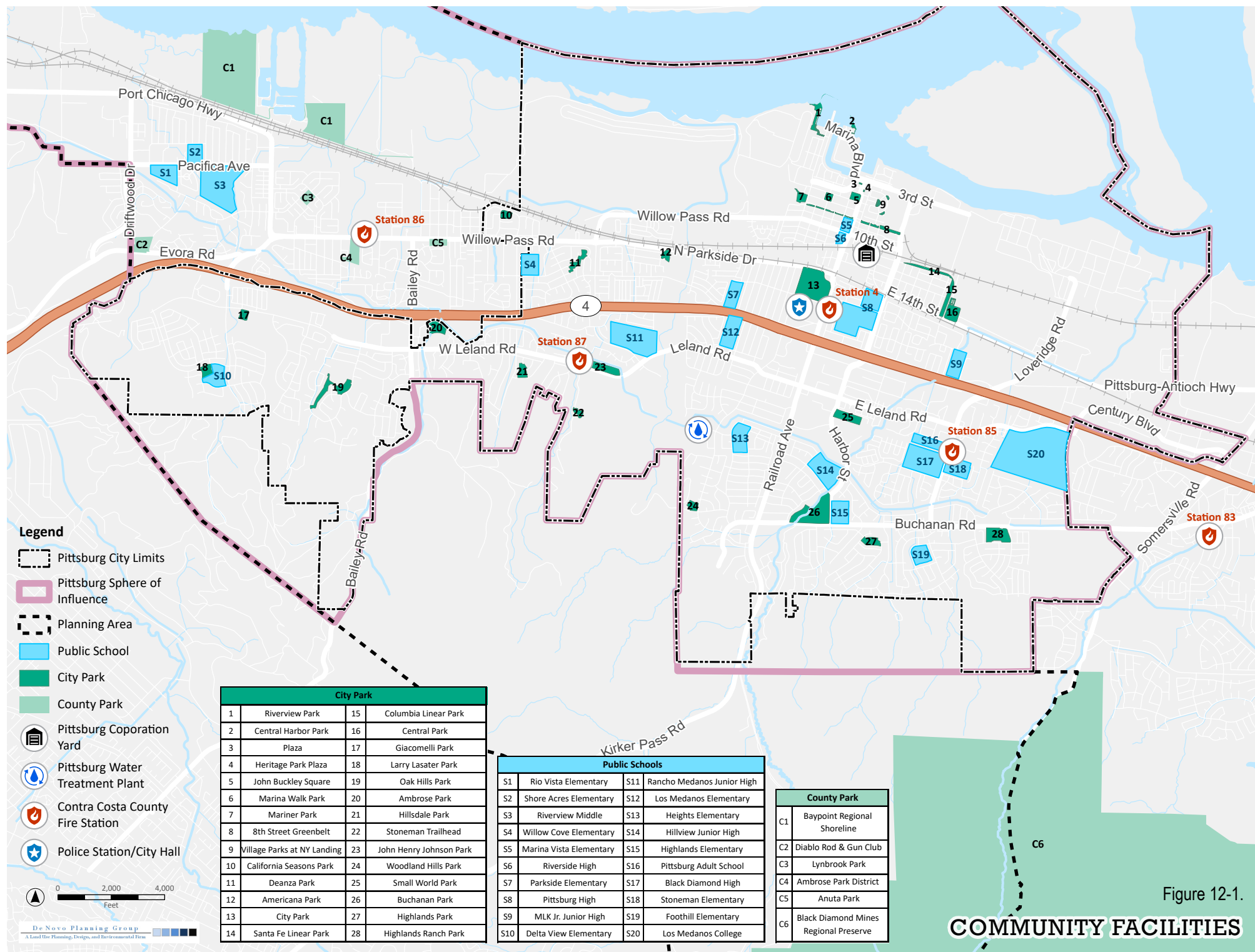


Figure 12-1.

COMMUNITY FACILITIES

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

WATER SUPPLY AND DISTRIBUTION

Goal-12-1: Ensure adequate, reliable, sustainable, and safe water supply, storage, and distribution capacity is available to meet the needs of existing and projected development.

POLICIES

- 12-P-1.1: Ensure adequate water supply, storage, and distribution capacity is available proportionally with development patterns and water usage trends.
- 12-P-1.2: Continue using the Urban Water Management Plan (UWMP) and the Water Master Plan as the mechanism for detailed water supply planning, water distribution planning, implementation, and conservation.
- 12-P-1.3: Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
- 12-P-1.4: Ensure that all new development provides for and funds a fair share of the costs for adequate water supply, storage, and distribution, including line extensions, easements, and plant expansions.
- 12-P-1.5: Ensure that the City's water supply provides for and supports a balance of jobs and housing in future development.
- 12-P-1.6: Consider the effect of incremental increases in the demands on groundwater supply and water quality when reviewing development applications.

ACTIONS

- 12-A-1.a: *Update the City's Urban Water Master Plan to implement General Plan growth projections and to review the need for new pressure zones to ensure adequate fire flows in hillside areas.*
- 12-A-1.b: *Continue to assess a water system development fee on all new commercial, industrial, residential, and other development sufficient to fund system-wide conveyance, treatment, and capacity improvements.*
- 12-A-1.c: *Cooperate with Contra Costa Water District (CCWD) to ensure compliance with CCWD regulations and State law for new development requiring annexation to the CCWD service area. Cooperate with CCWD in processing all necessary information to allow a determination if its existing facilities can be used to service new growth and annexation areas.*

- 12-A-1.d:** *Cooperate with federal agencies to ensure that new development requiring inclusion in the CCWD contract service area addresses all requirements of federal statutes and regulations, including the National Environmental Policy Act and Endangered Species Act.*
- 12-A-1.e:** *Work with CCWD to ensure adequate provision of raw water supplies during potential emergency water demands.*
- 12-A-1.f:** *Continuously monitor water flows through the City's water system to identify areas of potential water loss and instances of under billing for water service and make improvements to the system and billing assessments as necessary.*

WATER CONSERVATION

Goal-12-2: Continue to implement water conservation policies to ensure adequate supplies of water in the future.

POLICIES

- 12-P-2.1:** Continue water district and user conservation efforts to help reduce demand in light of drought patterns, groundwater management, raw water availability, and the potential for unforeseen shortfalls.
- 12-P-2.2:** Continue water conservation efforts from industrial facilities, including continued enforcement of the City's water-efficient landscape standards and participation in a wastewater reclamation efforts.

ACTIONS

- 12-A-2.a:** *Regularly review and update the City's water conservation measures to be consistent with current best management practices for water conservation, considering measures recommended by the State Department of Water Resources, the California Water Efficiency Partnership, and CCWD.*
- 12-A-2.b:** *Implement the following water conservation efforts to preserve Delta species and habitat:*
- *Water rate structure that encourages conservation;*
 - *Plumbing code changes requiring ultra-low-flow toilets and grey water usage in new and existing construction;*
 - *Continuance of public education on water conservation;*
 - *Passage of Water-Efficient Landscape Ordinance for new large-scale landscaping;*
 - *Study of expanded reclaimed water usage; and*

- *System-wide water audit/leak detection survey and repair program.*

12-A-2.c: *Implement the Landscape Ordinance in conjunction with use of reclaimed wastewater for landscape irrigation when feasible to help reduce potable water demand.*

WASTEWATER COLLECTION AND TREATMENT

Goal-12-3: Maintain an adequate sewage collection, treatment, and disposal system to meet the needs of existing and projected development.

POLICIES

- 12-P-3.1:** Ensure sufficient wastewater capacity to maintain desired service levels for existing uses and to accommodate planned growth and avoid capacity shortages or other negative effects on safety and quality of life.
- 12-P-3.2:** Plan for the expansion of the City's wastewater collection system, in order to provide necessary infrastructure for projected urban growth through 2040.
- 12-P-3.3:** Work with Delta Diablo in planning for expansion of the wastewater treatment plant and conveyance infrastructure to accommodate projected growth.
- 12-P-3.4:** Maintain environmentally appropriate wastewater management practices.
- 12-P-3.5:** Maintain the ability to handle peak discharge flow while meeting State Regional Water Quality Control Board Standards as established in the current NPDES Permit.
- 12-P-3.6:** Maintain the existing wastewater system on a regular basis to increase the lifespan of the system and ensure public health and safety.
- 12-P-3.7:** Reduce rainfall-dependent infiltration and inflow to maintain capacity of existing collection system and prevent sanitary sewer overflows.

ACTIONS

- 12-A-3.a:** *Continue to assess a sanitary system development fee on all new commercial, industrial, residential, and other development sufficient to fund system-wide conveyance, treatment, and capacity improvements.*
- 12-A-3.b:** *Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.*

- 12-A-3.c:** *Work with Delta Diablo to promote the use of recycled water for irrigation of large, planted areas, such as business/industrial campus projects, City parks, and street medians.*
- 12-A-3.d:** *Work with Delta Diablo to ensure that industrial discharge is monitored and that wastewater quality continues to meet various Federal, State, and regional standards.*
- 12-A-3.e:** *Restrict construction of sensitive receptors, such as residential units, schools, or churches within 1000 feet of wastewater treatment units. Prohibit construction of sensitive receptors within 0.5 miles of the wastewater treatment plant.*
- 12-A-3.f:** *Require that all wastewater dischargers within the City conform to Delta Diablo standards.*

SOLID WASTE

Goal-12-4: Increase recycling and waste diversion while maintaining adequate solid waste service for all users.

POLICIES

- 12-P-4.1:** Enforce solid waste reduction, diversion, and recycling standards to divert increasingly larger portions of the waste stream from landfills serving the region.
- 12-P-4.2:** Ensure that the State's solid waste reduction and diversion goals are met or exceeded.
- 12-P-4.3:** Reduce municipal waste generation by increasing recycling, on-site composting, and mulching, where feasible, at municipal facilities, as well as using resource efficient landscaping techniques in new or renovated medians and parks.
- 12-P-4.4:** Encourage residential, commercial, and industrial recycling and reuse programs through providing information on the City's website, public education campaigns, and other outreach techniques.
- 12-P-4.5:** Encourage builders to incorporate interior storage areas for recyclables into new or remodeled residential, commercial, and industrial structures.

ACTIONS

- 12-A-4.a:** *Work with Mt. Diablo Resource Recovery to ensure that service levels are adequate and to increase participation in green waste collection and curbside recycling programs for residential neighborhoods.*

- 12-A-4.b:** *Expand educational and outreach efforts, in partnership with state, regional, local agencies, relevant organizations, businesses, schools, etc. to promote recycling and waste reduction for homes, businesses, and industrial uses, as well as addressing methods of safe disposal of hazardous materials.*
- 12-A-4.c:** *Expand the provision of recycling and organic waste collection containers and services at all City facilities, including parks.*
- 12-A-4.d:** *Include standard language in requests for services and in City agreements requiring contractors to use best management practices to maximize diversion of waste from the landfill.*

POLICE

Goal-12-5: Prioritize and ensure a safe community through the provision of high quality police services, crime prevention measures, and public outreach and education.

POLICIES

- 12-P-5.1:** Prioritize public safety through ensuring adequate staffing, implementing best available technologies, capital investments in public safety, maintaining minimum feasible response times, and organizing and utilizing community volunteers.
- 12-P-5.2:** Ensure that the Police Department has adequate funding, staff, and equipment to accommodate existing and future growth.
- 12-P-5.3:** Periodically review and, if necessary, amend the criteria for determining the circumstances under which police service will be enhanced.
- 12-P-5.4:** Promote and support community-based crime prevention programs, as an important augmentation to the provision of professional police services.
- 12-P-5.5:** Through the development review process, use physical site planning as an effective means of preventing or reducing crime, ensuring that open spaces, landscaping, parking lots, parks, play areas, and other public spaces be designed with maximum feasible visual and aural exposure to community residents.
- 12-P-5.6:** Seek to build relationships between police and the community, through programs such as meet and greets.

IMPLEMENTATION

- 12-A-5.a:** *Prepare an annual Police Department Performance Report, as amended periodically.*

12-A-5.b: *In conjunction with the annual Police Department Performance Report, further develop and refine best practices to assess, monitor, and maintain the Police Department's organizational performance goals and monitor police staffing levels. The assessment categories related to adequate police staffing could include but are not limited to:*

- *Crime rates;*
- *Response times;*
- *Clearance rates;*
- *Police department workload;*
- *Financial resources; and*
- *Performance standards.*

12-A-5.c: *As part of the development review process, consult with the Police Department in order to ensure that the project design facilitates adequate police services and that the project addresses its impacts on police services.*

12-A-5.d: *Continue to implement community-based police outreach services and programs, including but not limited to, neighborhood watch, Citizen's Police Academy, Youth Academy, and other community outreach and volunteer programs that educate the community regarding public safety services and awareness.*

FIRE PROTECTION

Goal-12-6: Ensure the provision of high quality and responsive fire protection services, including for urban and wildland fires.

POLICIES

- 12-P-6.1:** Promote and cooperate with Contra Costa Fire Protection District to ensure adequate staffing and station locations, a maximum five-minute travel response time 90% of the time for fire and emergency calls, an overall fire insurance (ISO) rating of 3 or better for all developed areas within the City, and a minimum staffing of 3 personnel for all fire stations.
- 12-P-6.2:** Require adequate road widths, turnarounds, and emergency access development projects for fire response trucks.
- 12-P-6.3:** Require development in areas of high fire hazard to be designed and constructed to minimize potential losses and maximize the ability of fire personnel to suppress fire incidents.

- 12-P-6.4:** Require existing and new development in or adjacent to high and very high fire hazard severity zones, wildland urban interface zones, and State Responsibility Areas to maintain defensible space zones, landscape using native, fire-resistant plants and fire-resistant materials, abate weeds, and, where feasible, harden structures and infrastructure against fires.

ACTIONS

- 12-A-6.a:** *Annually monitor response times and provide the City Council with an annual report on the results of the monitoring.*
- 12-A-6.b:** *Continue to enforce the California Building Code and the California Fire Code, with amendments to address local conditions, to ensure that all construction and development implements fire-safe techniques, including fire resistant materials, where required.*
- 12-A-6.c:** *Coordinate with Contra Costa Fire Protection District to periodically review, and if necessary amend, the criteria for determining the circumstances under which fire service will be enhanced and ensure adequate levels of service are provided to older, low income, and disadvantaged areas.*
- 12-A-6.d:** *Review and amend the Municipal Code to include fire safe requirements, including defensible space zones, structure hardening, fire-resistant materials and landscaping, and, where appropriate, community firebreaks, for development in or adjacent to high and very high fire hazard severity zones and wildland urban interface zones.*
- 12-A-6.e:** *Cooperate with Contra Costa County Fire Protection District in obtaining sites to either relocate or establish new fire stations within City limits to provide more efficient response times and to ensure new growth receives adequate levels of fire protection.*

PUBLIC UTILITIES

Goal-12-7: Ensure the development of public infrastructure for energy, telecommunications, and other utilities meets the long-term needs of the community and ensure infrastructure is available at the time such facilities are needed.

POLICIES

- 12-P-7.1:** Work cooperatively with utility providers to ensure the provision of adequate electric power and natural gas services and facilities to serve the needs of existing and future residents and businesses and to site facilities to reduce community and environmental impacts.

- 12-P-7.2: Promote the relocation and subsequent redevelopment of transmission and utility corridors in order to provide cohesive development patterns, improved circulation patterns, and additional recreational and job-generating opportunities in the City.
- 12-P-7.3: Require new and redevelopment projects to install utility lines underground, where feasible.
- 12-P-7.4: Encourage buffer landscaping and multi-use of utility sites and rights-of-way to harmonize with adjoining uses.
- 12-P-7.5: Require utility corridor easements in development plans.

ACTIONS

- 12-A-7.a: *Coordinate with utility providers regarding major development plans, any needed utility infrastructure, and participate in the planning of the extension of utilities.*
- 12-A-7.b: *Work with PG&E and other energy providers to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as:*
- *Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City.*
 - *Recreational uses. Parks, playing fields, and trails linked to the regional network would be a tremendous opportunity for the City.*

NOISE

This element outlines a comprehensive program of achieving acceptable noise levels throughout Pittsburg, and ensures compliance with State noise requirements. Significant noise sources in Pittsburg include major transportation corridors, such as State Route 4 and arterial roadways.

Existing conditions and regulations associated with noise are discussed in Chapter 4 of the Existing Conditions Report.

GOALS, POLICIES, AND IMPLEMENTATION MEASURES

NOISE

Goal 13-1: Provide a high-quality living environment and protect public health and welfare by eliminating or minimizing the effects of existing noise problems and by avoiding, reducing, or mitigating development, infrastructure, and other projects that increase noise levels above the City's standards.

POLICIES

13-P-1.1: Areas within Pittsburgh exposed to existing or projected exterior noise levels from mobile noise sources exceeding the performance standards in Table 13-1 shall be designated as noise-impacted areas. Figure 13-1 identifies noise contours anticipated at General Plan buildout.

Table 13-1: Maximum Allowable Noise Exposure from Mobile Noise Sources			
Land Use or Project Type ¹	Outdoor Activity Areas ^{2,3}	Interior Spaces	
		Ldn/CNEL, dBA	Leq, dBA ⁴
Residential	60	45	-
Motels/Hotels	65	45	-
Mixed-Use	65	45	-
Hospitals, Nursing Homes	60	45	-
Theaters, Auditoriums	-	-	35
Churches	60	-	40
Office Buildings	65	-	45
Schools, Libraries, Museums	70	-	45
Playgrounds, Neighborhood Parks	70	-	-
Industrial	75	-	45
Golf Courses, Water Recreation	70	-	-

¹Where a proposed use is not specifically listed, the use shall comply with the standards for the most similar use as determined by the City.

²Outdoor activity areas for residential development are considered to be the back yard patios or decks of single family units and the common areas where people generally congregate for multi-family developments. Where common outdoor activity areas for multi-family developments comply with the outdoor noise level standard, the standard will not be applied at patios or decks of individual units provided noise-reducing measures are incorporated (e.g., orientation of patio/deck, screening of patio with masonry or other noise-attenuating material). Outdoor activity areas for non-residential developments are the common areas where people generally congregate, including pedestrian plazas, seating areas, and outside lunch facilities; not all residential developments include outdoor activity areas.

³In areas where it is not possible to reduce exterior noise levels to achieve the outdoor activity area standard using a practical application of the best noise-reduction technology, an increase of up to 10 Ldn over the standard will be allowed provided that available exterior noise reduction measures have been implemented and interior noise levels are in compliance with this table.

⁴Determined for a typical worst-case hour during periods of use.

- 13-P-1.2: Require development projects, including new uses, to meet the noise standards established in Table 13-1.
- 13-P-1.3: Require that applicants for noise-sensitive development, such as schools, residences, and hospitals, in areas subject to noise generators producing noise levels greater than 65 dB CNEL, obtain the services of a professional acoustical engineer to provide a technical analysis of noise impacts and measures to reduce noise exposure to acceptable levels.
- 13-P-1.4: Ensure that new noise-sensitive uses in areas near roadways identified as producing noise levels greater than 65 dB CNEL (see Figure 13-1) incorporate noise reduction measures to ensure that interior noise levels do not exceed 45 dB CNEL.
- 13-P-1.5: Continue efforts to incorporate noise considerations into land use planning decisions, including measures to control noise at the source through site design, building design, landscaping, hours of operation, and other techniques, for new development deemed to be noise generators, and guide the location and design of transportation facilities to minimize the effects of noise on adjacent land uses.
- 13-P-1.6: Encourage criteria such as building design and orientation, wider setbacks, and intense landscaping in lieu of sound walls to mitigate traffic noise along all major corridors, except along State Route 4.
- 13-P-1.7: Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 AM and 5:00 PM.
- 13-P-1.8: Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.
- 13-P-1.9: Evaluate projects for stationary noise source impacts based on the standards in Table 13-2:

TABLE 13-2: Performance Standards For Stationary Noise Sources, Including Affected Projects ^{1,2,3,4}		
Noise Level Descriptor	Daytime (7 AM to 10 PM)	Nighttime (10 PM to 7 AM)
Hourly Leq, dBA	55	45

Notes:

¹ Each of the noise levels specified above should be lowered by 5 dB for simple noise tones, noises consisting primarily of speech or music, or recurring impulsive noises. Such noises are generally considered to be particularly annoying and are a primary source of noise complaints.

² No standards have been included for interior noise levels. Standard construction practices should, with the exterior noise levels identified, result in acceptable interior noise levels.

³ Stationary noise sources which are typically of concern include, but are not limited to, the following:

HVAC Systems	Cooling Towers/Evaporative Condensers
Pump Stations	Lift Stations
Emergency Generators	Boilers
Steam Valves	Steam Turbines
Generators	Fans
Air Compressors	Heavy Equipment
Conveyor Systems	Transformers
Pile Drivers	Grinders
Drill Rigs	Gas or Diesel Motors
Welders	Cutting Equipment
Outdoor Speakers	Blowers

⁴ The types of uses which may typically produce the noise sources described above include but are not limited to: industrial facilities, pump stations, trucking operations, tire shops, auto maintenance shops, metal fabricating shops, shopping centers, drive-up windows, car washes, loading docks, public works projects, batch plants, bottling and canning plants, recycling centers, electric generating stations, race tracks, landfills, sand and gravel operations, and athletic fields.

13-P-1.10: To reduce traffic noise increases under General Plan Buildout (2040) to less than +1.50 dB, the following roadway segments shall be paved with quiet pavement:

- West 10th Street between Beacon Street and Herb White Way: Approximate pavement locations are shown on Figure 3.12-2.

13-P-1.11: Require the preparation of ground-borne vibration studies by qualified professionals when construction activities include vibration-sensitive uses and significant site grading, foundation work, or underground work would occur within less than 100 feet of existing structures.

13-P-1.12: Require development projects to reduce adverse construction vibration impacts to sensitive receptors, as feasible, when vibration-related construction activities are to occur within 100 feet from existing sensitive receptors. Measures to reduce noise and vibration effect may include, but are not limited to:

- Phase demolition, earth-moving and ground-impacting operations so as not to occur in the same time period.
- The pre-existing condition of all buildings within a 100-foot radius will be recorded in order to evaluate damage from construction activities. Fixtures and finishes within a 100-foot radius of construction activities susceptible to damage will be documented (photographically and in writing) prior to construction. All damage will be repaired back to its pre-existing condition.
- Substituting vibration-generating equipment with equipment or procedures that would generate lower levels of vibration. For instance, in comparison to impact piles, drilled piles or the use of a sonic or vibratory pile driver are preferred alternatives where geological conditions would permit their use.
- Other specific measures as they are deemed appropriate by the implementing agency to maintain consistency with adopted policies and regulations regarding vibration.

ACTIONS

13-A-1.a: *As part of development review, require projects to submit to meet the City's noise standards identified in Policies 13-P-1.1 through 13-P-4 and 13-P-9. Where projects would cause and/or be subject to noise levels in excess of the City's standards, require an acoustical analysis prepared by a qualified acoustical engineer that includes measures to reduce exposure to noise levels in excess of City standards and encourage use of noise-attenuating measures that avoid sound walls, except where uses are affected by State Route 4.*

13-A-1.b: *Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-paned windows, and building orientation muffling the noise source, and avoid sound walls where feasible.*

13-A-1.c: *Work with Caltrans to provide sound walls designed to reduce noise by 10 dB in residential areas along State Route 4.*

13-A-1.d: *Support implementation of State legislation that requires reduction of noise from motorcycles, automobiles, trucks, trains, and aircraft. Require new residential projects located adjacent to major freeways, truck routes, hard rail lines, or light rail lines to follow the FTA screening distance criteria to ensure that groundborne vibrations do not exceed acceptable levels.*

13-A-1.e: *In making a determination of impact significance under the California Environmental Quality Act (CEQA), a substantial increase will occur if ambient noise levels experience a substantial permanent increase. Generally, a 3 dB increase in noise levels is barely perceptible, and a 5 dB increase in noise levels is clearly perceptible. Therefore, increases in noise levels shall be considered to be substantial when the following occurs:*

- *When existing noise levels are less than 60 dB, a 5 dB increase in noise will be considered substantial;*
- *When existing noise levels are between 60 dB and 65 dB, a 3 dB increase in noise will be considered substantial;*
- *When existing noise levels exceed 65 dB, a 1.5 dB increase in noise will be considered substantial.*

Additional or alternative criteria can be used for determining a substantial increase in noise levels. For instance, if the overall increase in noise levels occurs where no noise-sensitive uses are located, then the City may use its discretion in determining if there is any impact at all. In such a case, the following alternative factors may be used for determining a substantial increase in noise levels:

- *the resulting noise levels;*
- *the duration and frequency of the noise;*
- *the number of people affected;*
- *conforming or non-conforming land uses;*
- *the land use designation of the affected receptor sites;*
- *public reactions or controversy as demonstrated at workshops or hearings, or by correspondence; and*
- *prior CEQA determinations by other agencies specific to the project.*

APPENDIX

Appendix A General Plan 2040 Level of Service

LEVEL OF SERVICE

Level of service (LOS) standards are no longer used for identifying impacts under CEQA. However, LOS analysis is still used for determining consistency with adopted agency plans and standards. Where standards refer to significant environmental impacts, this analysis instead identifies these as significant inconsistencies with adopted plans.

LOS is a qualitative measure that describes operational conditions as they relate to the traffic stream and perceptions by motorists and passengers. The LOS generally describes these conditions in terms of such factors as speed and travel time, delays, freedom to maneuver, traffic interruptions, comfort, convenience and safety. The operational LOSs are given letter designations from A to F, with A representing the free-flow operating conditions and F representing the severely congested flow with high delays. Typically, LOS C is considered as an ideal condition as it represents stable flow and efficient use of the transportation facility. Intersections generally are the capacity-controlling locations with respect to traffic operations on arterial and collector streets.

Under Policy 7-P-1.5, the City intends to update its current LOS policy from a volume-to-capacity based threshold to a delay based threshold. The City will:

“Strive to maintain delay-based level of service (LOS) D for motor vehicle traffic as the minimum acceptable service standard for all signalized and stop-controlled intersections at all times (including during peak periods) unless maintenance of LOS would, in the City’s judgement, be infeasible and/or conflict with the achievement of other City goals. Congestion in excess of LOS D may be acceptable in these cases, provided that provisions are made to improve traffic flow and/or promote non-vehicular transportation as part of a development project or City-initiated project. In the designated Downtown core, as defined by the City’s General Plan and illustrated by the City’s Subdivision map, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area.”

2040 GENERAL PLAN PROJECTED LOS

For the LOS analysis, 31 intersections within the City of Pittsburg were identified as critical locations within the local roadway network.

Existing 2022 Intersection LOS

Table A-1 below summarizes current (2022) LOS levels at selected intersections during a.m. and p.m. peak hours based on traffic studies conducted within the year 2022.

TABLE A-1: MOTOR VEHICLE TRAFFIC LEVEL OF SERVICE AT KEY INTERSECTIONS

No.	INTERSECTIONS	CONTROL TYPE ¹	PEAK HOUR	AVERAGE DELAY (SEC/VEH)	LOS
1	Willow Pass Rd (N/S) at Evora Rd / SR-4 WB Off-Ramp (E/W)	Signal	a.m. p.m.	17.4 18.0	B B
2	San Marco Blvd (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m. p.m.	9.1 9.1	A A

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No.	INTERSECTIONS	CONTROL TYPE ¹	PEAK HOUR	AVERAGE DELAY (SEC/VEH)	LOS
3	San Marco Blvd (N/S) at W. Leland Rd (E/W)	Signal	a.m. p.m.	120.4 156.7	F F
4	Bailey Rd (N/S) at BART Entry / SR-4 EB Ramps (E/W)	Signal	a.m. p.m.	22.1 30.1	C C
5	Bailey Rd (N/S) at W. Leland Rd (E/W)	Signal	a.m. p.m.	64.3 45.9	E D
6	Willow Pass Rd (N/S) at N. Parkside Drive WB On-Ramp (E/W)	None	a.m. p.m.	1.1 0.6	A A
7	Willow Pass Rd / Range Rd (N/S) at N. Parkside Drive WB Ramps (E/W)	OWSC	a.m. p.m.	10.4 10.5	B B
8	W. Leland Rd (E/W) at Range Rd / Gold Club Rd (N/S)	Signal	a.m. p.m.	29.9 17.9	C B
9	Herb White Way (N/S) at Mariana Blvd (E/W)	AWSC	a.m. p.m.	9.0 7.5	A A
10	W 10th St (E/W) at Montezuma St/ Herb White Way (N/S)	Signal	a.m. p.m.	9.9 9.0	A A
11	W. Leland Rd (E/W) at Crestview Dr (N/S)	Signal	a.m. p.m.	36.6 33.8	D C
12	10 St (W/E) at Railroad Ave (N/S)	Signal	a.m. p.m.	20.6 18.9	C B
13	Parkside Drive (E/W) at Railroad Ave SB Ramps (N/S)	OWSC	a.m. p.m.	16.3 13.1	C B
14	Railroad Ave (N/S) at N Parkside Drive Ramps (E/W)	TWSC	a.m. p.m.	12.3 13.1	B B
15	Railroad Ave (N/S) at SR-4 WB On-Ramp / California Ave (E/W)	Signal	a.m. p.m.	46.0 34.2	D C
16	Railroad Ave (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m. p.m.	36.5 42.1	D D
17	Railroad Ave (N/S) at Leland Rd (E/W)	Signal	a.m. p.m.	53.6 57.1	D E
18	Railroad Ave / Kirker Pass Rd (N/S) at Buchanan Rd (E/W)	Signal	a.m. p.m.	51.4 24.1	D C
19	E. 10th St (E/W) at Harbor St (N/S)	OWSC	a.m. p.m.	12.4 10.2	B B

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No.	INTERSECTIONS	CONTROL TYPE ¹	PEAK HOUR	AVERAGE DELAY (SEC/VEH)	LOS
20	California Ave (E/W) at Harbor St (N/S)	Signal	a.m. p.m.	48.8 51.6	D D
21	Buchanan Rd (E/W) at Harbor St / Campbell Dr (N/W)	Signal	a.m. p.m.	87.2 159.6	F F
22	E. 14th St / Pittsburg-Antioch Hwy (E/W) at Pittsburg-Antioch Hwy Truck Bypass (N/S)	Signal	a.m. p.m.	8.9 8.9	A A
23	Loveridge Rd (N/S) at Pittsburg-Antioch Hwy (E/W)	Signal	a.m. p.m.	23.2 24.0	C C
24	California Ave (E/W) at SR-4 WB Ramps / Commercial Entry (N/S)	Signal	a.m. p.m.	40.7 34.5	D C
25	Loveridge Rd (N/S) at California Ave / N. Park Blvd (E/W)	Signal	a.m. p.m.	103.8 76.6	F E
26	Loveridge Rd (N/S) at SR-4 EB Ramps	Signal	a.m. p.m.	29.6 35.5	C D
27	Loveridge Rd (N/S) at E. Leland Rd (E/W)	Signal	a.m. p.m.	53.0 53.0	D D
28	Buchanan Rd (E/W) at Loveridge Rd (N/S)	Signal	a.m. p.m.	37.0 31.5	D C
29	Buchanan Rd (E/W) at Tuscany Meadows Dr (N/S)	OWSC	a.m. p.m.	0 0	A A
30	Century Blvd (E/W) at Delta Gateway Blvd / Century Plaza Entr (N/S)	Signal	a.m. p.m.	8.1 16.2	A B
31	Auto Center Dr (N/S) at Century Blvd / Mahogany Way (E/W)	Signal	a.m. p.m.	37.4 57.0	D E

¹SIGNAL = SIGNALIZED INTERSECTION; OWSC = ONE-WAY STOP CONTROL; TWSC = TWO-WAY STOP CONTROL; AWSC = ALL-WAY STOP CONTROL

NOTE: SPEED LIMITS DATA WAS RETRIEVED FROM ON FIELD OBSERVATIONS AND GOOGLE EARTH

SOURCE: TJKM AND FHWA, HIGHWAY PERFORMANCE MONITORING SYSTEM, 2022

Under existing (2022) conditions, all intersections operate acceptably with the following five exceptions:

- **3) San Marco Blvd (N/S) at W. Leland Rd (E/W) (Signal):** LOS F during both the a.m. and p.m. peak hours.
- **5) Bailey Rd (N/S) at W. Leland Rd (E/W) (Signal):** LOS E during the a.m. peak hour.
- **17) Railroad Ave (N/S) at Leland Rd (E/W) (Signal):** LOS E during the p.m. peak hour.
- **21) Buchanan Rd (E/W) at Harbor St / Campbell Dr (N/W) (Signal):** LOS F during both the a.m. and p.m. peak hours.
- **25) Loveridge Rd (N/S) at California Ave / N. Park Blvd (E/W) (Signal):** LOS F during the a.m. peak hour and LOS E during the p.m. peak hour.

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- **31) Auto Center Dr (N/S) at Century Blvd / Mahogany Way (E/W) (Signal):** LOS E during the p.m. peak hour.

Projected 2040 Intersection LOS without Improvements and Without Roadway Extensions

Table A-2 below summarizes projected intersection LOS levels in 2040 with improvements under the scenario that no roadway extensions are completed. The projections are based on the CCTA Model Growth Assessment. As shown in Table A-2, all intersections are anticipated to operate at acceptable LOSs with the proposed improvements as well as signal timing adjustments where necessary under the scenario that no roadway extensions are constructed.

TABLE A-2: 2040 INTERSECTION LOS WITH NO ROADWAY EXTENSIONS

No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
1	Willow Pass Rd (N/S) at Evora Rd / SR-4 WB Off-Ramp (E/W)	Signal	a.m.	19.7	B	Add second NB On-Ramp from Willow Pass Rd to Rte 4 WB
			p.m.	20.1	C	
2	San Marco Blvd (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m.	18.3	B	
			p.m.	14.1	B	
3	San Marco Blvd (N/S) at W. Leland Rd (E/W)	Signal	a.m.	48.2	D	Install second EBL, convert one WBT lane to a WBL, NBL. Install NBR.
			p.m.	42.3	D	
4	Bailey Rd (N/S) at BART Entr / SR-4 EB Ramps (E/W)	Signal	a.m.	24.5	C	
			p.m.	42.1	D	
5	Bailey Rd (N/S) at W. Leland Rd (E/W)	Signal	a.m.	53.5	D	Install free flow-EBR with a receiving lane. Have WBR operate with an overlap phase. Restripe SBR to SBTR.
			p.m.	49.5	D	
6	Willow Pass Rd (N/S) at N. Parkside Drive EB On-Ramp (E/W)	None	a.m.	1.2	A	
			p.m.	0.7	A	
7	Willow Pass Rd / Range Rd (N/S) at N. Parkside Drive WB Ramps (E/W)	OWSC	a.m.	13.5	B	
			p.m.	13.3	B	
8	W. Leland Rd (E/W) at Range Rd / Gold Club Rd (N/S)	Signal	a.m.	39.3	D	
			p.m.	15.2	B	
9	Herb White Way (N/S) at Mariana Blvd (E/W)	AWSC	a.m.	12.8	B	
			p.m.	10.2	B	
10	W 10th St (E/W) at Montezuma St/ Herb White Way (N/S)	Signal	a.m.	10.9	B	
			p.m.	10.3	B	
11	W. Leland Rd (E/W) at Crestview Dr (N/S)	Signal	a.m.	28.4	C	
			p.m.	33.6	C	

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No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
12	Railroad Ave (N/S) at 10th St (E/W)	Signal	a.m.	26.2	C	
			p.m.	26.1	C	
13	N. Parkside Drive (E/W) at Railroad Ave SB Ramps (N/S)	OWSC	a.m.	19	C	
			p.m.	14.7	B	
14	Railroad Ave (N/S) at N Parkside Drive Ramps (E/W)	TWSC	a.m.	14	B	
			p.m.	16	C	
15	Railroad Ave (N/S) at SR-4 WB On-Ramp / California Ave (E/W)	Signal	a.m.	46.7	D	Restripe WB Approach.
			p.m.	35.7	D	
16	Railroad Ave (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m.	37.0	D	Install second EBR on the off-ramp.
			p.m.	48.6	D	
17	Railroad Ave (N/S) at Leland Rd (E/W)	Signal	a.m.	53.7	D	
			p.m.	54.8	D	
18	Railroad Ave / Kirker Pass Rd (N/S) at Buchanan Rd (E/W)	Signal	a.m.	50.8	D	Install new WBL, convert SBR to SBTR by converting the south leg from L, T, T, R to L, T, R..
			p.m.	29.9	C	
19	E. 10th St (E/W) at Harbor St (N/S)	OWSC	a.m.	15	C	
			p.m.	12.3	B	
20	California Ave (E/W) at Harbor St (N/S)	Signal	a.m.	54.3	D	
			p.m.	54.7	D	
21	Buchanan Rd (E/W) at Harbor St / Campbell Dr (N/W)	Signal	a.m.	47.9	D	Widen to allow for a 4-In configurations.
			p.m.	45.0	D	
22	E. 14th St / Pittsburg-Antioch Hwy (E/W) at Pittsburg-Antioch Hwy Truck Bypass (N/S)	Signal	a.m.	8.8	A	
			p.m.	12.0	B	
23	Loveridge Rd (N/S) at Pittsburg-Antioch Hwy (E/W)	Signal	a.m.	35.7	D	
			p.m.	23.3	C	
24	California Ave (E/W) at SR-4 WB Ramps / Commercial Entr (N/S)	Signal	a.m.	37.5	D	
			p.m.	42.2	D	
25	Loveridge Rd (N/S) at California Ave / N. Park Blvd (E/W)	Signal	a.m.	46.1	D	Install second EBR (full-lane).
			p.m.	48.8	D	
26	Loveridge Rd (N/S) at SR-4 EB Ramps	Signal	a.m.	22.2	C	Restripe EBLT to EBLTR.
			p.m.	39.0	D	
27	Loveridge Rd (N/S) at E. Leland Rd (E/W)	Signal	a.m.	52.9	D	
			p.m.	50.5	D	

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No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
28	Buchanan Rd (E/W) at Loveridge Rd (N/S)	Signal	a.m.	45.3	D	
			p.m.	32.4	C	
29	Buchanan Rd (E/W) at Tuscany Meadows Dr (N/S)	Signal	a.m.	11.1	B	
			p.m.	12.9	B	
30	Century Blvd (E/W) at Delta Gateway Blvd / Century Plaza Entr (N/S)	Signal	a.m.	8.2	A	
			p.m.	44.6	D	
31	Auto Center Dr (N/S) at Century Blvd / Mahogany Way (E/W)	Signal	a.m.	40.7	D	
			p.m.	46.5	D	

¹SIGNAL = SIGNALIZED INTERSECTION; OWSC = ONE-WAY STOP CONTROL; TWSC = TWO-WAY STOP CONTROL; AWSC = ALL-WAY STOP CONTROL

NOTE: SPEED LIMITS DATA WAS RETRIEVED FROM ON FIELD OBSERVATIONS AND GOOGLE EARTH

SOURCE: TJKM, CCTA MODEL GROWTH ASSESSMENT

Projected 2040 Intersection LOS with Improvements and Roadway Extensions

Table A-3 below summarizes projected intersection LOS levels in 2040 with improvements under the scenario that roadway extensions are completed. The projections are based on the CCTA Model Growth Assessment. As shown in Table A-3, all intersections are projected to operate at acceptable LOSs with the proposed improvements and signal timing adjustments where necessary under the scenario that roadway extensions are constructed.

TABLE A-3: 2040 INTERSECTION LOS WITH ROADWAY EXTENSIONS

No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
1	Willow Pass Rd (N/S) at Evora Rd / SR-4 WB Off-Ramp (E/W)	Signal	a.m.	18.2	B	
			p.m.	18.9	B	
2	San Marco Blvd (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m.	11.7	B	
			p.m.	11.7	B	
3	San Marco Blvd (N/S) at W. Leland Rd (E/W)	Signal	a.m.	52.9	D	Add second EBL and WBL.
			p.m.	44.7	D	
4	Bailey Rd (N/S) at BART Entr / SR-4 EB Ramps (E/W)	Signal	a.m.	27.0	C	
			p.m.	37.9	D	
5	Bailey Rd (N/S) at W. Leland Rd (E/W)	Signal	a.m.	50.5	D	Convert EBTR to EBR with overlap phase.
			p.m.	47.8	D	

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No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
6	Willow Pass Rd (N/S) at N. Parkside Drive EB On-Ramp (E/W)	None	a.m.	1.2	A	
			p.m.	0.7	A	
7	Willow Pass Rd / Range Rd (N/S) at N. Parkside Drive WB Ramps (E/W)	OWSC	a.m.	14.7	B	
			p.m.	13.5	B	
8	W. Leland Rd (E/W) at Range Rd / Gold Club Rd (N/S)	Signal	a.m.	31.2	C	
			p.m.	14.9	B	
9	Herb White Way (N/S) at Mariana Blvd (E/W)	AWSC	a.m.	11.9	B	
			p.m.	10.2	B	
10	W 10th St (E/W) at Montezuma St/ Herb White Way (N/S)	Signal	a.m.	10.5	B	
			p.m.	10.2	B	
11	W. Leland Rd (E/W) at Crestview Dr (N/S)	Signal	a.m.	30.3	C	
			p.m.	33.5	C	
12	Railroad Ave (N/S) at 10th St (E/W)	Signal	a.m.	24.7	C	
			p.m.	25.0	C	
13	N. Parkside Drive (E/W) at Railroad Ave SB Ramps (N/S)	OWSC	a.m.	18.8	C	
			p.m.	14.6	B	
14	Railroad Ave (N/S) at N Parkside Drive Ramps (E/W)	TWSC	a.m.	13.9	B	
			p.m.	15.7	C	
15	Railroad Ave (N/S) at SR-4 WB On-Ramp / California Ave (E/W)	Signal	a.m.	42.4	D	Modify WB configuration, have the WBR operate with an overlap phase.
			p.m.	31.9	C	
16	Railroad Ave (N/S) at SR-4 EB Ramps (E/W)	Signal	a.m.	31.7	C	Add second EBR.
			p.m.	49.3	D	
17	Railroad Ave (N/S) at Leland Rd (E/W)	Signal	a.m.	51.4	D	
			p.m.	52.8	D	
18	Railroad Ave / Kirker Pass Rd (N/S) at Buchanan Rd (E/W)	Signal	a.m.	42.2	D	
			p.m.	21.9	C	
19	E. 10th St (E/W) at Harbor St (N/S)	OWSC	a.m.	14.4	B	
			p.m.	11.6	B	
20	California Ave (E/W) at Harbor St (N/S)	Signal	a.m.	51.4	D	
			p.m.	54.9	D	
21	Buchanan Rd (E/W) at Harbor St / Campbell Dr (N/W)	Signal	a.m.	41.5	D	

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No.	INTERSECTION	CONTROL TYPE ¹	PEAK HOUR	DELAY (SEC / VEH)	LOS	IMPROVEMENTS
			p.m.	46.6	D	
22	E. 14th St / Pittsburg-Antioch Hwy (E/W) at Pittsburg-Antioch Hwy Truck Bypass (N/S)	Signal	a.m.	8.7	A	
			p.m.	10.8	B	
23	Loveridge Rd (N/S) at Pittsburg-Antioch Hwy (E/W)	Signal	a.m.	25.6	C	
			p.m.	20.7	C	
24	California Ave (E/W) at SR-4 WB Ramps / Commercial Entr (N/S)	Signal	a.m.	30.6	C	
			p.m.	35.3	D	
25	Loveridge Rd (N/S) at California Ave / N. Park Blvd (E/W)	Signal	a.m.	53.9	D	Add second EBR (full-lane).
			p.m.	47.9	D	
26	Loveridge Rd (N/S) at SR-4 EB Ramps	Signal	a.m.	24.5	C	
			p.m.	44.3	D	
27	Loveridge Rd (N/S) at E. Leland Rd (E/W)	Signal	a.m.	52.9	D	
			p.m.	49.6	D	
28	Buchanan Rd (E/W) at Loveridge Rd (N/S)	Signal	a.m.	35.5	D	
			p.m.	30.7	C	
29	Buchanan Rd (E/W) at Tuscany Meadows Dr (N/S)	Signal	a.m.	10.1	B	
			p.m.	12.1	B	
30	Century Blvd (E/W) at Delta Gateway Blvd / Century Plaza Entr (N/S)	Signal	a.m.	8.4	A	
			p.m.	45.9	D	
31	Auto Center Dr (N/S) at Century Blvd / Mahogany Way (E/W)	Signal	a.m.	40.9	D	
			p.m.	46.2	D	

¹SIGNAL = SIGNALIZED INTERSECTION; OWSC = ONE-WAY STOP CONTROL; TWSC = TWO-WAY STOP CONTROL; AWSC = ALL-WAY STOP CONTROL

NOTE: SPEED LIMITS DATA WAS RETRIEVED FROM ON FIELD OBSERVATIONS AND GOOGLE EARTH

SOURCE: TJKM, CCTA MODEL GROWTH ASSESSMENT