



City of Pittsburgh

railroad avenue

specific plan

Adopted by the City Council on November 2, 2009
Ordinance No. 09-1319 and Resolution No. 09-11303

City of Pittsburgh

railroad avenue

specific plan

Prepared by

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table of contents

1	INTRODUCTION	1
1.1	Vision and Planning Principles	2
1.2	Plan Purpose	4
1.3	Process For Preparation	6
1.4	Regional Context	8
1.5	Specific Plan Area	11
1.6	Legal Context	14
1.7	Document Organization	18
2	SUMMARY OF EXISTING CONDITIONS	19
2.1	Land Use and Economics	20
2.2	Transportation and Circulation	28
2.3	Community Infrastructure	35
3	LAND USE GOALS AND POLICIES	41
3.1	Land Use Goals	42
3.2	Land Use Policies	43
3.3	Land Use Classifications	45
3.4	Assumed Development Program	64
4	LAND USE, DESIGN AND DEVELOPMENT	70
4.1	Design and Development Goals	72
4.2	Design and Development Policies	74
4.3	Sub-Area Urban Design Concepts	75
4.4	Development Standards	79
4.5	Architectural and Site Design Criteria	95
5	COMMUNITY AND NATURAL RESOURCES	99
5.1	Community and Natural Resources Goals	100
5.2	Community and Natural Resources Policies	101
5.3	Community Resources Improvements	104
5.4	Natural Resources	112
6	TRANSPORTATION AND CIRCULATION	115
6.1	Transportation and Circulation Goals	116
6.2	Transportation and Circulation Policies	117
6.3	Transportation and Circulation Improvements	120
7	UTILITIES AND INFRASTRUCTURE	141
7.1	Utilities and Infrastructure Goals	142
7.2	Utilities and Infrastructure Policies	143
7.3	Utilities and Infrastructure Improvements	145
8	IMPLEMENTATION	155
8.1	Specific Plan Adoption and Implementation	156
8.2	Plan Phasing and Priority Improvements	157
8.3	Capital, Infrastructure and Community Facility Improvements in the Transit Village and Civic Center Sub-areas	160
8.4	Financing Tools	163

tables and figures

LIST OF TABLES

Table 1.1 MTC Station Area Plan Requirements	5
Table 1.2 Projected Daily Ridership along eBART Corridor	6
Table 2.1 Opportunity Sites	22
Table 3.1 Civic Center Assumed Development Program	65
Table 3.2 Transit Village Assumed Development Program	67
Table 3.3 High School Village Assumed Development Program	68
Table 3.4 Assumed Development Program Summary	69
Table 6.1 Existing and Planned Bicycle Facilities in Area	135
Table 8.1 Street and Transportation Improvements	161
Table 8.2 Utility Improvements	162
Table 8.3 Open Space and Park Improvements	162
Table 8.4 Community Amenities Improvements	162

LIST OF FIGURES

Figure 1.1 Process Timeline	7
Figure 1.2 Specific Plan Boundary	11
Figure 1.3 Specific Plan Sub-Areas	12
Figure 1.4 Key Opportunity Sub-Areas	13
Figure 2.1 General Plan Land Use Map	20
Figure 2.2 Key Opportunity Sites	23
Figure 2.3 Figure Ground	25
Figure 2.4 Street Classification	28
Figure 2.5 Existing Truck Routes	29
Figure 2.6 Existing Bus Service	30
Figure 2.7 Missing Sidewalks	32
Figure 2.8 Bicycle Facilities	33
Figure 2.9 Water Pressure	36
Figure 2.10 Storm Water Drainage	37
Figure 2.11 Sewer Capacity	38
Figure 3.1 Specific Plan Sub-Areas	47
Figure 3.2 Land Use Plan	48
Figure 3.3 Old Town Gateway	52
Figure 3.4 Parkside Manor Neighborhood	53
Figure 3.5 Civic Center	55
Figure 3.6 High School Village	56
Figure 3.7 Los Medanos Neighborhood	57
Figure 3.8 Transit Village	58
Figure 3.9 Industrial/Mixed-Use Center	59
Figure 3.10 Los Medanos Industrial Center	60
Figure 3.11 East Leland Corridor	61
Figure 3.12 Atlantic Avenue Corridor	62
Figure 3.13 Railroad Avenue Retail Corridor	63
Figure 4.1 Design Concept Illustrative	75
Figure 4.2 Photo Simulation of Railroad Avenue	76
Figure 4.3 Photo Simulation of Bliss Avenue	77

LIST OF FIGURES (con't)

Figure 4.4 Photo Simulation of Leland Avenue	78
Figure 4.5 Land Use Plan with Sub-Area Boundaries	79
Figure 4.6 Circulation and Parking	82
Figure 5.1 Enhanced Community Facilities	105
Figure 5.2 Open Space Network	107
Figure 5.3 Public Art, Gateways and Wayfinding	110
Figure 5.4 HCP Development Fee Zones	113
Figure 6.1 Street Classifications and Improvements	122
Figure 6.2 Bliss Avenue Section (Looking East)	126
Figure 6.3 Prototypical Transit Village Local Street Section	128
Figure 6.4 Prototypical Civic Center Local Residential Section	128
Figure 6.5 Planned Intersection Improvements	129
Figure 6.6 Sidewalk Section	131
Figure 6.7 Planned Sidewalk Improvements	132
Figure 6.8 Planned Bicycle Facility Improvements	133
Figure 6.9 Regional Bicycle Facilities	134
Figure 6.10 Parking Structure Locations	136
Figure 6.11 Conceptual Circulation and Parking	137
Figure 6.12 Planned Public Transit Improvements	138
Figure 6.13 Bus Drive Section	139
Figure 7.1 Planned Water System Improvements	147
Figure 7.2 Planned Wastewater System Improvements	149
Figure 7.3 Planned Storm Drainage System Improvements	151
Figure 8.1 Phasing Plan	159



1

introduction



The City of Pittsburg, California is poised to take advantage of a unique opportunity at the crossroads of the City. This Introduction chapter explains the purpose of developing a Specific Plan in the area surrounding the planned eBART Station at the intersection of Railroad Avenue and State Route 4. The Specific Plan Area encompasses a half-mile radius around the proposed transit hub—a strategic location that is well positioned to capture future potential growth in the City. The Specific Plan will help guide that growth, while embracing concepts of transit accessibility, pedestrian friendly design, high-quality development, inclusiveness, and sustainability to create a vibrant 21st Century hub for Pittsburg.

The chapter provides an overview of the vision and planning principles for the area, plan preparation process, the Specific Plan Area definition, and the regional and legal context for the plan. Finally, the chapter outlines the organization of the remainder of the document.

The remainder of the Introduction Chapter is organized into the following sections:

- 1.1 Vision and Planning Principles;
- 1.2 Plan Purpose;
- 1.3 Process for Preparation;
- 1.4 Regional Context;
- 1.5 Specific Plan Area;
- 1.6 Legal Context; and
- 1.7 Document Organization.



The planning process included numerous community workshops to help craft the vision and planning principles.

1.1 VISION AND PLANNING PRINCIPLES

The following vision and planning principles describe a preferred character and overall direction for development associated with the future Railroad Avenue eBART Station and the surrounding area.

The purpose of a “vision” statement is to express an ideal end result desired by the community and area stakeholders. The planning principles are a set of intentions that frame future decision-making in the area. Taken together, the vision and principles provide inspiration for the city’s future and highlight broad physical, economic and cultural goals for the area.

1.1.1 VISION FOR THE FUTURE

Community members, City staff, property and business owners, and other area stakeholders shaped the following vision for Pittsburgh’s future eBART Station Area.

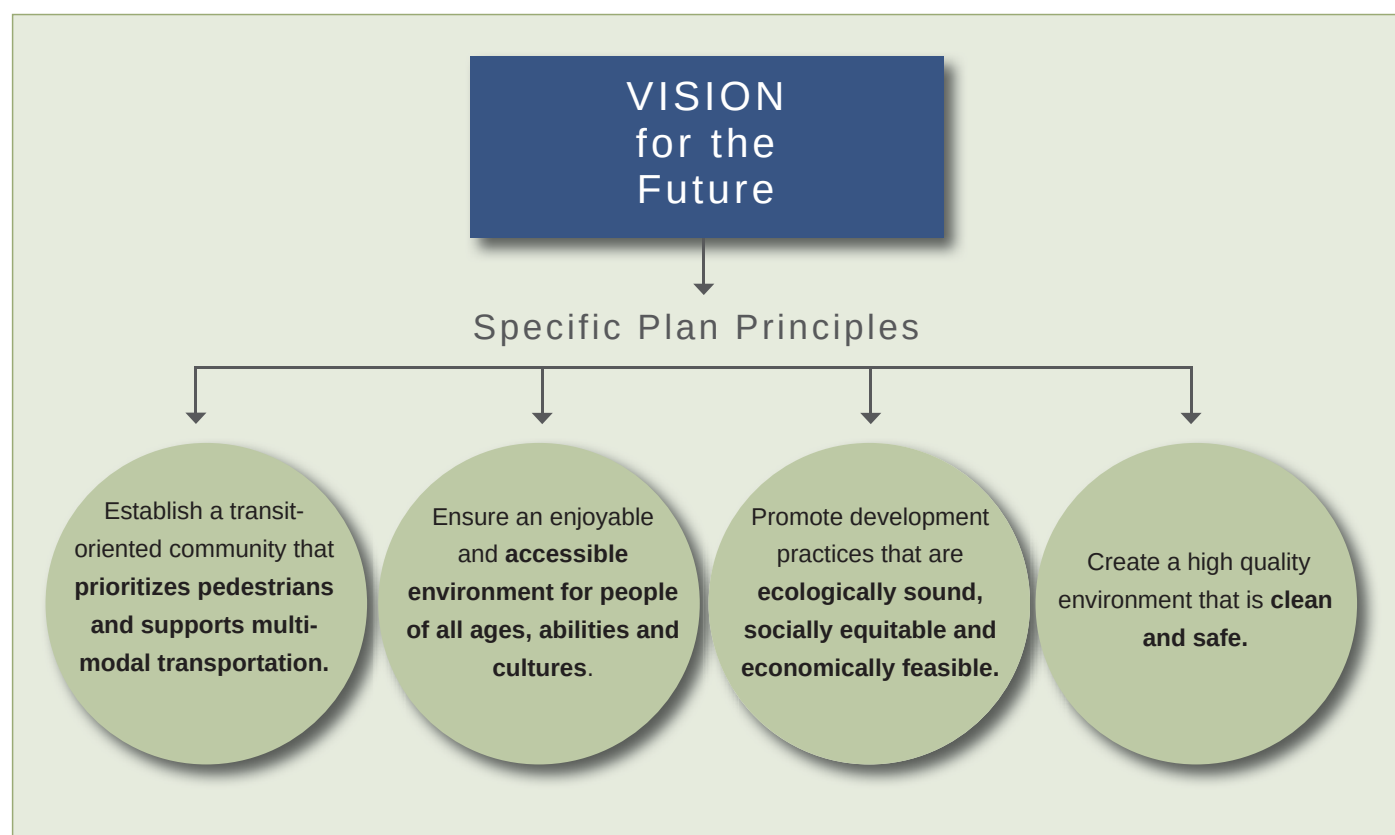
A Vision for the Future. . .

*The Railroad Avenue area is a **vibrant, walkable, mixed-use, transit-oriented activity center** at the crossroads of the community. Well-designed housing options, affordable to a range of incomes, are balanced with neighborhood-serving retail, public amenities, open spaces, and strong employment uses. The area connects to the City and greater region via **a safe, efficient and accessible transportation network** that embraces pedestrians, bicyclists, buses, autos and eBART.*

1.1.2 PLANNING PRINCIPLES

Cultivated and shaped during the community planning process, the following four planning principles provide a foundation for the specific goals, policies and programs detailed in the remaining chapters of the Railroad Avenue Specific Plan.

1. Establish a transit-oriented community that prioritizes pedestrians and supports multi-modal transportation.
2. Ensure an enjoyable and accessible environment for people of all ages, abilities and cultures.
3. Promote development practices that are ecologically sound, socially equitable and economically feasible.
4. Create a high quality environment that is clean and safe.





The eBART extension may use a train prototype like the Diesel Multiple Unit (DMU) car that can use existing tracks and rights-of-way.

1.2 PLAN PURPOSE

The Railroad Avenue Specific Plan provides a framework of policies and programs for a localized area surrounding the planned transit hub and eBART Station at Railroad and Bliss Avenues in Pittsburg, California. Drawing upon extensive technical analysis, research and community feedback, the Specific Plan provides land use and development guidelines for the land located within the Specific Plan Area and is intended to meet the growing needs of the City and region.

Connecting residents and businesses to the larger Bay Area Rapid Transit (BART) network has long been a community priority and is reinforced in the City of Pittsburg's 2001 General Plan. BART adopted a System Expansion Policy in 1999, proposing an extension of BART service through eastern Contra Costa County (eBART).

BART and the Metropolitan Transportation Commission (MTC) both have specific standards and requirements related to projected ridership, employment and land use within the one-half mile radius of the planned eBART Station. In order to show that these standards and requirements are met, participating jurisdictions must create Ridership Development Plans and Station Area Plans, for BART and MTC respectively, to demonstrate that proposed stations will generate enough riders to make the new extension financially viable. While the Specific Plan supports the potential eBART Station and meets the minimum requirements and thresholds for the Station Area Plans, implementation of the plan is not dependent on the expansion of the BART system from the existing Pittsburg/Bay Point BART Station. The Specific Plan is intended to be a flexible document and to provide guidance for transit-oriented development and public investment over the next 20 years.

The City of Pittsburg, in combination with regional Measures 2 and J, BART and MTC, provided funding to initiate station area planning in 2006. This Specific Plan functions both as MTC's Station Area Plan and BART's Ridership Development Plan. This document provides a regulatory framework to fulfill the housing unit, jobs and ridership thresholds required of both plans. Specifically, for the 10-mile extension into Antioch, BART requires an average of 2,900 riders for each new station (an estimate based on a projected need of 5,800 riders along the corridor, shared among the jurisdictions where the two stations would be

located). MTC requires an average of 2,200 housing units within a half-mile radius of each proposed station (6,600 units for three stations as the residential component takes the existing Pittsburg/Bay Point BART station into consideration).

Table 1.1, below, describes how this plan fulfills the MTC Station Area Plan requirements, and Table 1.2 on the following page provides projected ridership to and from the Railroad Avenue Station.

Table 1.1: MTC Station Area Plan Requirements

MTC Station Area Plan Requirements (Chapter 5 of Resolution 3434)	Specific Plan Strategy
Land use and density within the half-mile radius of the station, with a clear identification of the number of existing and planned housing units and jobs; 2,200 residential units are required within a half-mile of the station	The Specific Plan outlines land use and density that will allow approximately 1,800 new residential units within 1/2-mile radius of the planned e-BART station. Those units, in addition to the existing 1,600 residential units, would increase the potential total unit count to 3,400 residential units within 1/2-mile of the planned eBART Station.
Station access and circulation, including strategies to overcome barriers to pedestrian and bicycle access	The Specific Plan provides circulation plans that support transit ridership through improved pedestrian and bicycle access. Sidewalk, crosswalk and roadway improvements including pedestrian and bicycle only greenways through the Transit Village sub-area closest to the proposed station area will allow for safe efficient access to the station.
Strategies to ensure accessibility for people with disabilities, and overcome barriers to wheelchair access	Crosswalk improvements will be designed in accordance with Title 24 standards, and will incorporate design features such as bulbouts to shorten the width of streets for pedestrians with disabilities. Technologies such as “chirpers” among others will be installed at all crosswalks to indicate light changes. In addition, the Specific Plan references ADA accessibility in all design standards.
Estimates of the number of transit riders walking from the half-mile station area	According to the East Contra Costa BART Extension Draft EIR Table 3.2-15, it is estimated at 28% of riders (or 266 riders in 2030) will walk to the planned station due to limited station parking and the densities and commercial intensity levels included in the land use plan for the Specific Plan Area.
Design policies and standards	The Specific Plan provides detailed land use and urban design standards that will support transit ridership and will contribute to a vibrant, livable community.
Parking demand and parking requirements	The Specific Plan provides parking minimums and maximums according to land use and sub-area, and provides flexibility for on-site parking requirements for affordable and senior residential developments. The Specific Plan also provides policies to implement Traffic Demand Management (TDM) strategies as the Specific Plan Area develops.
Implementation plan, including market demand and phasing	The Specific Plan maximizes economic development opportunities and proposes implementation measures and financing strategies.



Break-out groups discussed land use options for the Railroad Avenue area at the second Community Workshop.

1.3 PROCESS FOR PREPARATION

The City of Pittsburg's Planning Division, in partnership with the MIG, Inc. consultant team, led the planning process to develop the Railroad Avenue Specific Plan. The MIG team is comprised of planners, transportation experts, environmental specialists, engineers and economists, including Wilbur Smith Associates, PBSJ/EIP Associates, Strategic Economics, Bay Area Economics, and Sandis Company.

Consultants conducted several studies to provide a technically sound basis for the Plan, including an economic and land use analysis, environmental baseline studies, transportation and parking analyses, and an infrastructure analysis. The Specific Plan's technical analyses provided a framework for identifying potential development opportunities and site assets, anticipating possible constraints, and ensuring compliance with state and federal standards.

In order to accurately reflect the needs and preferences of the Pittsburg community, the City of Pittsburg staff and consultant team collaborated with residents, business owners, and other stakeholders through a series of interviews and public forums. Between May 2006 and April 2007, the City of Pittsburg held focus group meetings, three community workshops, as well as educational outreach activities including a Transit-Oriented Development Seminar and bus tour. In addition, a joint Planning Commission/City Council meeting was held, as well as meetings with the City's Land Use Subcommittee. The purpose of these activities was to introduce best practices in transit oriented development, engage the community in discussions about the planned transit hub and surrounding area, develop land use alternatives, and refine a preferred plan.

Table 1.2: Projected Daily Ridership Along eBART Corridor

	2015	2030
Proposed Project Weekday Trips	3,900	10,100
Transfers from/to the Proposed Project ^a	3,700	9,750
Entries/Exits ^b		
Railroad Avenue Station (Pittsburg)	750	1,900
Hillcrest Avenue Station (Antioch)	3,150	8,200
New Transit Trips ^c	2,050	5,400

^a Daily passengers transferring between eBART stations and BART at the Pittsburg/Bay Point transfer platform.

^b Daily passengers entering and exiting the new stations.

^c New transit riders are those who were not previous BART or Tri Delta Transit users in the State Route 4 corridor.

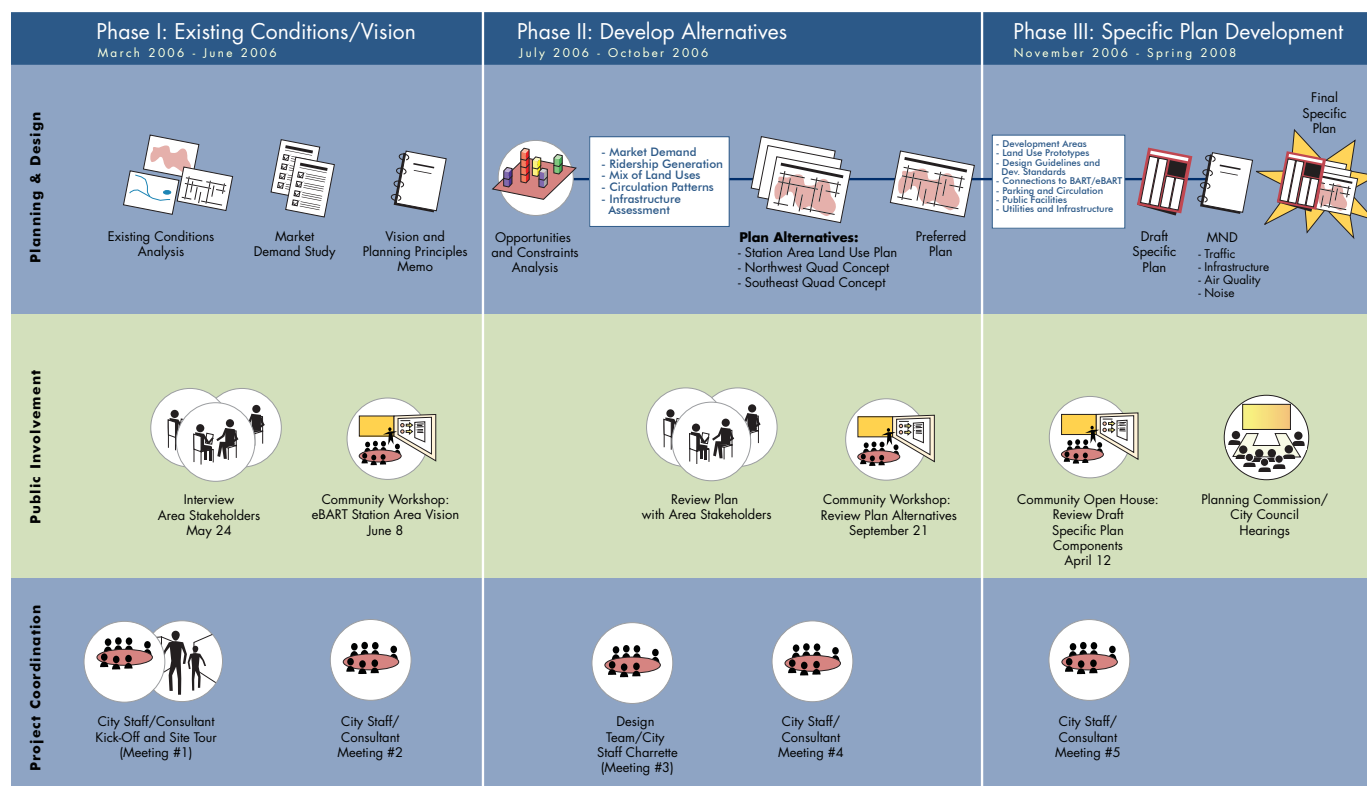
Source: East Contra Costa BART Extension (eBART) Draft Environmental Impact Report, September 2008.

At the first community workshop, held on June 8, 2006, topics included the community's vision for the future as well as identification of assets, issues and opportunities. At the second community workshop, held on September 21, 2006, the presentation described the framework for future development and the consultant team solicited feedback from community members regarding the Transit Village concept. At the third community workshop, held on April 12, 2007, the discussion with community members focused on broad planning principles, goals and policies and more specific recommendations related to land use, character and urban design.

Consultants and staff also held several stakeholder focus group meetings to discuss key opportunity areas in more detail, such as the Civic Center and Transit Village sub-areas. Input gleaned through these efforts shaped the vision, planning principles, goals and policies outlined in this Specific Plan, and will guide future area development.

Figure 1.1, below, illustrates a timeline of the Specific Plan development process.

Figure 1.1 Process Timeline



1.4 REGIONAL CONTEXT

The City of Pittsburg is located in the eastern portion of Contra Costa County in the San Francisco Bay Area. This part of the region is characterized by expansive rural lands, rolling hills and proximity to the San Francisco Bay and Sacramento River Delta. Despite its long history as an agricultural area, eastern Contra Costa County has experienced a dramatic increase in residential development in recent years. As of 2006, the inflow of new residents and businesses has made the east-county region the fastest growing part of the Bay Area, with 40,000 additional households and 63,000 additional jobs expected by 2025.

Many people who work or live across the Bay Area are moving to Pittsburg and other eastern Contra Costa County communities for the suburban lifestyle and relatively affordable housing prices. Similarly, businesses are locating in the region to capitalize on land availability and the growing workforce population.

1.4.1 REGIONAL TRANSPORTATION PATTERNS AND ISSUES

Increasingly, Pittsburg and other communities along the busy State Route 4 corridor are feeling the impacts of recent growth in the form of traffic and congestion along major roadways and local streets. State Route 4 in particular is a source of heavy congestion through the City of Pittsburg. While many parts of the Bay Area have an array of transportation options, mode choices in eastern Contra Costa County remain limited, forcing the majority of commuters to rely on their cars to get them to and from their destinations.

1.4.2 eBART PROJECT

As described above, the eBART project will provide residents with an alternative to using their cars and reduce vehicle miles traveled by connecting residents and businesses to the larger BART network. The proposed project involves extending BART service from Pittsburg/Bay Point Station along a 10-mile long corridor along the center median of State Route 4 with one station in Pittsburg at the intersection of State Route 4 and Railroad Avenue, and a terminus station in Antioch, east of the Hillcrest Avenue interchange. The recommended technology is Diesel Multiple Units (DMU) involving trains using light-weight, self-propelled rail cars.

1.4.3 eBART STATION AND ACCESS

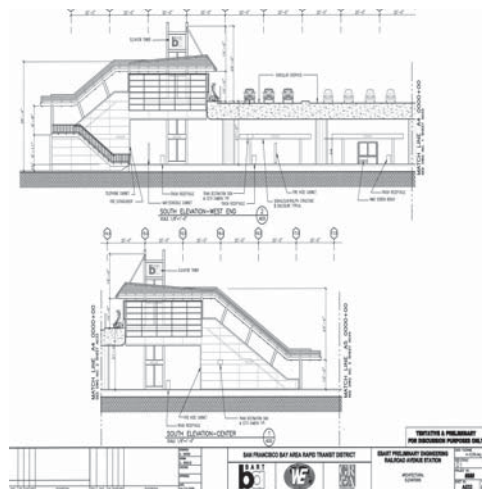
The proposed eBART station will consist of an approximately 400 foot long platform located in the center median of State Route 4 that will be accessed from stairs and elevators on both sides of the Railroad Avenue overpass. Currently, there is a five foot sidewalk and a 10 foot sidewalk on the west and east side of the roadway, respectively. The main station access point will be from the east side of the roadway where the sidewalk is wide enough to accommodate the increased pedestrian activity. The station design will be functional with opportunities to incorporate public art into the freeway barrier and structure.

An area for short term parking, Kiss and Ride and taxi queuing likely be located north of State Route 4 on the east side of Railroad Avenue. Approximately 350 parking spaces devoted to eBART parking for eBART in an existing BART Park-and-Ride lot on the north side of Bliss Avenue in the Transit Village. The lot is approximately one-quarter of a mile southeast of the proposed eBART Station location. eBART parking will eventually will be incorporated into structured parking lots as the Specific Plan Area develops.

1.4.4 TRANSIT-ORIENTED DEVELOPMENT

To maximize ridership and economic development potential, new development should focus on the experience commuters, workers, and residents will have in the area surrounding the proposed station, to create a positive and attractive setting that includes a concentration of uses. Known as transit-oriented development (TOD), this approach to community building is characterized by compact, walkable, pedestrian-oriented development. TOD prioritizes direct connections and proximity to local and regional public transit systems, schools, shopping, job centers, public amenities and other destinations. TOD supports a range of transit modes, including buses, bicycles and ride-share opportunities and a reduction in parking for all uses.

A predominant goal of TOD is to reduce reliance on automobiles as the primary means of transportation and to reduce related vehicle miles traveled (VMT). Additional benefits include: an active, clustered mixed-use environment; convenient access to housing, retail, recreational and open spaces, public and private services and institutions; and safe pedestrian and bicycle routes to key destinations. This plan sets forth policies and implementation mechanisms to foster TOD within the Specific Plan Area.



The City of Pittsburg is working with BART to develop conceptual plans for the future eBART Station.

1.4.5 POTENTIAL DEVELOPMENT WITHIN THE CITY

This Specific Plan addresses future development within one-half mile of the future eBART Station. While a significant amount of population growth is expected within the area closest to the future eBART Station due to the land use standards set forth in this document, there are other areas within the City where anticipated growth would result in a significant number of potential new eBART riders.

Old Town Pittsburg

General Plan Goal 5-G-4 establishes a downtown population goal of at least 7,000 people to support downtown commercial uses. Current land use and zoning regulations allow for residential development above ground floor commercial uses throughout downtown. Approved projects in the area include Vidrio, Entrata and Mariner Walk. Collectively, those projects would add over 300 new residential units, and a significant amount of commercial development in the area. In addition, the Marina Vista Elementary School was recently constructed at the intersection of Railroad Avenue/Tenth Street, and includes public recreational facilities.

Other Development Projects Within the City

Other projects that are anticipated or approved within the City that may result in potential eBART riders include the Sky Ranch subdivision (415 single family units) at the southeastern edge of the City. Multi-family residential projects approved within the City include the Mercy Housing Development (63 units), Los Medanos Apartments (71 units), San Marco Villas (330 units) and the Siena Court Senior Apartments (111 units). Other recently approved projects include the Alves Ranch Master Plan (385 single family and multi-family units). In addition, the City recently completed a comprehensive Housing Element Update showing and inventory of sites appropriately zoned to allow the development of at least 1,772 new residential units by 2014.

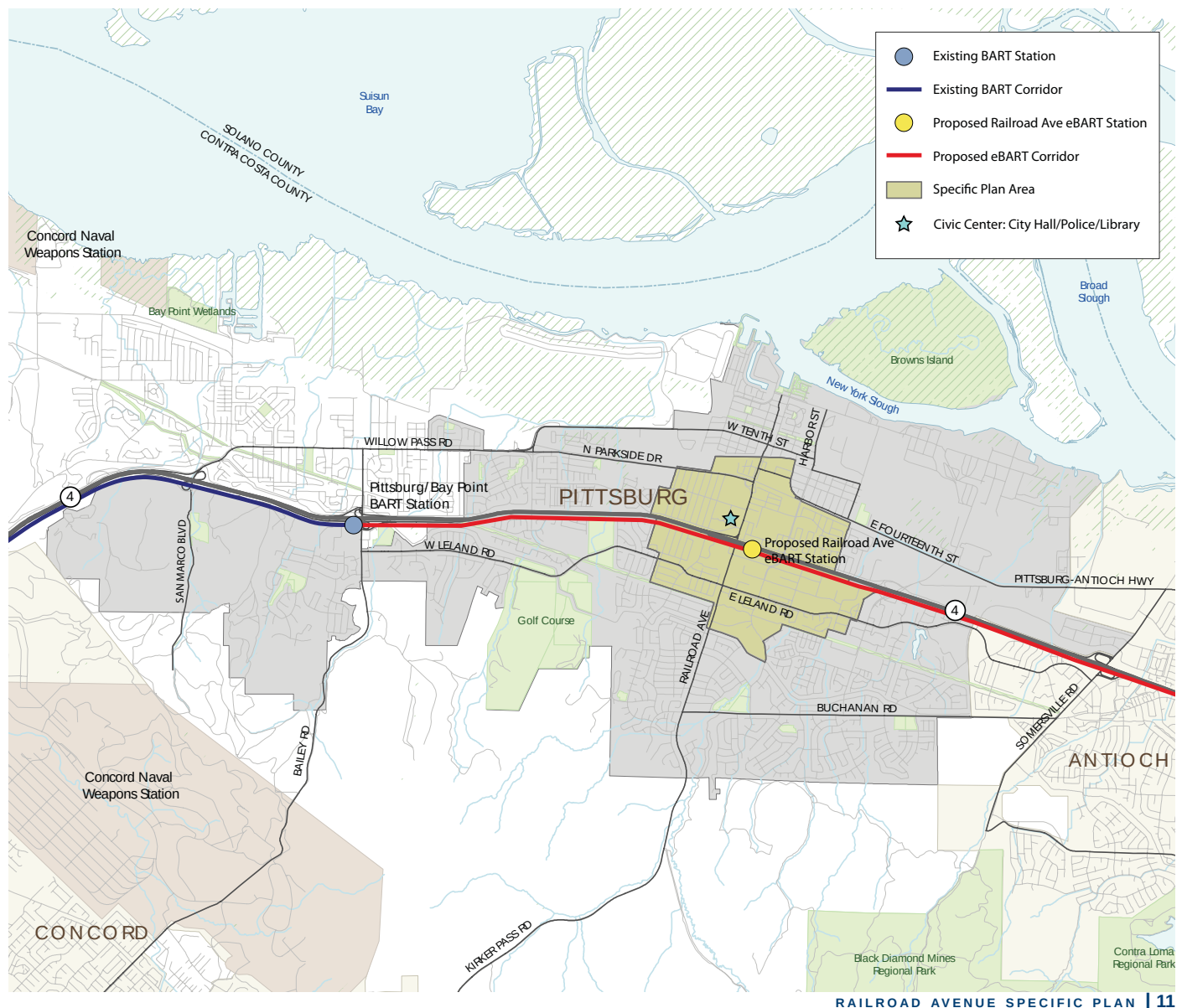


Elevation for the Mercy Housing Development, a 63-unit, affordable multi-family residential development with on-site childcare center currently under construction.

1.5 SPECIFIC PLAN AREA

The Specific Plan boundaries roughly encompass the area located within a half mile of the future Railroad Avenue eBART Station. This distance is generally considered to be the maximum distance an average person will typically travel on foot between a transit station and his or her destination. The boundary line shown in Figure 1.2 accommodates some variation from the half-mile standard to respect logistically meaningful borders already delineated by railroads, subdivision boundaries and the Contra Costa County Transportation Authority's Transportation Analysis Zones. The entire Specific Plan Area spans 1,075 acres.

Figure 1.2 Specific Plan Area Boundary



The Specific Plan provides land use and development guidelines within the context of 11 sub-areas contiguous to the proposed transit hub at the intersection of Railroad and Bliss avenues. Figure 1.3 illustrates the sub-areas, the quarter-mile and the half-mile circles representing the distance to the potential eBART station.

Figure 1.3 Specific Plan Sub-Areas



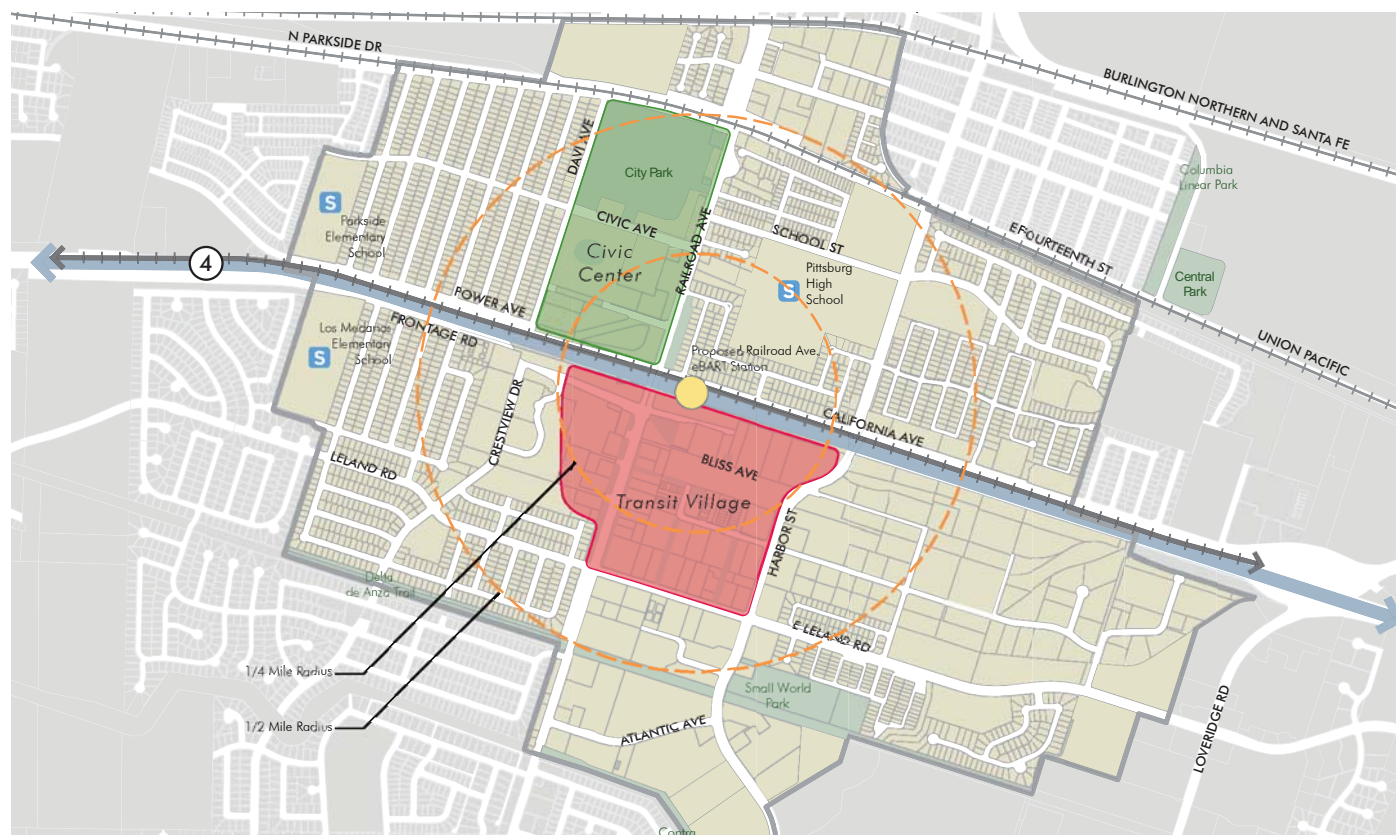
Within the Specific Plan Area, several sub-areas located in closest proximity to the future eBART station provide particularly promising development opportunities due to a concentration of vacant and underutilized sites proximate to the planned transit facility (Figure 1.4). The Civic Center sub-area is bounded by Davi Street, State Route 4, Railroad Avenue and City Park north of Civic Avenue and covers approximately 70 acres. The Transit Village sub-area is located south of the proposed eBART Station, bounded by State Route 4, Harbor Street, East Leland Road, and the properties located on the west side of Railroad Avenue, which totals approximately 134 acres. These sub-areas are the focus of detailed land use and urban design recommendations for increased development potential because they provide the most opportunity for change and catalytic improvement.

The Railroad Avenue Retail Corridor, Industrial Mixed-Use Center and High School Village sub-areas also offer some limited opportunities for redevelopment. Where sub-areas are predominantly built-out (such as in the Parkside Manor and Los Medanos neighborhoods), the focus is on creating strong connections to the proposed transit-oriented development.



Existing industrial and storage uses along Bliss Avenue may redevelop in the Transit Village sub-area.

Figure 1.4 Key Opportunity Sub-Areas



1.6 LEGAL CONTEXT

A “general plan” provides the overall guidance for physical development of a city or county. It outlines goals, policies and programs for jurisdictions in a range of subject areas specified by State of California law. A “specific plan” is one of the many policy and regulatory tools used by local governments as a complement to the general plan. Specific plans are intended to implement a city or county’s general plan through the development of policies, programs and regulations for a localized area and in greater detail. Since they are mechanisms for executing the goals and policies of a community’s general plan, State law requires that specific plans can only be adopted or amended if they are consistent with the local adopted general plan.

The authority for preparation and adoption of specific plans is set forth in the California Government Code, Sections 65450 through 65457. The law stipulates that a specific plan include text and diagrams detailing:

- The distribution, location and extent of the uses of land, including open space, within the area covered by the plan;
- The proposed distribution, location, extent and intensity of major components of public and private transportation; sewer, water, and drainage infrastructure; solid waste disposal, energy distribution and other essential facilities proposed to be located in the area covered by the plan and needed to support the land uses described in the plan;
- Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources, where applicable; and,
- A program of implementation measures including regulations, programs, public works projects, and financing strategies necessary to carry out the plan.

The Railroad Avenue Specific Plan is consistent with details of the items outlined above and the City of Pittsburg’s General Plan, as described in the following section.

1.6.1 RELATIONSHIP TO THE GENERAL PLAN AND OTHER PLANS

Together, the City of Pittsburgh's General Plan and the Railroad Avenue Specific Plan provide a framework to guide future development in the Specific Plan Area. The Specific Plan serves as an extension of the General Plan, and can be used as both a policy and regulatory document. The Specific Plan is consistent with all elements of the General Plan, and specifically fulfills the General Plan's policies to create a specific plan for the potential eBART station area featuring a mix of commercial and residential uses with extensive pedestrian amenities and linkages to surrounding neighborhoods. It also fulfills policies to allow for expansion, intensification and densification of commercial and residential uses along the Railroad Avenue corridor closest to the future eBART Station. Circulation improvements envisioned by the General Plan will also be implemented through the Specific Plan including the extension of Garcia Avenue to Railroad Avenue; development of transit-oriented development patterns such as smaller blocks to support pedestrian activity; and, improvements in public transit amenities by including streetscape amenities such as pedestrian-scaled lighting, benches and bus shelters. A comprehensive list of General Plan goals and policies supporting the development of the Specific Plan and the guidelines and programs contained herein is included as an Appendix to this document.

To implement the Specific Plan, the General Plan will be amended to change the land use designation on the sub-areas that are located in close proximity to the future eBART Station (including the Transit Village, Civic Center, and portions of the High School Village) from Community Commercial, Business Commercial and Public/Institutional to the Mixed Use land use designation.

The Specific Plan is consistent with the Los Medanos Community Development Plan (Redevelopment Plan), and all related amendments and does not require an update of the Stormwater Management Plan in that all development projects located within the Specific Plan will be subject to C3 stormwater permit provisions (see Chapter 7). In addition, the Specific Plan is consistent with the City's Source Reduction and Recycling Element (SRRE) in that it will require all future development to provide adequately-sized trash enclosures with areas for recycling.

Several of the capital improvements set forth in the Specific Plan such as the utility and circulation improvements around the Civic Center block are included in the City of Pittsburgh Five Year Capital Improvement Program, but other improvements within the Transit Village and Civic Center sub-areas such as construction and widening of roadways; the extension of Garcia Avenue to Railroad Avenue; construction of a dedicated two-way bus lane with bus parking; improvements to crosswalks, sidewalks and signal warrants; utility improvements; construction of parks; streetscape improvements; and, construction of the public parking garages must be added to the capital improvements program when appropriate and when fees from development or assessments are generated from development within the Specific Plan area to pay for the improvements. Chapter 8, Implementation, contains a comprehensive list of plan and document amendments and a list of potential capital and other improvements necessary to implement the Specific Plan as well as funding mechanisms to pay for the proposed improvements.

1.6.2 RELATIONSHIP TO THE ZONING ORDINANCE

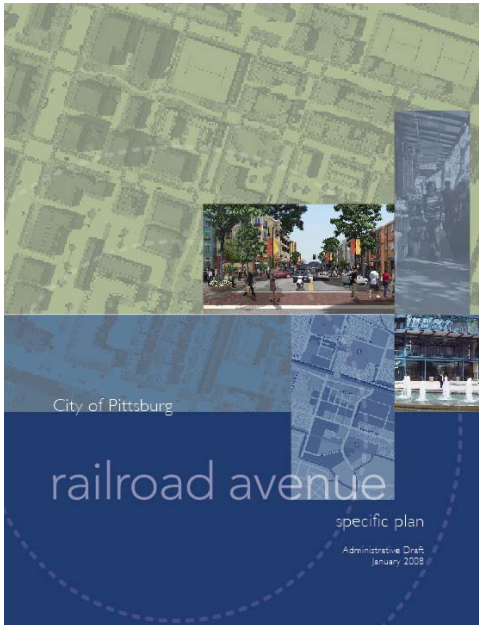
It is also anticipated that amendments to the Zoning Ordinance (Title 18 of the Pittsburgh Municipal Code) and the zoning map will be undertaken to ensure consistency among the General Plan, Specific Plan and Zoning regulations. Specifically, the Transit Village, Civic Center, and portions of the High School Village sub-areas will be rezoned to PD (Planned Development) District to allow for implementation of the Specific Plan land use and development standards.

The definitions, procedures, applications, findings, standards for review and development standards and allowable uses set forth in PMC Title 18, Zoning, shall govern in the Specific Plan Area unless otherwise stated within this Specific Plan.

1.6.3 NON-CONFORMING USES AND STRUCTURES

New development projects will be required to follow the policies, programs and guidelines set forth in the Specific Plan, which take precedence over more general policies and standards applied throughout the rest of the city.

Existing uses and structures not consistent with the land use and development regulations set forth in the Specific Plan, and that were established prior to the effective date of the Specific Plan, are considered non-conforming and may be continued. However, any application for the expansion or modification of a non-conforming use or structure must comply with the standards set forth in Chapter 18.76, Non-Conforming Uses and Structures, in the Pittsburgh Municipal Code.



1.7 DOCUMENT ORGANIZATION

In addition to this introductory chapter, the report is organized into eight additional sections, including:

Chapter 2: Summary of Existing Conditions

Chapter 3: Land Use Guidelines

Chapter 4: Land Use, Design and Development Standards

Chapter 5: Community Resources

Chapter 6: Transportation and Circulation

Chapter 7: Utilities and Infrastructure

Chapter 8: Implementation

Appendix

Each chapter in this Specific Plan begins with a brief overview of the chapter's purpose and contents followed by a more thorough discussion of the specific components within each area.

2

summary of existing conditions



This Summary of Existing Conditions reviews the current setting in the Railroad Avenue Specific Plan planning area. These conditions provide a baseline understanding from which goals and policies, described in subsequent chapters, are derived.

As described in the previous chapter, the area immediately surrounding the proposed Railroad Avenue eBART Station presents an excellent opportunity to create infill transit-oriented development, generate riders for the eBART system, and establish a vibrant new activity center near the station. The environment has the potential to be pedestrian-friendly while also providing extensive public transit, bicycle, and automobile access to the station for the surrounding community.

These opportunities for transit-oriented development, however, must be considered in relation to various constraints identified in the analysis of existing economic, transportation and infrastructure conditions in the vicinity of the station.

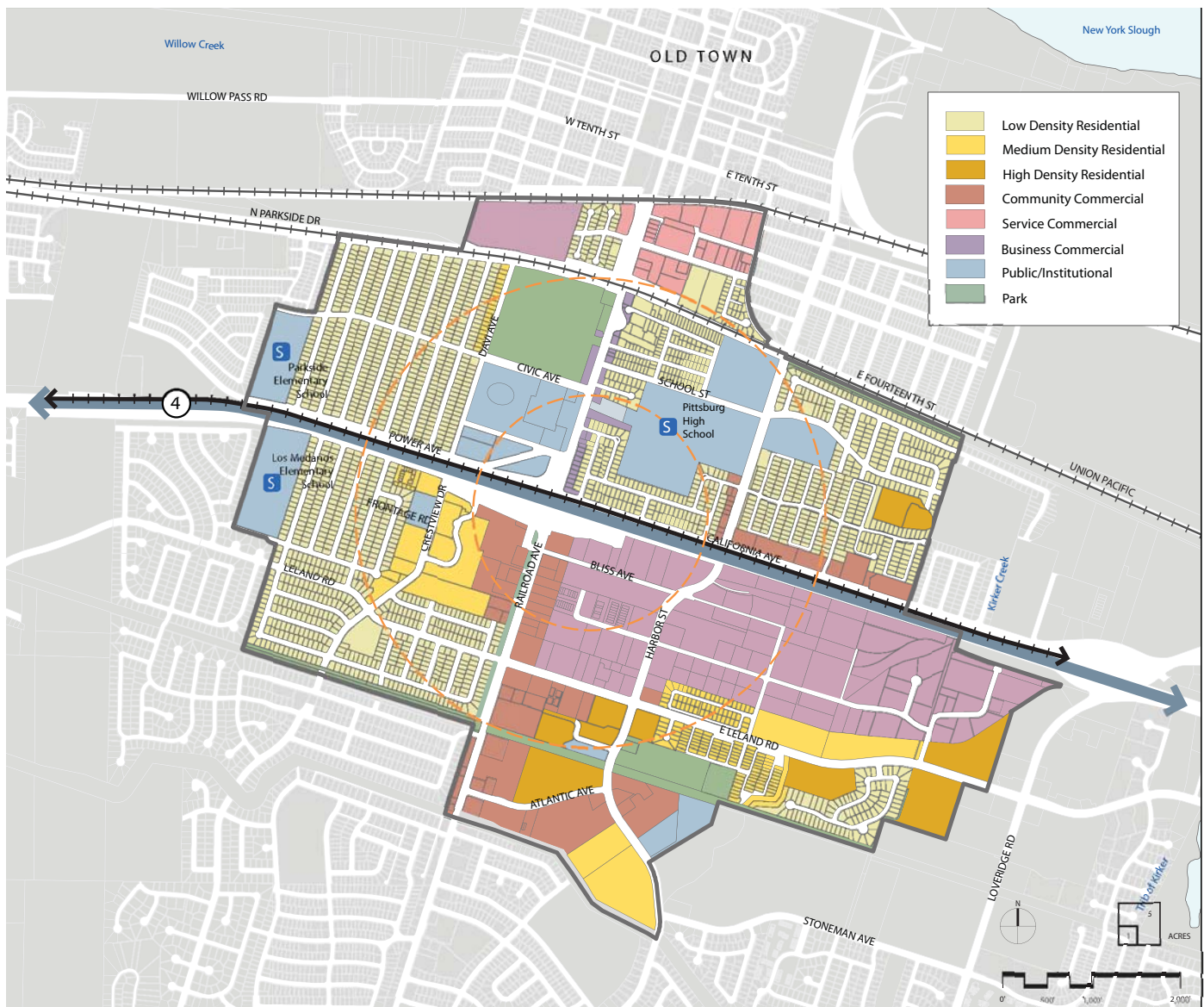
This chapter summarizes key findings identified in the November 2006 Railroad Avenue Specific Plan Existing Conditions Analysis; the full report text available at the Planning Department at Pittsburgh City Hall. The chapter summary is organized into the following sections:

- 2.1 Land Use and Economics;
- 2.2 Transportation and Circulation; and
- 2.3 Community Infrastructure.

2.1 LAND USE AND ECONOMICS

Economics and land use are the fundamental determinants of how an area will grow and develop. Economics determine what type of development the market can support. Land use regulations are set forth in the General Plan, and guide the future development in an area. The types of homes and businesses in a given area; the relationship between among land uses; the interaction between private and public lands; and, the character of a community and its sense of place are all a result of the interplay between economics and land use.

Figure 2.1 General Plan Land Use Map



Source: MIG and City of Pittsburgh, Existing Conditions Report, 2006.

2.1.1 CURRENT LAND USES AND OPPORTUNITY AREAS

Located just south of Old Town Pittsburg, the Specific Plan Area consists of a mix of civic, residential, commercial and light industrial land uses (Figure 2.1).

The City Hall, Contra Costa County Courts, County library, City recreation buildings, and Pittsburg Unified School District offices are located just north of State Route 4. In this Civic Center sub-area, low-rise buildings and adjacent underutilized surface parking may provide an opportunity for future consolidation of civic uses, and an increase in the density of new development.

Established neighborhoods (Parkside Manor, Los Medanos, East Leland Corridor and Atlantic Avenue Corridor sub-areas) encircle the proposed eBART Station. The residential neighborhoods within these sub-areas are predominantly low-density, with one to seven dwelling units per acre of land. There are some medium-density residential areas primarily in the southeastern part of the area (the Atlantic Avenue Corridor) with duplexes, apartment buildings and several senior housing facilities.

Railroad Avenue is the retail corridor serving the nearby industrial workforce, governmental offices, other professionals and people living in the surrounding neighborhoods. The retail spine includes office strip commercial uses, freeway-oriented retail, restaurants,



Vacant parcels north of the Civic Center provide potential development opportunities.



South of State Route 4, Railroad Avenue is currently characterized by an auto-oriented street and a mix of retail uses.

Table 2.1 Opportunity Sites

Site	Acres	Parcel Numbers
A	5.03	086-160-009 086-160-011 086-160-012 086-151-001
B	0.16	086-180-026
C	0.88	086-100-015
D	1.45	086-190-036
E	7.00	073-121-001
F	0.21	086-221-028
G	1.58	088-171-035
H	1.47	Part of 088-171-005
I	3.79	088-171-020
J	1.05	073-140-016
K	2.18	073-140-006
L	1.70	088-183-080 088-183-012
M	3.94	088-184-006
N	0.76	088-650-061
O	4.17	088-250-024
P	2.95	088-530-004 088-530-005 088-530-006
Q	0.89	088-540-007
R	3.88	088-540-009 088-540-014
S	4.65	088-300-016
T	4.90	088-121-027
U	2.19	087-030-067
V	2.56	088-171-031
W	1.91	088-171-032
X	5.00	086-100-022
TOTAL	64.3	

Source: MIG and City of Pittsburgh, 2008

small family-owned businesses as well as larger franchises. The corridor's low intensity style of development; limited, auto-oriented uses; deferred maintenance; and, large open spaces between buildings and between the sidewalk and front door of businesses contribute to an uninviting street environment. Incremental redevelopment with a greater density and mix of uses paired with good urban design would create a more engaging pedestrian environment.

Industrial uses are concentrated in the southeast portion of the Specific Plan Area. The nature of industrial uses transitions from shipping, storage and automobile-oriented uses around Railroad Avenue to more active industrial and light manufacturing uses between Harbor Street and Loveridge Road. Preserving viable industrial uses east of Harbor Street in the Industrial Mixed-Use and Los Medanos Industrial Center sub-areas is critical as they provide a distinct character and key source of employment in the community and in the planning area. In 2006, approximately 5,000 workers were employed in the industrial and commercial areas within the Specific Plan Area.

There are sizeable underutilized or vacant lands within the Specific Plan Area that provide major opportunities for future transformation. Table 2.1 identifies the size of underutilized parcels in the area and Figure 2.2 illustrates their locations.

2.1.2 OPPORTUNITY SITES APPROPRIATE FOR AFFORDABLE HOUSING DEVELOPMENTS

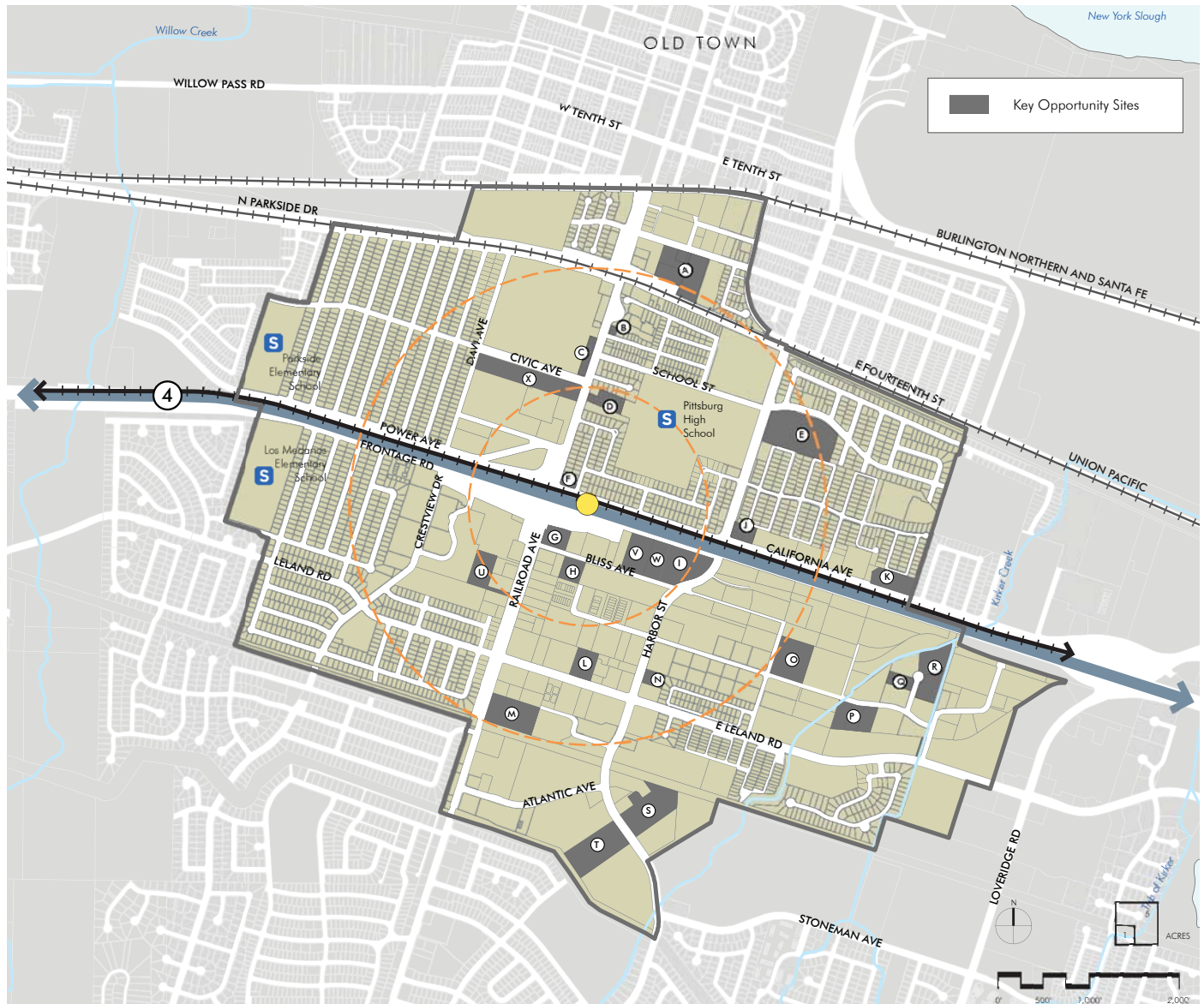
Of the opportunity sites identified in Table 2.1 and Figure 2.2, seven sites were identified as having characteristics appropriate for affordable housing development based on proximity to transit and amenities; parcel size; vacancy; and current and proposed development standards. The sites identified as being appropriate for affordable housing development and potentially most competitive for affordable housing grants would include: I (088-171-020); L (088-183-080 & 088-183-012); N (088-065-061); S (088-300-016); T (088-121-027); U (087-030-067); and, X (portion of 086-100-022).

2.1.3 COMMUNITY CHARACTER AND DESIGN

Building Character

Residential development in the Specific Plan Area is primarily characterized by post World War II, single-story and split level suburban homes. These homes usually have small front and rear yards, a front driveway and a garage prominently located on the façade. Though there is a range of architectural styles, a large percentage of the residential buildings in the Specific Plan Area were built in the 1960s and 1970s and reflect the residential trends popular in California during those decades.

Figure 2.2 Opportunity Sites



Source: MIG and City of Pittsburg, 2008



Large and inconsistent setbacks from the street contribute to a fragmented building edge along Railroad Avenue.



Auto-oriented buildings and uses typify the character along Railroad Avenue.

Most of the retail and service commercial buildings in the Specific Plan Area can be described as low intensity, auto-oriented, single level structures. Large-scale parking lots are typically located in front of the buildings, abutting the street to provide easy access for motorists. Larger “big box” commercial structures, such as those in the Albertson’s and Atlantic Plaza shopping centers, house several retailers requiring large storage spaces and are mostly located along Railroad Avenue.

Office, shipping and industrial buildings in the Transit Village sub-area are largely tilt-up warehouse-style structures organized in an “office park” layout. Many of the structures were constructed in the World War II era, predating most other buildings in the Specific Plan Area.

One of the newest and most modern-styled buildings in the Specific Plan Area is Pittsburg’s City Hall. This building is a large, steel framed structure with varying heights and generous glazing. In addition to housing the majority of City services and staff, City Hall serves as a landmark for both the Specific Plan Area and the entire city.

Figure Ground Analysis

The figure ground diagram (Figure 2.3) illustrates the buildings in the Transit Village and Industrial/Mixed-Use Center sub-areas in plan view to better understand the scale of development and the relationship of the buildings to each other and the public realm. These two measures of urban design analysis have significant effects on the quality of the pedestrian environment and provide clues for design solutions. While a building edge that is completely flush with the sidewalk is not always necessary or desirable to create a vibrant public realm, a strong edge serves to enclose wide streets and bring activity closer to pedestrians. Weak building edges and large setbacks, which typify the existing conditions of much of the Transit Village, can negatively affect the quality of the pedestrian experience.

Newer development is often very large in scale, set back off of the street and surrounded by parking lots. This type of development is characteristic of “big box” stores and shopping plazas. The coarse-grain of large-scale developments is clearly visible along the west side of Railroad Avenue around the Albertson’s shopping center. Medium-scale development is typically found closer to the street with minimal setbacks and a small parking lot in front or to the side of the building. Smaller strip-mall centers, such as those

along the east side of Railroad Avenue, are examples of medium-scale development.

Large warehouse and light industrial uses located along Bliss Avenue, Harbor Street, and Garcia Avenue have significant setbacks and low lot coverage. The figure ground (Figure 2.3) illustrates clearly that these characteristics are not pedestrian-friendly.

Overall, the continuity of the building edge is fragmented within the Transit Village sub-area. There is a poor building edge along the street due to the prominence of parking lots, land uses that typically set buildings off the street, and require significant amounts of vacant land within an unconnected street grid pattern.



Large block faces contribute to “coarse grain” development along Bliss Avenue.

Figure 2.3 Figure Ground



Source: MIG, Existing Conditions Report, 2006.



New multi-family housing units have recently been developed in the area.

2.1.4 PITTSBURG MARKET CONDITIONS AND PROJECTIONS

According to the Existing Conditions Report (2006) prepared by MIG in cooperation with the City of Pittsburgh, Wilbur Smith Associates, PBS&J, Strategic Economics, Bay Area Economics and Sandis Company, the Specific Plan Area includes more than 15,000 of Pittsburgh's 64,000 residents and nearly 5,000 of the City's 20,000 households. This area continues to gain residents and households at a more rapid rate than either Pittsburgh as a whole or the Bay Area. Between 2005 and 2015, the City of Pittsburgh is expected to gain almost 10,000 new residents and over 6,200 new jobs (Existing Conditions Report, 2006). This anticipated growth in population and jobs will create demand for new housing, office and retail development. The eBART Station area is a prime location to support this growth and offers excellent regional access.

Housing

Owner-occupied housing stock in the Specific Plan Area and City are primarily single-family detached homes. Attached units, such as townhouses, make up only two percent of the ownership housing stock in the Specific Plan Area, as compared with 10 percent of owner-occupied attached units in the Bay Area as a whole (Existing Conditions Report, 2006). There is potential to increase the amount of attached housing in Pittsburgh to more closely reflect regional trends.

Population

The Specific Plan Area has less than a third of the percentage of college graduates in its adult population as the Bay Area, while the City of Pittsburgh has approximately half the proportion of college graduates as the region (Existing Conditions Report, 2006). With income levels strongly tied to education, household incomes in the Specific Plan Area are about half of those estimated for households in the Bay Area as a whole (Existing Conditions Report, 2006). Only about 10 percent of households earn \$100,000 or more annually, illustrating the need for more affordable housing options in the area (Existing Conditions Report, 2006).

Commercial: Office, Retail and Industrial

Pittsburg in general has low proportions of workers in office-use employment sectors (Existing Conditions Report, 2006). Demand for office space in the project area may grow over time with area



Existing single-family homes are part of the area's character north and southwest of State Route 4.

improvements and the influx of new residents and jobs projected over the next eight years.

The Specific Plan Area provides a strong retail base for the City as a whole. Taxable retail sales for the City of Pittsburg are higher than those collected in neighboring jurisdictions, such as Antioch (Existing Conditions Report, 2006). Again, as residential and employment uses increase in the Specific Plan Area, the potential for retail expansion will increase, as well.

As the Transit Village sub-area transitions from what is currently primarily a commercial and light industrial area to one that includes a broader mix of uses, it will be important to evaluate the needs of existing viable businesses in the area. Many industrial business owners in the Specific Plan Area pay low rents, and are likely unable to afford higher rents. It will therefore be important to evaluate the potential to support these businesses, either on-site or elsewhere in the City of Pittsburg.

Employment and Commuter Flow

The Specific Plan Area includes one-third of the City's 13,600 jobs (Existing Conditions Report, 2006). Industry-derived jobs make up a majority of the workforce, with additional jobs in retail and many positions tied to area government offices and public schools, such as those in public administration, health and social services, and education (Existing Conditions Report, 2006).

A regular inflow and outflow of the workforce occurs in the area each day. Because Pittsburg has more employed residents than jobs, a majority of Pittsburg's 23,900 employed residents (80%) commute to jobs outside the City (Existing Conditions Report, 2006). Conversely, about two-thirds of the 13,600 persons who work in Pittsburg come from outside the City (Existing Conditions Report, 2006). The proposed eBART extension would provide a viable transportation option for commuters heading both into and out of the City for work and would reduce vehicle miles traveled in both commute and non-commute directions.



Pittsburg's City Hall is a major employer in the area, and a well-designed modern building that enhances the area.

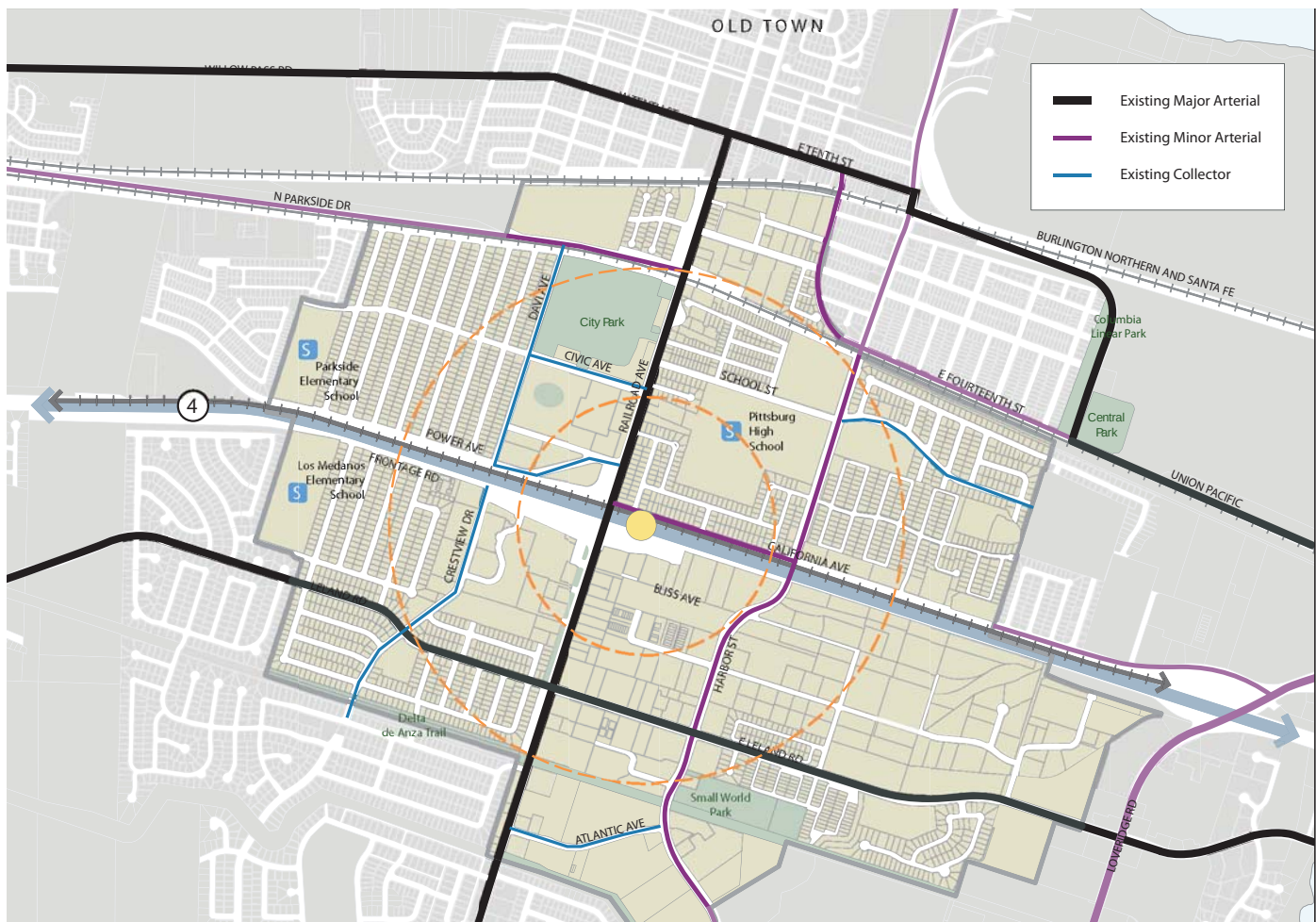
2.2 TRANSPORTATION AND CIRCULATION

This section describes the existing transportation conditions in the vicinity of the proposed Railroad Avenue eBART Station. Following is a discussion of key constraints identified in this analysis and potential opportunities for successful transit-oriented development in the Specific Plan Area.

2.2.1 AUTOMOBILE AND TRUCK CIRCULATION

According to the City of Pittsburgh's 2020 General Plan EIR, all intersections studied within the Specific Plan Area currently operate at an acceptable level of service (LOS) of D or better with the exception of the following: the intersection of Railroad Avenue

Figure 2.4 Existing Street Classification

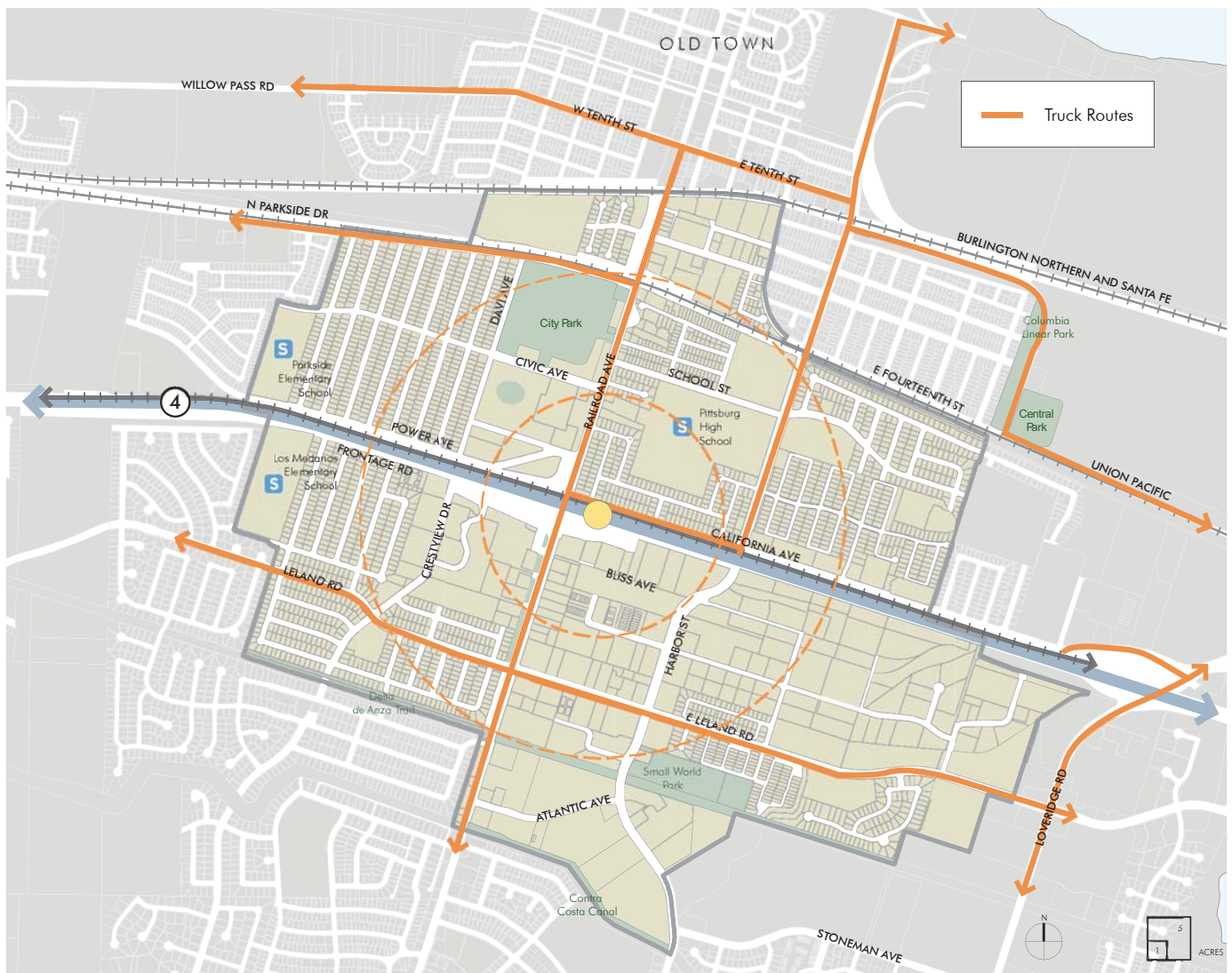


Source: MIG and City of Pittsburgh.

and State Route 4 westbound during AM peak hour conditions and the intersection of Leland Road and Freed Avenue during PM peak hour conditions. The rural areas, south of West Leland Road and west of Railroad Avenue currently operate at an acceptable LOS of C or better.

The areas southwest of the proposed station and many local arterials, including Railroad Avenue, currently experience heavy truck traffic. Though land uses are expected to change over time, with a resulting reduction in truck traffic, it will also be necessary to accommodate continuing demand for truck access.

Figure 2.5 Existing Truck Routes



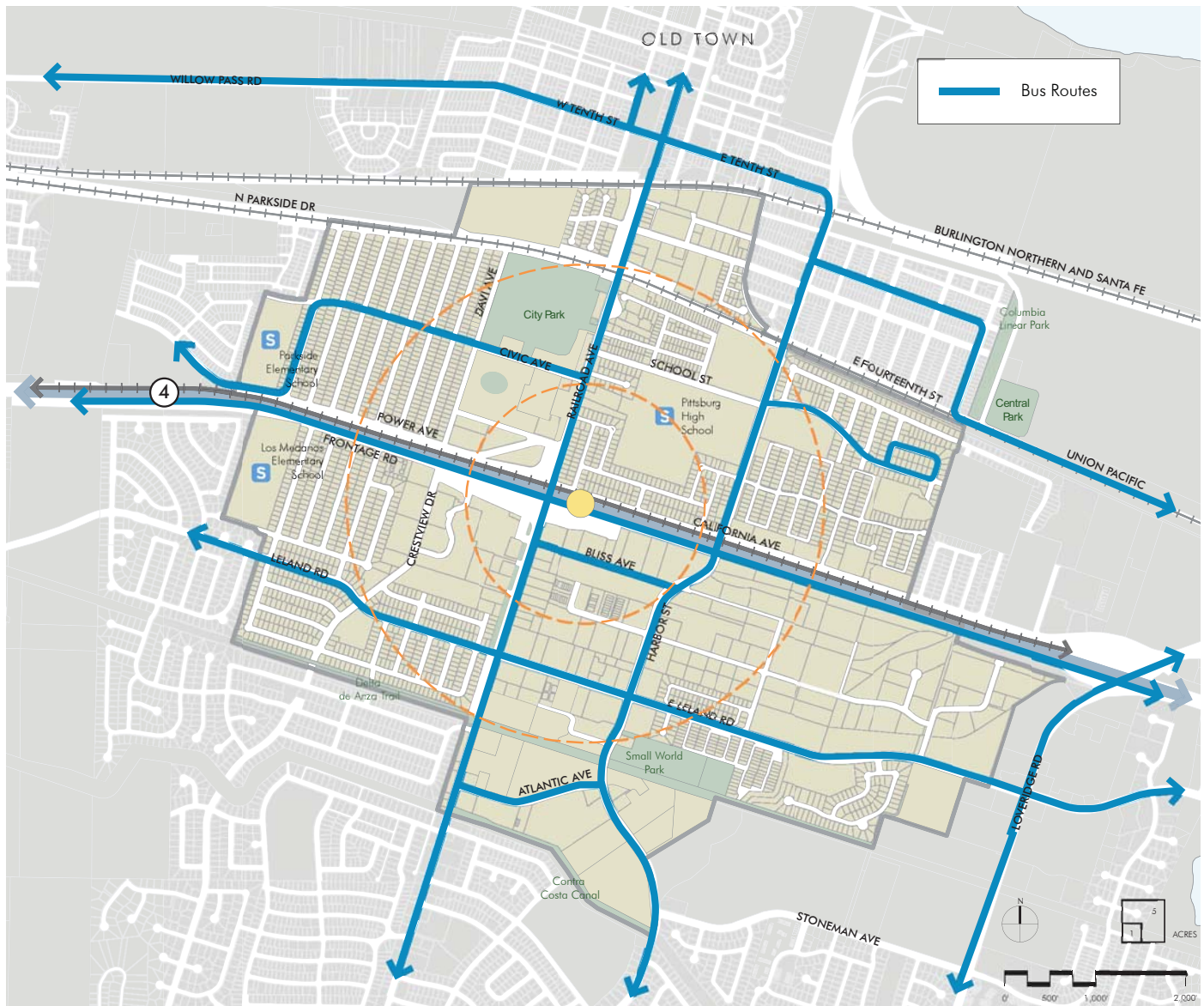
Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

2.2.2 PUBLIC TRANSPORTATION

There is currently local bus service around the future station, specifically along Bliss Avenue and Railroad Avenue. However, improved linkages between local transit and the proposed eBART Station could both generate eBART ridership and reduce demand for auto access to the potential station.

Tri-Delta Transit serves eastern Contra Costa County, including the cities of Pittsburg, Antioch, Oakley and Brentwood, as well as unincorporated areas of the County. Within the Specific Plan

Figure 2.6 Existing Bus Service



Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

Area, Tri-Delta Transit operates 10 bus routes: eight local service bus routes, one express service bus route and one regional express service route (Existing Conditions Report, 2006).

As a part of the local bus service, Tri-Delta Transit provides local access to regional transit operators including County Connection, which is the bus service provider for central Contra Costa County, Amtrak, and BART. Seven of the eight local bus routes serve the Pittsburg/Bay Point BART Station. Express Bus 390 connecting at the Pittsburg/Bay Point BART Station runs on a limited stop service during commute hours through south-central Pittsburg with a stop in the Specific Plan Area on Railroad Avenue and Leland Road. Additionally, four local bus routes (387, 388, 391 and 392) and one regional express bus route (DX) stop at the BART park and ride lot located at Bliss Avenue between Railroad Avenue and Harbor Street. Weekend and holiday service is provided to the Specific Plan Area by Route 394, which travels between the Pittsburg/Bay Point BART Station and Hillcrest in Antioch (Existing Conditions Report, 2006).



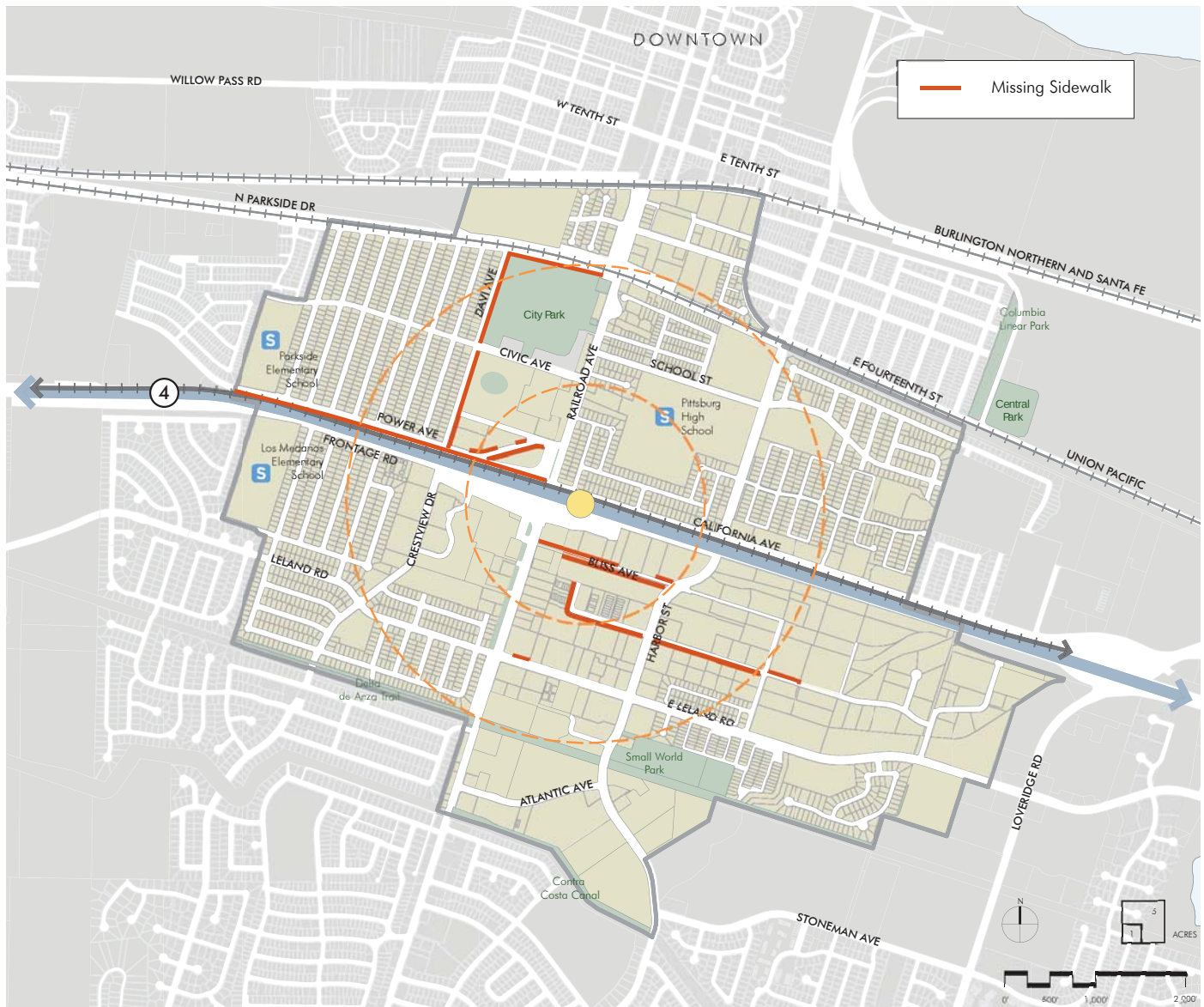
Buses connect the Specific Plan Area to the Pittsburg/Bay Point BART station as part of the existing regional transportation network.

2.2.3 PEDESTRIANS AND BICYCLISTS

The current design of local streets and arterials favors auto circulation, resulting in negative impacts on safety and access for pedestrians and bicyclists.

Generally, in the Specific Plan Area, sidewalks ranging from five to 10 feet in width are provided along both sides of the roadway (Existing Conditions Report, 2006). The typical sidewalks along Railroad Avenue have four-foot wide landscape planters and tree pits alongside six-foot wide sidewalks. Sidewalks are not present at the following locations:

Figure 2.7 Missing Sidewalks



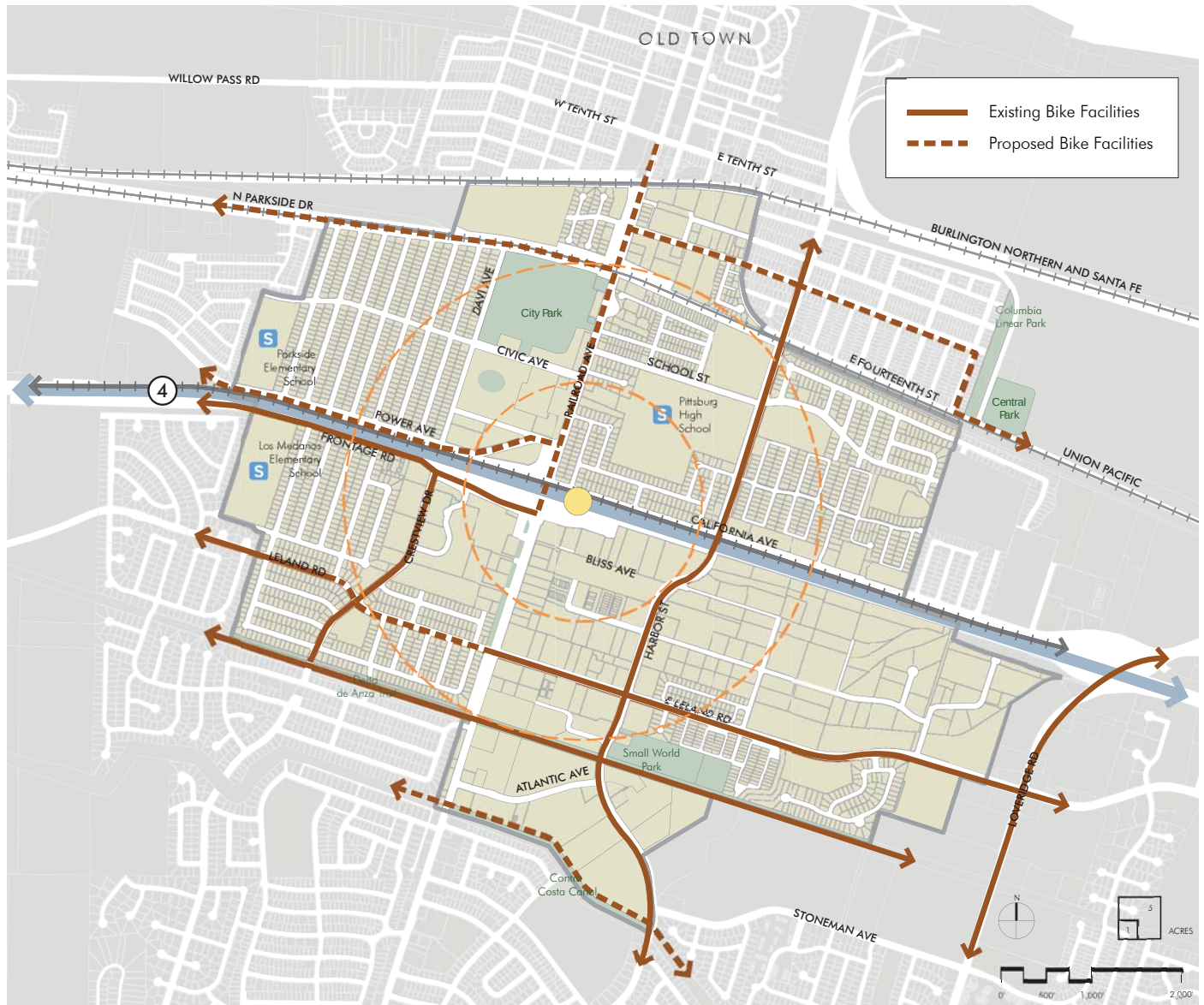
Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

- East side of Davi Avenue, adjacent to the City Hall grounds and City Park;
- South side of Parkside Drive, adjacent to City Park;
- Portions of the north side of Leland Road;
- North and South sides of Bliss Avenue between Harbor Street and Railroad Avenue; and
- South side of Garcia Avenue.



Sidewalks along Railroad Avenue are continuous and buffered from traffic with a tree lawn.

Figure 2.8 Bicycle Facilities



Source: MIG and City of Pittsburgh, Existing Conditions Report, 2006.

Crosswalks are present at many of the intersections. However, at a majority of the intersections located on major arterials, only one pedestrian crossing in the north-south direction and one pedestrian crossing in the east-west direction are provided. Though the medians present in the Specific Plan Area are tree-lined and landscaped, they may not be suitable for pedestrian refuges due to the fact that existing medians are either too narrow due to left-turn lanes or lack crosswalks and traffic controls.

Existing on-street bicycle facilities in the Specific Plan Area include portions of East Leland Road, West Leland Road, Harbor Street, Frontage Road, and Crestview Drive. Also, off-street bike paths are located along the Delta de Anza trail and along the south side of State Route 4 between Crestview Drive and Railroad Avenue. Additional Class II bike lanes are proposed along Central Avenue in the City of Pittsburg 2020 General Plan. Other proposed bicycle facilities on Railroad Avenue, Central Avenue, and North Parkside Drive. In addition, a Class I bike path along the north side of State Route 4 between Davi and Railroad avenues was recently approved as part of a large scale commercial development on the Civic Center block (City of Pittsburg, 2008).



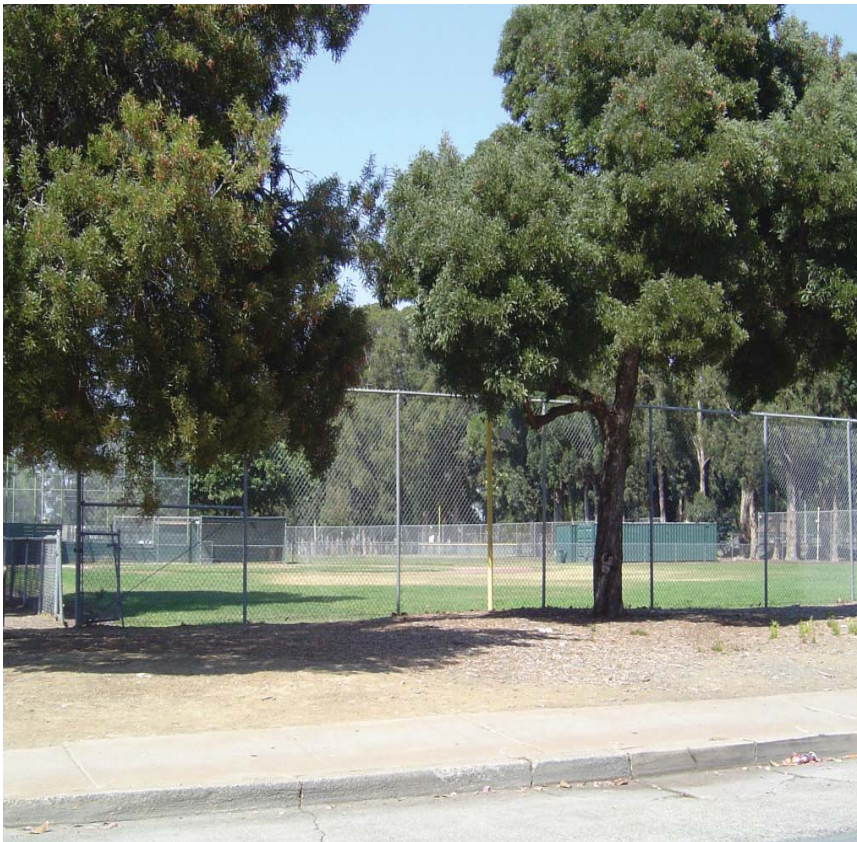
New traffic signals at the intersection of Railroad and Bliss Avenues help pedestrians cross the street, but visibility and pedestrian safety can be improved.

2.3 COMMUNITY INFRASTRUCTURE

This section describes the existing community infrastructure, including public facilities and utilities, in the vicinity of the proposed Railroad Avenue eBART Station.

2.3.1 PUBLIC FACILITIES

Public uses in the Specific Plan Area include the centrally-located Pittsburg High School, and two elementary schools (Parkside and Los Medanos). Proximate open space and recreational amenities include the Pittsburg Senior Center, City Park, Small World Park, Central Park and Environmental Center, Columbia Linear Park, and the East Bay Regional Park District's Delta De Anza Trail.



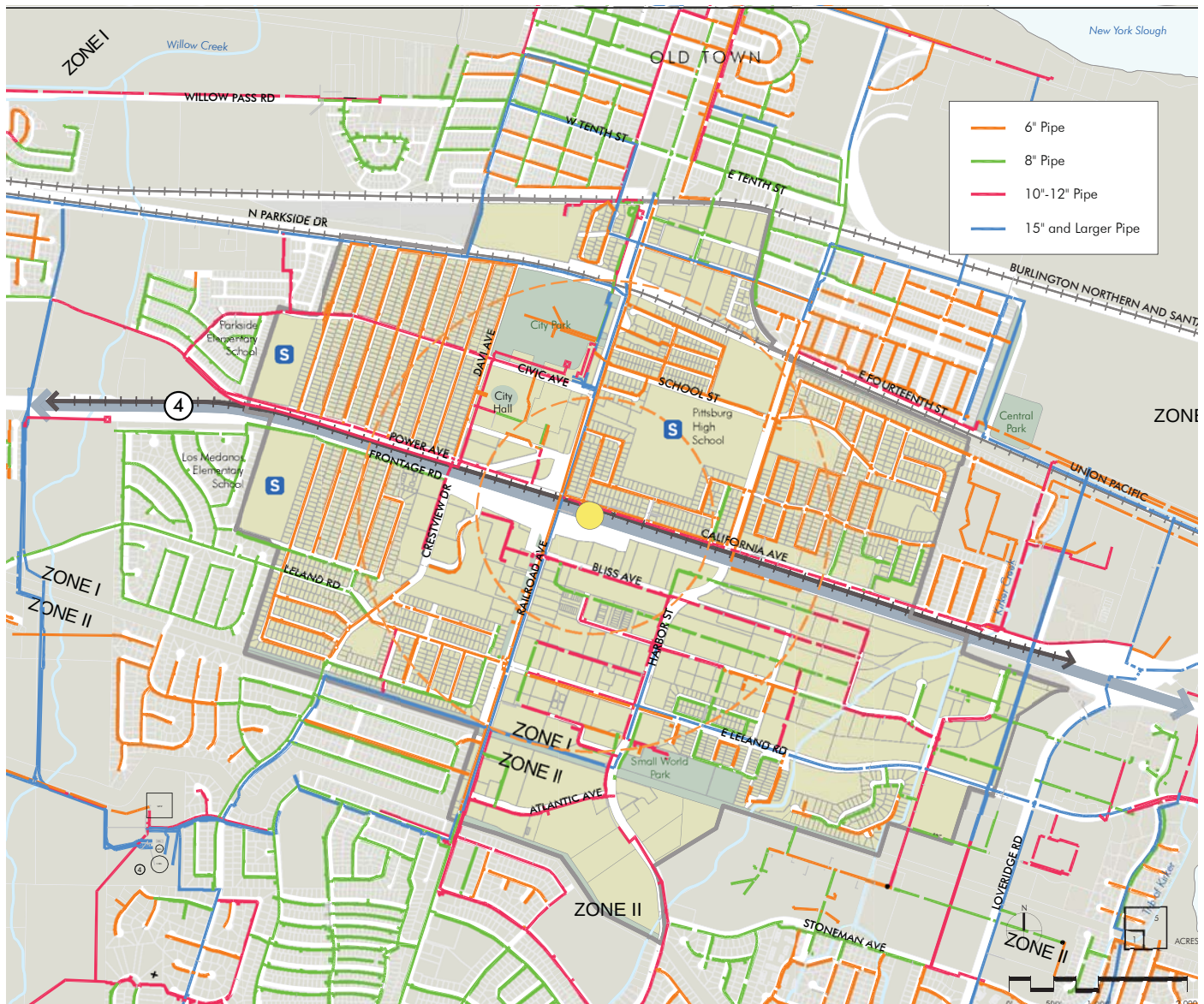
Sports fields in City Park are well-used public amenities.

2.3.2 UTILITIES

Water

Pittsburg obtains raw water from the Contra Costa Water District (CCWD), through the Central Valley Project. The City operates its own water treatment plan and associated infrastructure facilities. Within the Specific Plan Area, existing water pressure levels are insufficient to ensure adequate water pressure in higher density, vertical development. Water booster pumps may be necessary upon redevelopment of the Transit Village and Civic Center sub-areas to provide adequate flow within individual buildings.

Figure 2.9 Water Pressure

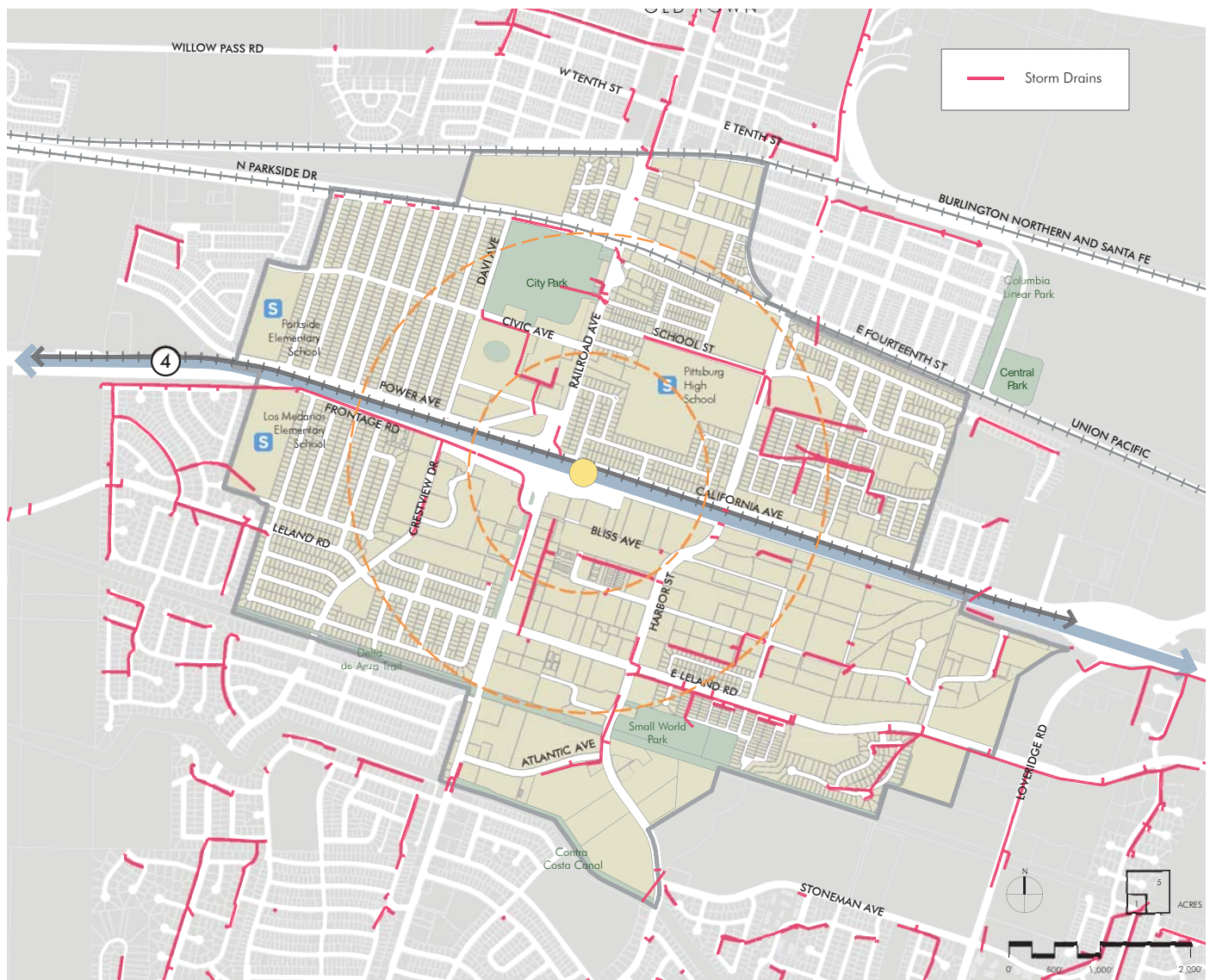


Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

Storm Drain

The existing drainage system in Pittsburg is comprised primarily of channelized creeks fed by groundwater, surface run-off and City-maintained underground storm drains. All qualifying development projects in the City must comply with the National Pollutant Discharge Elimination System (NPDES) permit to capture and treat stormwater on-site before it is discharged into the storm drain system. The storm water drainage system within the Specific Plan Area has enough excess capacity to accommodate the increased load of proposed development above existing conditions. To help keep the system below capacity, the Specific Plan addresses methods to reduce run-off generated by new development by including pervious surfaces where possible.

Figure 2.10 Storm Water Drainage

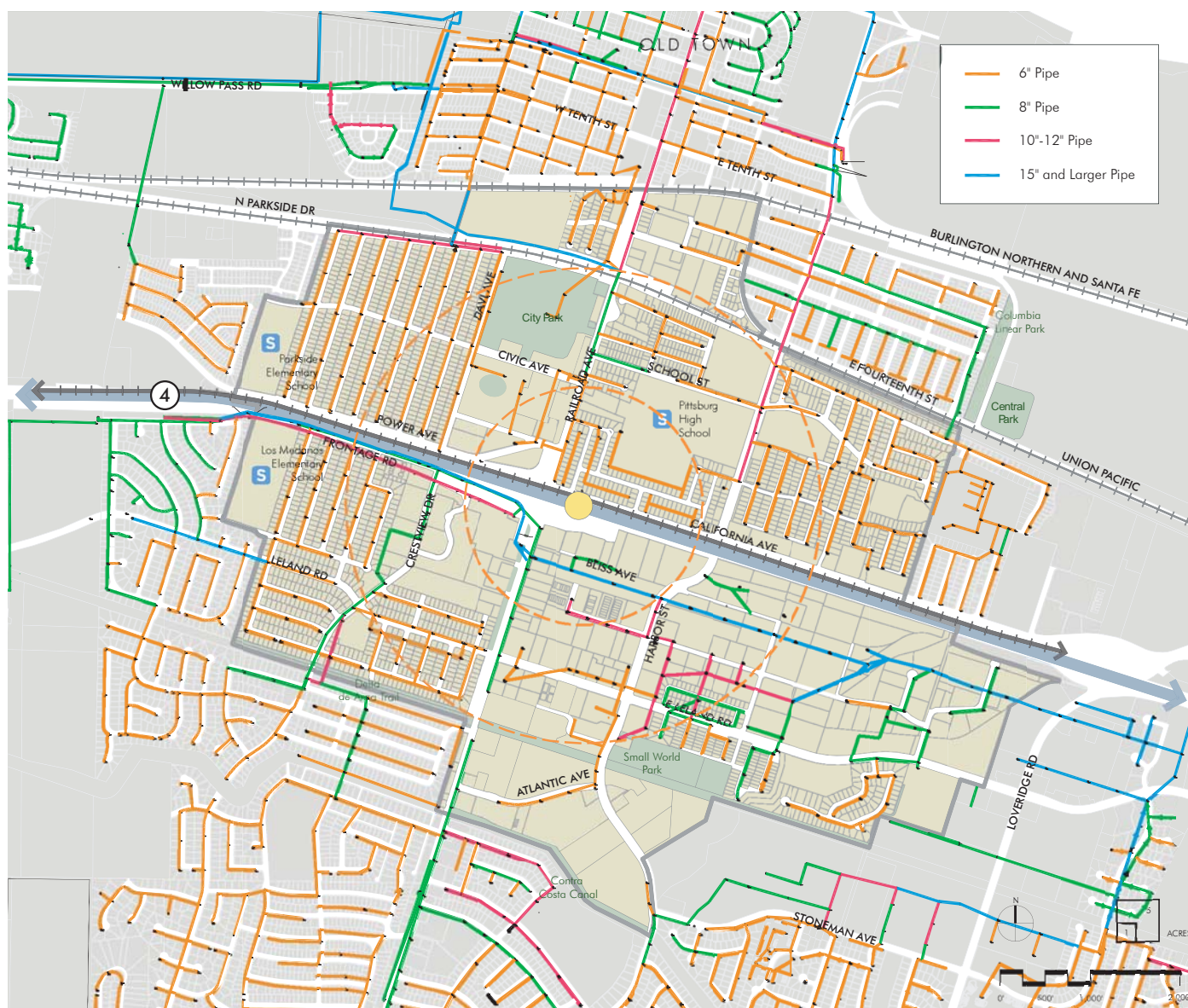


Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

Sewer

Sewer services in the Specific Plan area are provided by the City and Delta Diablo Sanitation District. Within the Specific Plan area, the sewer main that crosses west to east is adequately sized to meet planned development. However, new laterals connecting to the main will be required to be upgraded in order to accommodate increased development intensity.

Figure 2.11 Sewer Capacity



Source: MIG and City of Pittsburg, Existing Conditions Report, 2006.

Solid Waste

Pittsburg Disposal Service provides solid waste pick-up, curbside recycling, limited green waste and disposal services for the City. Residential and commercial solid waste is disposed of at Potrero Hills Landfill, located east of Suisun City, while non-recyclable industrial waste is transported to Keller Canyon Landfill , located southeast of the City limits.



Pittsburg Disposal Service provides solid waste, green waste recycling and curbside recycling programs.



3

land use goals and policies



The Land Use Goals and Policies chapter provides the foundation for growth in the Specific Plan Area. Land use goals and policies establish the overall type and location of development activity in the Railroad Avenue transit hub. This chapter, along with Chapter 4: Land Use, Design and Development Standards will define standards for future growth and shape the built environment of the Specific Plan Area.

The land use concept is designed to maximize development potential of land adjacent to the proposed Railroad Avenue eBART Station and to preserve the character of nearby established residential neighborhoods. High-density mixed-use development shall be permitted in areas south and east of the proposed station, and a mix of office, general commercial, public and residential uses shall be allowed in the area surrounding City Hall. Land uses in the remainder of the Specific Plan Area shall remain largely unchanged from current General Plan land use designations.

This Specific Plan utilizes existing General Plan land use designations and introduces three new land uses that are consistent with the underlying General Plan land use designations. The three new land uses set forth in the Specific Plan allow for a densification and intensification of residential and commercial uses immediately surrounding the proposed eBART station as called for in the goals and policies of the General Plan. The arrangement of uses will allow for the creation of a new transit village while preserving established residential neighborhoods and key employment centers already in the area.

Specifically, this chapter includes:

- 3.1 Land Use Goals;
- 3.2 Land Use Policies;
- 3.3 Land Use Classifications; and
- 3.4 Development Program.

3.1 LAND USE GOALS

A regional transit station affords the City of Pittsburg a tremendous opportunity to stimulate economic development, create housing opportunities, and offer additional services to existing residents. New development potential generated by eBART can help create new jobs, increase demand for housing and retail services, and connect residents to regional destinations via the greater BART system.

While accommodating new demand for development, it is important to address the needs of existing residents. Approximately 1,600 housing units already exist within a half-mile of the proposed eBART Station (approximately 4,170 households within the entire specific plan area), and all of these residents represent potential eBART riders. Maintaining established residential neighborhoods near the eBART station, and designating new pedestrian-friendly uses between them and the station, will help strengthen connectivity among uses in the area.

The following three goals reflect the needs of the greater Pittsburg community as expressed through the planning process. Accomplishing the goals of increased mixed-use development, convenient housing options, and preservation of industrial uses help implement the vision of a varied, vital and self-sustaining transit village.

Land Use Goals

3-G-1	Maximize the benefit of the proposed eBART Station and other transit options and increase ridership by creating a high density, mixed-use community around the potential station site and by integrating the area with the surrounding neighborhoods.
3-G-2	Preserve the character of existing residential neighborhoods, and enhance their connections to each other and the transit hub area.
3-G-3	Preserve industrial uses and jobs by allowing similar and compatible uses in the designated light industrial areas within the Transit Village, Industrial/Mixed Use Center and Los Medanos Industrial Center sub-areas.

3.2 LAND USE POLICIES

Adopting land use designations that allow mixed-use development will help encourage redevelopment near the proposed eBART Station. Land closest to the proposed station and other transit connections will likely see the biggest increase in foot traffic and visibility, creating new demand for retail uses. Allowing residential uses in the same area will attract people at different times of day and help keep the transit hub area active.

Concentrating retail uses close to transit, including the proposed eBART Station, and along primary pedestrian routes will help create ground-level activity along key streets in the Specific Plan Area. Uses such as café seating or retail displays extending out from buildings into the public right-of-way will be encouraged to help increase activity on the street level.

Providing multi-family and other high-density housing opportunities in the Specific Plan Area will increase the number of residents (and potential riders) within walking distance of transit service. Designation of a portion of the units as affordable housing as required by the City's Inclusionary Housing Ordinance, will help lower-income residents have equitable access to transit service.

To maintain a healthy employment base, significant areas of industrial, public and commercial land shall be preserved in the Specific Plan Area.

The following policies support the goals and further direct the creation and application of land use designations throughout the Specific Plan Area.

Land Use Policies

- 3-P-1 Create a vibrant, mixed-use, transit-oriented development district nearest the proposed eBART Station.
- 3-P-2 Foster an engaging and active street environment.
- 3-P-3 Provide additional housing opportunities, including multifamily and affordable housing, within one-half mile of the proposed eBART Station.
- 3-P-4 Provide services and amenities that meet the needs of transit riders, local residents, employees, students and visitors such as childcare, education and job skills services, community centers, healthcare services, and neighborhood serving retail in close proximity to the eBART Station.



Mixing commercial and residential uses will help keep the areas active.



Providing space for cafe seating along sidewalks will contribute to an active street-level environment.

3-P-5	Provide land uses that accommodate both City-wide and locally-oriented retail opportunities for different consumers to patronize within the Specific Plan Area.
3-P-6	Designate land as public space to provide opportunities for gathering, social interaction, and recreation.
3-P-7	Create an integrated network of open spaces and trails that connect different neighborhoods and sub-areas to each other and to transit facilities.
3-P-8	Incorporate visual and physical connections between City Park and the public uses on the southern portion of the Civic Center block through the inclusion of view corridors, public pathways and greenways in the residential development at the northern part of the Civic Center block.
3-P-9	Retain and expand a variety of employment opportunities in the Specific Plan Area by providing a range of land uses in close proximity to the eBART station.
3-P-10	Allow residential uses above ground floor commercial uses in all commercial land use designations subject to the design review approval by the Planning Commission.
3-P-11	Allow density increases up to 25% for all properties within one-quarter mile of the eBART Station subject to design review by the Planning Commission.
3-P-12	Allow minor deviations from the designated land uses provided that the intent of the predominant land use designation is maintained. Where uncertainty exists regarding the interpretation of a provision of this document to a specific site, the Zoning Administrator shall determine the intent of the provision.
3-P-13	A mini-plaza and public promenade shall be constructed at the northwestern corner of the Civic Center block at the intersection of Civic Drive and Davi Avenue, to allow for visual and physical access to City Hall and the approximately two and one-half acre open park located north of City Hall. There shall be at least one additional visual and physical connection through any future residential development along the northern part of the Civic Center block to the park.
3-P-14	The approximately two and one-half acre park located north of City Hall shall be improved with new tables and benches, a tot lot, interactive water feature, public art, and shade areas, in addition to other amenities, for the benefit of the public.

3.3 LAND USE CLASSIFICATIONS

To accomplish the land use goals and policies, the Specific Plan establishes a mix of allowable land uses in the proposed eBART Station Area. This section defines each land use classification, including several based on General Plan classifications, and three land use classifications that are tailored for transit oriented development and that are located closest to the future eBART Station. Specific Plan land use classifications are:

- Low Density Residential;
- Medium Density Residential;
- High Density Residential;
- Community Commercial;
- Business Commercial;
- Service Commercial;
- Public/Institutional;
- Parks/Recreation;
- Transit Oriented Development (TOD) - Residential;
- Transit Oriented Development (TOD) - High; and
- Transit Oriented Development (TOD) - Medium.

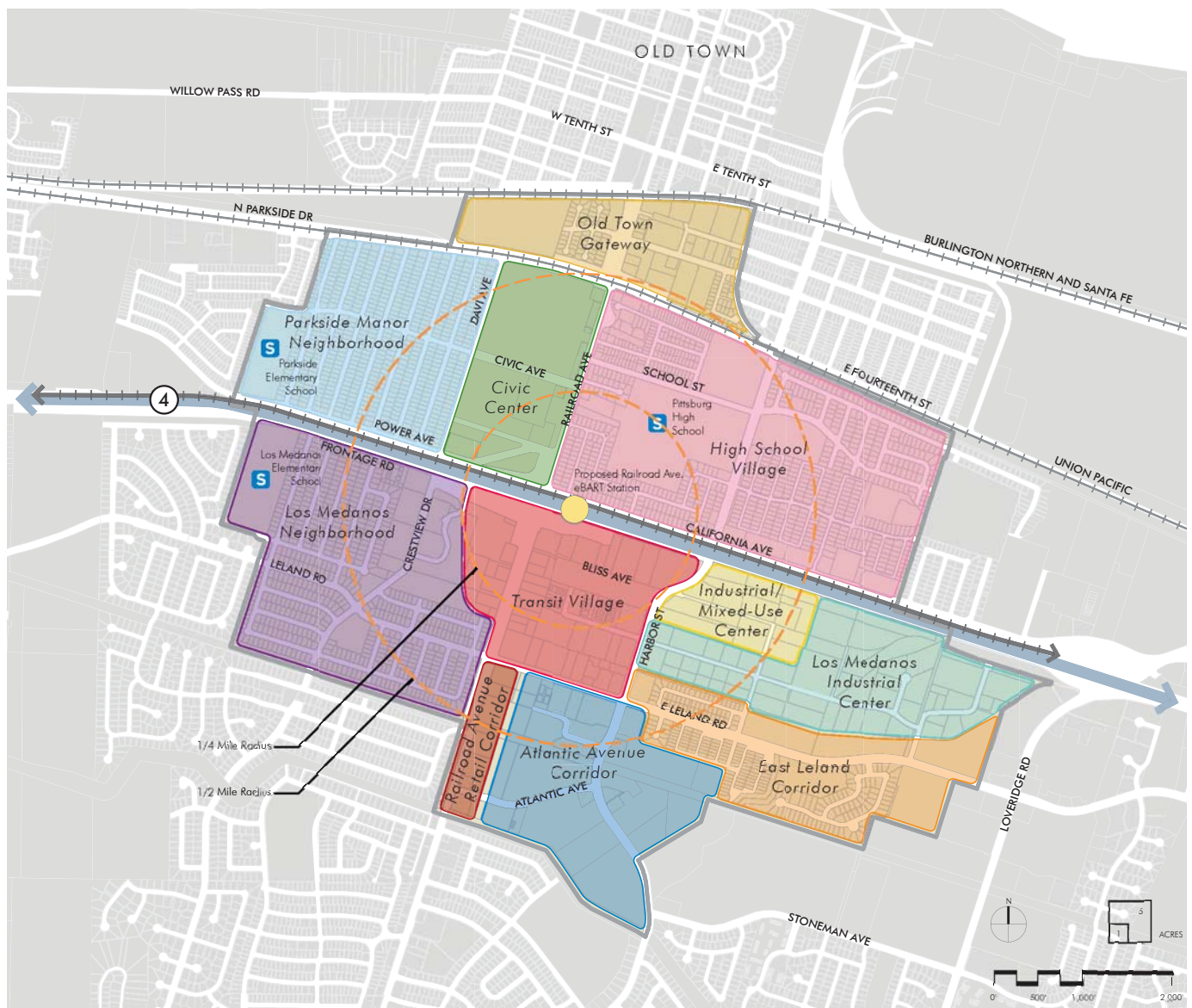
As described earlier in the plan, the Specific Plan Area is comprised of 11 sub-areas (Figure 3.1). Following the land use classification definitions, the remainder of this section identifies the land uses allowed in each sub-area. The sub-areas are:

- Old Town Gateway (Figure 3.3);
- Parkside Manor Neighborhood (Figure 3.4);
- Civic Center (Figure 3.5);
- High School Village (Figure 3.6);
- Los Medanos Neighborhood (Figure 3.7);
- Transit Village (Figure 3.8);
- Industrial/Mixed-Use Center (Figure 3.9);
- Los Medanos Industrial Center (Figure 3.10);
- East Leland Corridor (Figure 3.11);
- Atlantic Avenue Corridor (Figure 3.12); and
- Railroad Avenue Retail Corridor (Figure 3.13).

3.3.1 LAND USE CLASSIFICATION SYSTEM

The Land Use Plan in Figure 3.2 on the following page graphically represents prescribed land uses and densities for physical development within the Specific Plan Area, specifying the distribution, location and extent of land uses. The land use classifications provide the basis for more specific development requirements and standards defined in Chapter 4 of this document, as well as the General Plan and the Zoning Ordinance.

Figure 3.1 Specific Plan Sub-Areas

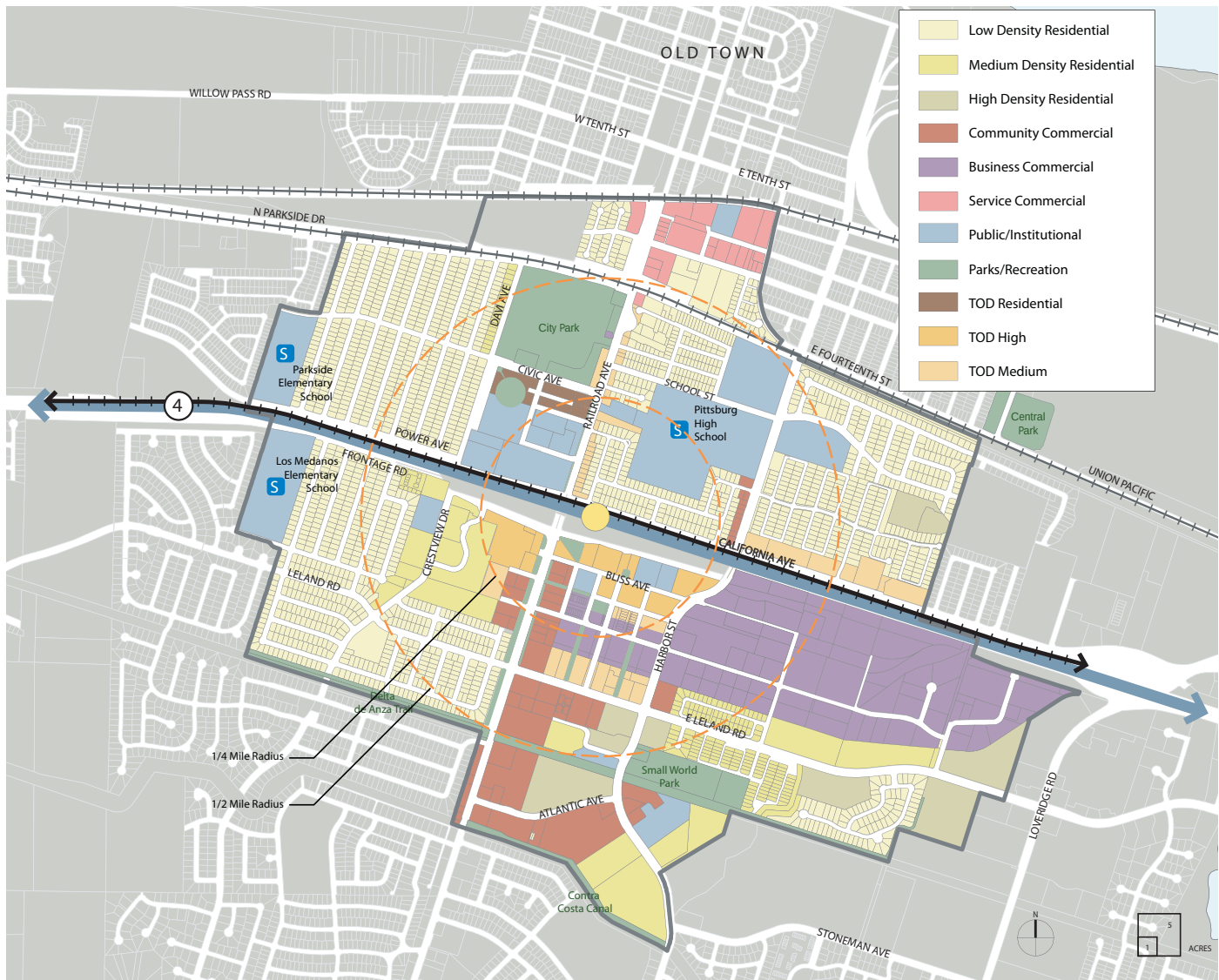


SPECIFIC PLAN LAND USE CLASSIFICATIONS

Low Density Residential (1 to 7 units/gross acre)

The Low Density Residential classification allows for single-family residential units built at a density of one to seven units per gross acre. The classification is intended to promote and protect single-family neighborhoods. It is mainly intended for detached single-family dwellings, but attached single-family units may be permitted in select areas provided that each unit has ground-floor living area and private or common outdoor open space.

Figure 3.2 Land Use Plan



Medium Density Residential (7 to 14 units/gross acre)

The Medium Density Residential classification allows for single and multi-family residential units built at a density of seven to 14 units per gross acre. The classification accommodates more intensive forms of residential development, such as one or two story garden apartments, townhouses, and attached and detached single-family residences.

High Density Residential (14 to 25 units/gross acre)

The High Density Residential classification allows for a mix of housing types built at a density of 14 to 25 units per gross acre. This classification permits products ranging from single-family attached units to multi-family complexes. Subject to design review by the Planning Commission, additional discretionary density increases up to a maximum project density of 40 units per gross acre may be granted for projects that meet community objectives.

Community Commercial

The Community Commercial classification allows for a variety of commercial uses and service-oriented businesses at scales ranging from large retail stores serving the greater community to smaller businesses oriented towards neighborhood activity. Permitted uses include retail stores, eating and drinking establishments, commercial recreation and entertainment, service stations, auto sales and service, financial, educational and social services.

The maximum permitted FAR in this land use designation is 0.4. However, *commercial projects* along Railroad Avenue between State Route 4 and Leland Road are permitted a maximum FAR of 2.0. For *mixed use projects* located on Railroad Avenue between State Route 4 and Leland Road, a maximum FAR of 1.0 is permitted for the commercial portion of the development, and an additional 25 dwelling units per acre may be allowed for the residential portion of the development.

Business Commercial

The Business Commercial classification focuses on providing sites for administrative, financial, business, research and development and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and limited retail and office uses. Live-work lofts with ground floor commercial and custom manufacturing uses are appropriate in the light industrial areas within the Transit Village and Industrial/Mixed Use Center sub-areas. The maximum permitted FAR in this land use designation is 1.0; however, an additional 0.25 FAR may be



The High Density Residential classification allows development of multi-family housing units.

permitted to accommodate residential uses.

Service Commercial

The Service Commercial classification provides sites for commercial businesses that are not appropriate in other commercial areas because they generate high volumes of vehicle traffic or other potential adverse impacts on adjacent uses. Allowable uses in Service Commercial areas include contractors, automotive repair, equipment rental, and wholesaling and storage. The maximum permitted FAR in this land use designation is 0.5; however, an additional 0.25 FAR may be permitted to accommodate residential uses.

Public/Institutional

The Public/Institutional classification allows schools, government offices, transit sites, public utilities, and other facilities with a unique public character. Other permitted uses on Public/Institutional sites located within one-half mile of the eBART Station includes residential uses, offices, restaurants and office-supporting commercial uses in order to support the public/institutional uses located on the block during business hours, and to activate the area during evenings and weekends when public/institutional uses are typically closed. Residential and commercial uses are permitted provided that the City Planner, Planning Commission or City Council, as appropriate, finds that the land will not be needed in the future for a public/institutional use.

Parks/Recreation

The Parks/Recreation classification provides for parks, recreation complexes, community fields, greenways, and trails.

TOD Residential (Residential: 20 to 50 dwelling units per gross acre; Non-residential: Maximum 0.25 FAR)

The TOD Residential land use classification is intended to provide opportunities for multi-family residential development in a well-designed walkable environment within one-half mile of local and regional transportation facilities. TOD Residential land uses are intended to provide sites for multi-family apartments, condos, row houses, apartments, townhouses, court homes, and cluster housing. Neighborhood commercial uses, as defined in the Zoning Ordinance, are also appropriate in this land use classification provided that the commercial use is integrated into the development and limited to properties fronting a major arterial street.

**TOD High (Residential: 30 to 65 dwelling units per gross acre;
Non-residential: Maximum 1.0 FAR)**

The TOD High classification is intended to promote a vertical combination of ground-floor retail uses and residential uses on upper stories in the areas closest to proposed regional transit facilities. Special attention should be given to pedestrian circulation within the area. The designation is intended to encourage ground floor, pedestrian friendly, retail sales and service uses with upper floors of residential uses or offices. Ground floor commercial activity shall be required along Bliss Avenue between Railroad Avenue and Harbor Street.

TOD Medium (Residential: 15 to 30 dwelling units per gross acre; Non-residential: Maximum 1.0 FAR)

The TOD Medium classification is intended to allow primarily multi-family residential development. Secondly, ground floor commercial uses are permitted below residential uses within one-half mile of regional transit facilities. In the High School Village sub-area, there is not a minimum residential development component, and commercial development is permitted at a maximum 1.0 FAR.

DENSITY BONUS & INCREASE IN FAR PERMITTED

Subject to design review approval, discretionary density bonuses are permitted for all properties within one-quarter mile of the planned eBART Station, and increases in FAR are permitted in all commercial land use designations in order to accommodate a residential component. Additional increases in density and FAR are permitted within each land use designation as described below and in Chapter 4. *Where mixed use development is permitted, the maximum floor area ratio relates only to the commercial portion of the development, and the maximum density relates only to the residential portion of the project.*



The TOD High and TOD Medium classifications allows housing above commercial uses.

3.3.2 LAND USE SUB-AREAS

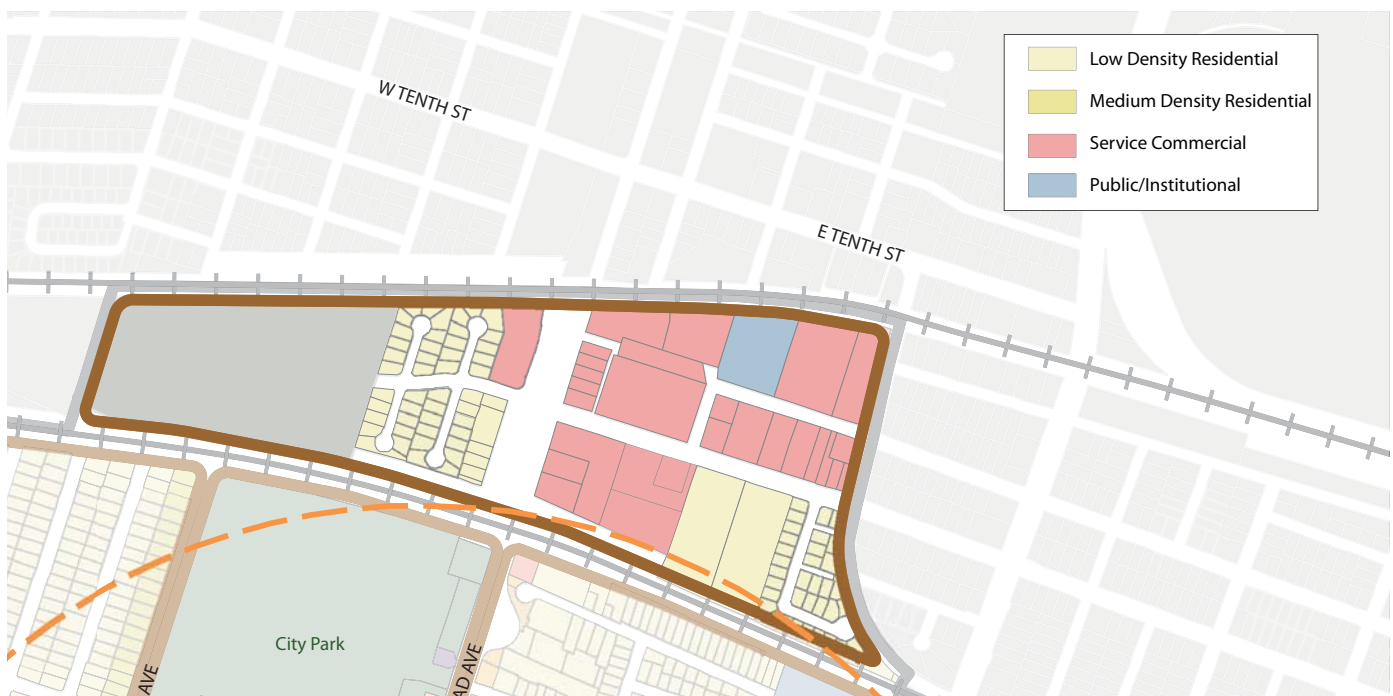
The mix of allowable land uses in each sub-area is described on the following pages. More specific land use and design and development standards are described in Chapter 4: Land Use, Design and Development Standards.

Old Town Gateway

The Old Town Gateway is located at the northern edge of the Specific Plan Area, between the Burlington Northern Santa Fe and the Union Pacific railroad tracks. The sub-area provides a transition from the Specific Plan Area to Old Town Pittsburg. Continuing to allow residential and commercial development in this sub-area will allow for future projects that provide shopping or employment opportunities in the space between the Specific Plan Area and Old Town. The land use classifications are:

- Low Density Residential;
- Medium Density Residential;
- Service Commercial; and
- Public/Institutional.

Figure 3.3 Old Town Gateway



Parkside Manor Neighborhood

The Parkside Manor Neighborhood is located on the western edge of the Specific Plan Area, bounded by North Parkside Drive to the north, Davi Avenue to the east, Andrew Avenue to the west, and State Route 4 to the south. Most of the sub-area is more than one-half mile from the proposed eBART Station, and it already contains a stable and mostly-built out neighborhood of single-family housing. The sub-area also includes Parkside Elementary School. The land use classifications are:

- Low Density Residential;
- Medium Density Residential; and
- Public/Institutional.

Figure 3.4 Parkside Manor Neighborhood



Civic Center

The Civic Center sub-area is located in the center of the Specific Plan Area, northwest of the proposed eBART Station. The sub-area is bounded by City Park to the north, Railroad Avenue to the east, Davi Avenue to the west, and State Route 4 to the south. The entire sub-area is within one-half mile of the proposed eBART Station, and some of it is within one-quarter mile. Due to this proximity, and the potential to consolidate uses within the sub-area, this area can support a mix of residential, commercial and public uses.

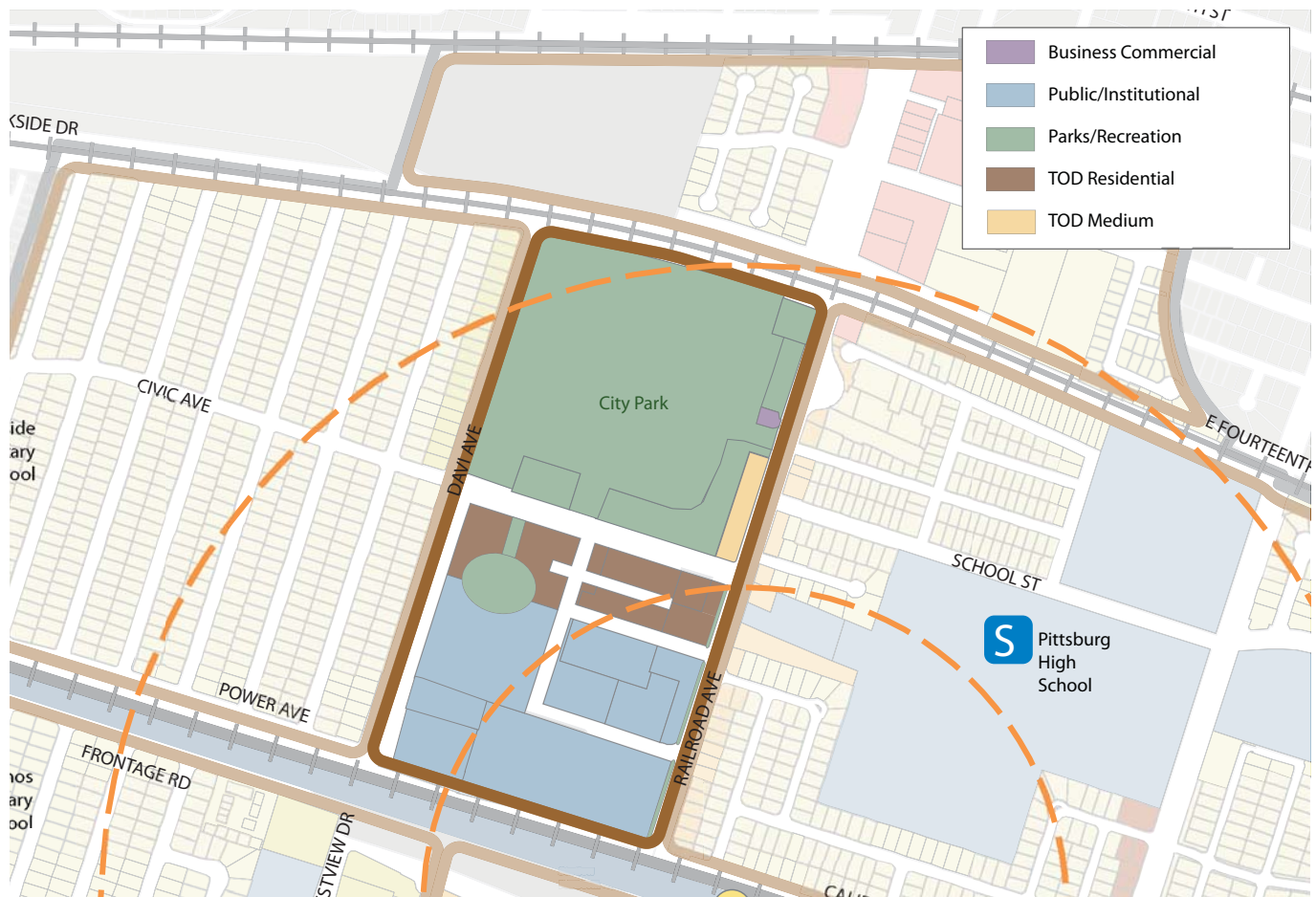
To the north, City Park provides a recreational amenity that serves the entire city. At the intersection of Railroad Avenue and Civic Avenue, the Specific Plan provides for mixed-use retail and residential land uses. South of Civic Avenue, the TOD Residential classification creates the opportunity to increase the amount of housing near transit and employment centers. Residential development shall be designed in a way to integrate the public uses north of the block (City Park) with the public uses located on the southern portion of the block. This integration shall be achieved through a visual connection between City Park and City Hall, and the inclusion of public walkways and paths to allow public access from Civic Avenue to the public green space located at the center of the block and in front of City Hall.

Just south of this residential area, public uses including City Hall, a new Pittsburg Library and a new Contra Costa County courthouse building anchor a civic node. Other permitted uses within the sub-area include offices, restaurants, and small-scale retail such as food markets or office-supporting uses in order to support the public/institutional uses located on the block and to activate the space when public/institutional uses are typically closed. The sub-area blends public, residential and employment uses, making the most of its proximity to the proposed regional transit line and civic employment node.

Land use classifications are:

- TOD Residential;
- TOD Medium;
- Business Commercial;
- Public/Institutional; and
- Parks/Recreation.

Figure 3.5 Civic Center

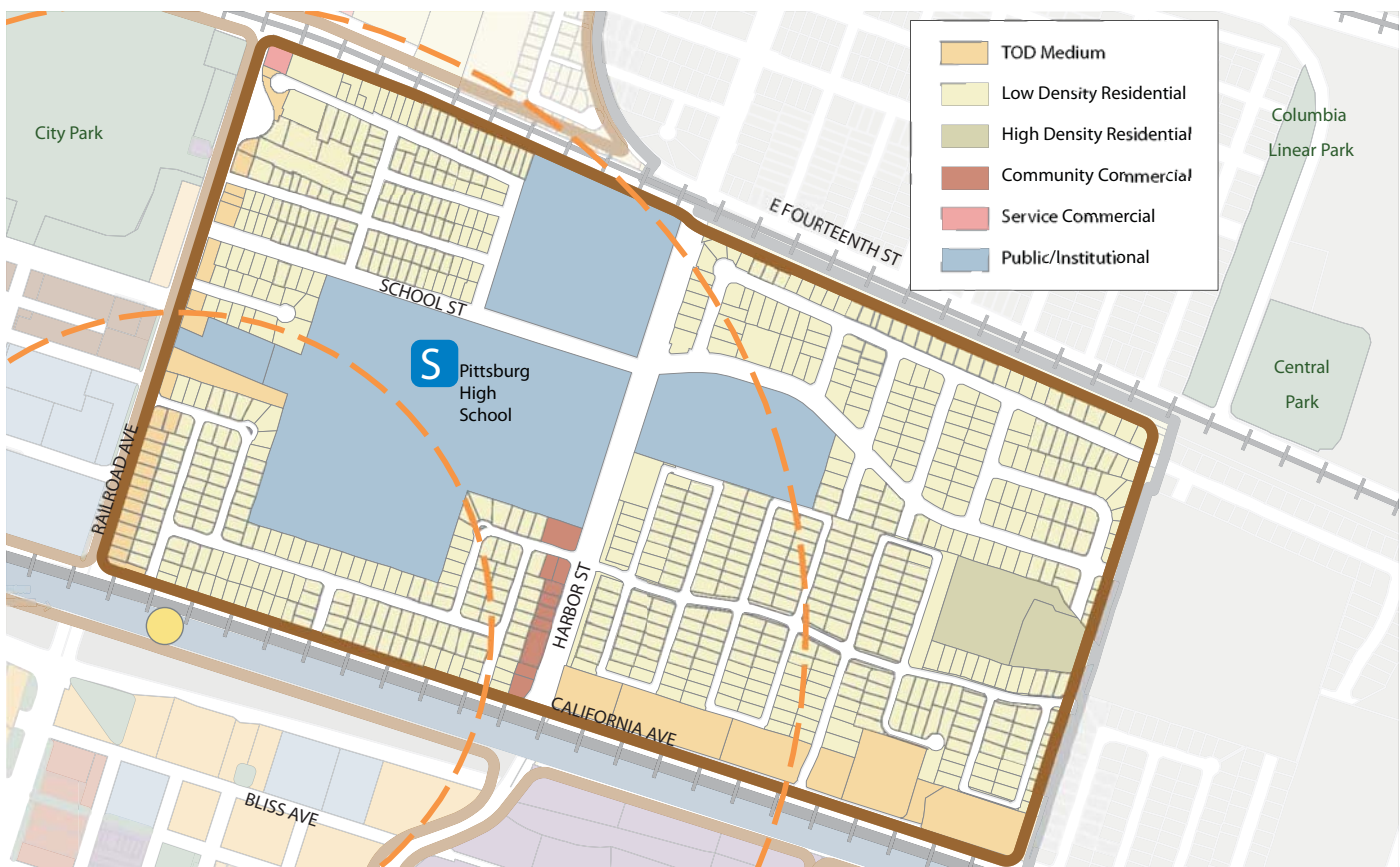


High School Village

The High School Village sub-area is bounded by East Fourteenth Street to the north, Diane Avenue and Carpino Way to the east, Railroad Avenue to the west, and California Avenue to the south. Land use classifications for the sub-area include the same land uses and densities permitted in the General Plan except for the areas along Railroad Avenue and the northern side of California Avenue, which would maintain existing development potential but provide enhanced design requirements. Land use classifications include:

- Low Density Residential;
- High Density Residential;
- Community Commercial;
- Public/Institutional;
- Service Commercial, and,
- TOD Medium.

Figure 3.6 High School Village

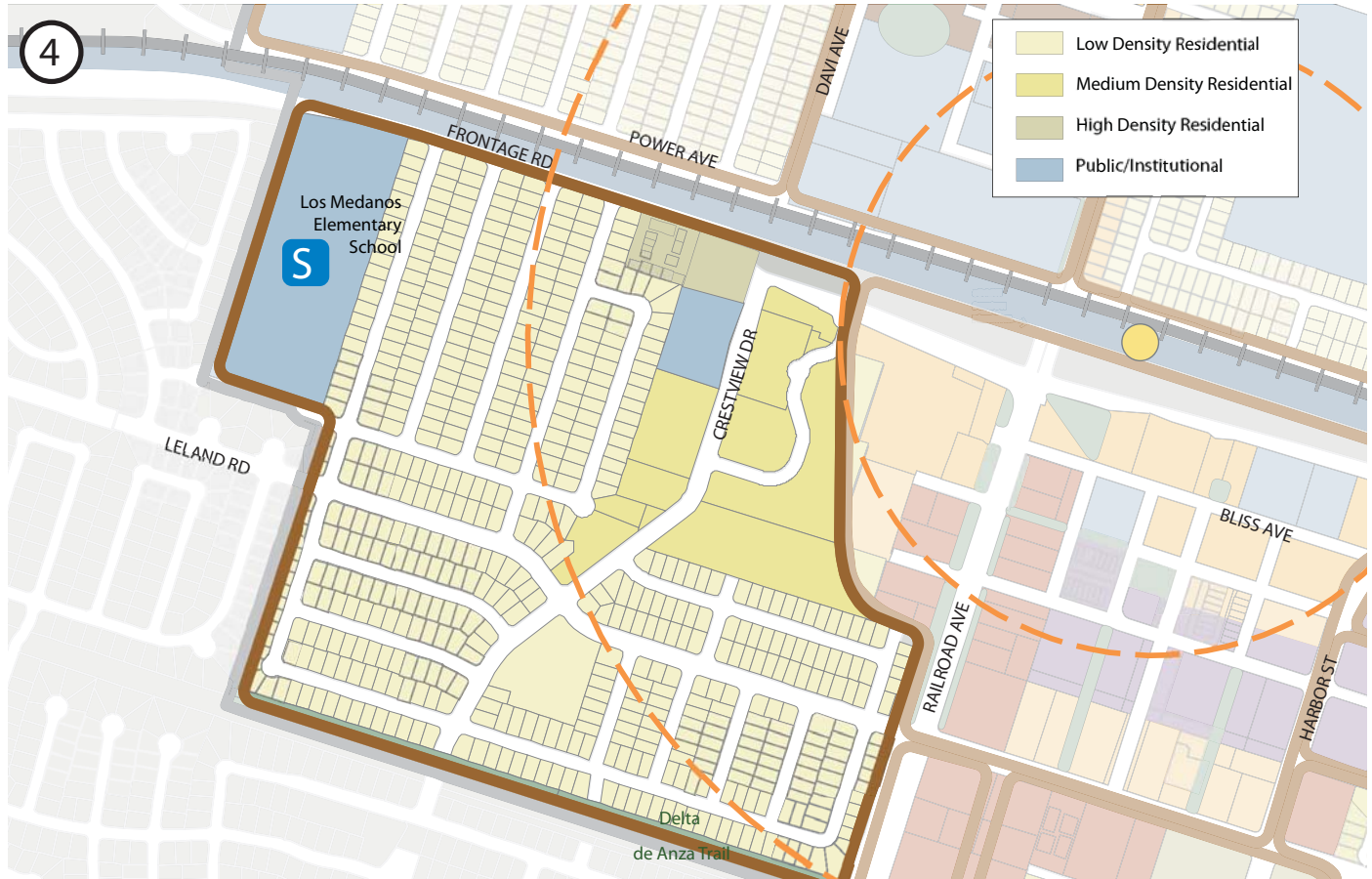


Los Medanos Neighborhood

The Los Medanos sub-area is located on the western edge of the Specific Plan Area, bounded by State Route 4 to the north, Crestview Lane and William Way to the east, Burton Avenue to the west, and the Delta de Anza trail to the south. Approximately half of the sub-area is within one-half mile of the proposed eBART Station, but it is also mostly built out. In addition to single-family residences, the sub-area includes some multi-family housing, the Los Medanos Elementary School, several churches, and the Delta de Anza trail. Land use classifications include:

- Low Density Residential;
- Medium Density Residential;
- High Density Residential; and,
- Public/Institutional.

Figure 3.7 Los Medanos Neighborhood

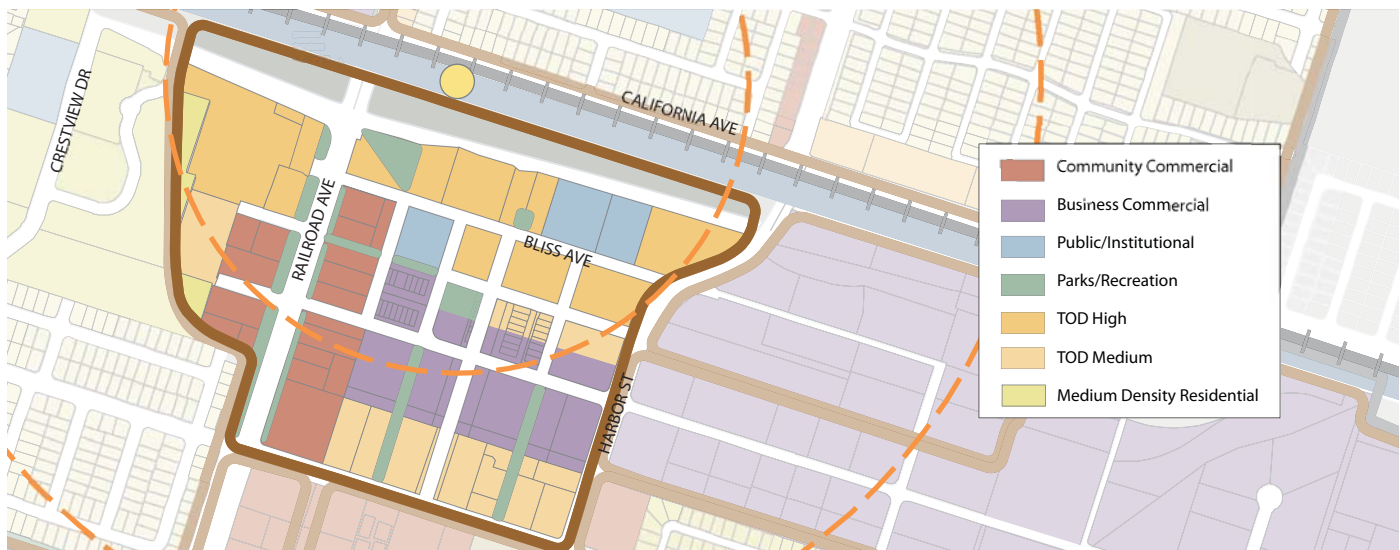


Transit Village

The Transit Village is located in the center of Specific Plan Area, directly southeast of the proposed eBART Station. The sub-area is bounded by State Route 4 to the north, Harbor Street to the east, the Los Medanos Neighborhood to the west, and East Leland Road to the south. The Specific Plan intensifies development patterns within the TOD High and TOD Medium land use designations located within one-quarter mile of the proposed eBART Station to allow for high density residential and commercial uses to be located as close to the station as possible. Some Community Commercial and Business Commercial uses will continue to be allowed in the sub-area, as well, to maintain an employment base, and create multiple reasons for potential transit riders to visit the sub-area. Surface and structured parking will support the proposed transit station and the other destinations in the sub-area, and public plazas and greenways will help break up blocks and development to allow for more direct pedestrian and bicycle routes through the block. Land use classifications are:

- TOD Medium;
- TOD High;
- Medium Density Residential;
- Community Commercial;
- Business Commercial;
- Public/Institutional; and,
- Parks/Recreation.

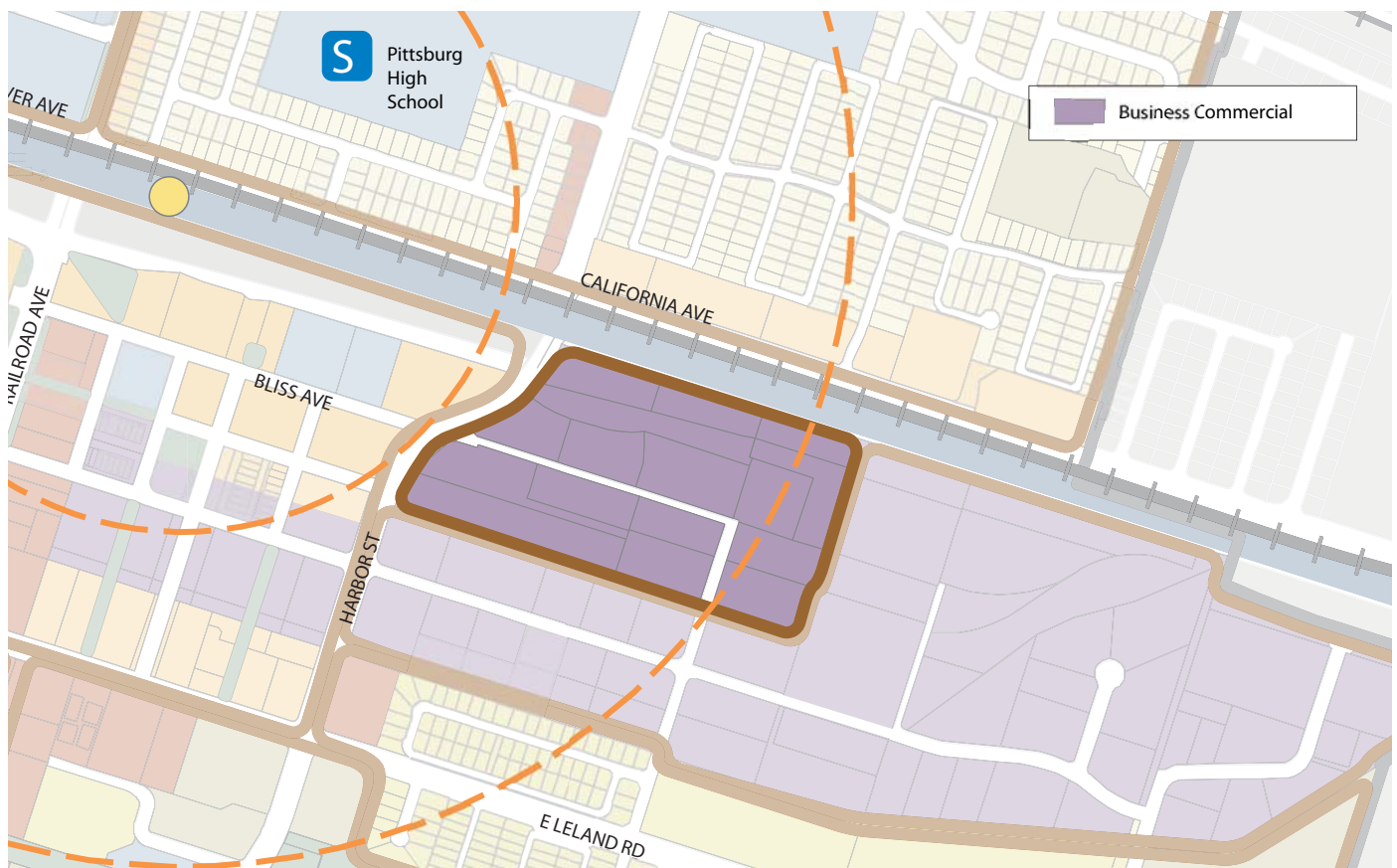
Figure 3.8 Transit Village



Industrial/Mixed-Use Center

The Industrial/Mixed-Use sub-area is located directly to the east of the Transit Village, across Harbor Street. Uses in this area remain predominantly light industrial under the Specific Plan, but some mixed-use development, including commercial and residential live-work uses, is permitted within the sub-area. Specifically, retail uses, restaurants, office, and live-work lofts are appropriate within the sub-area, particularly within the portion of the sub-area located within 1/2-mile of the eBART Station. The land use classification for the sub-area is Business Commercial.

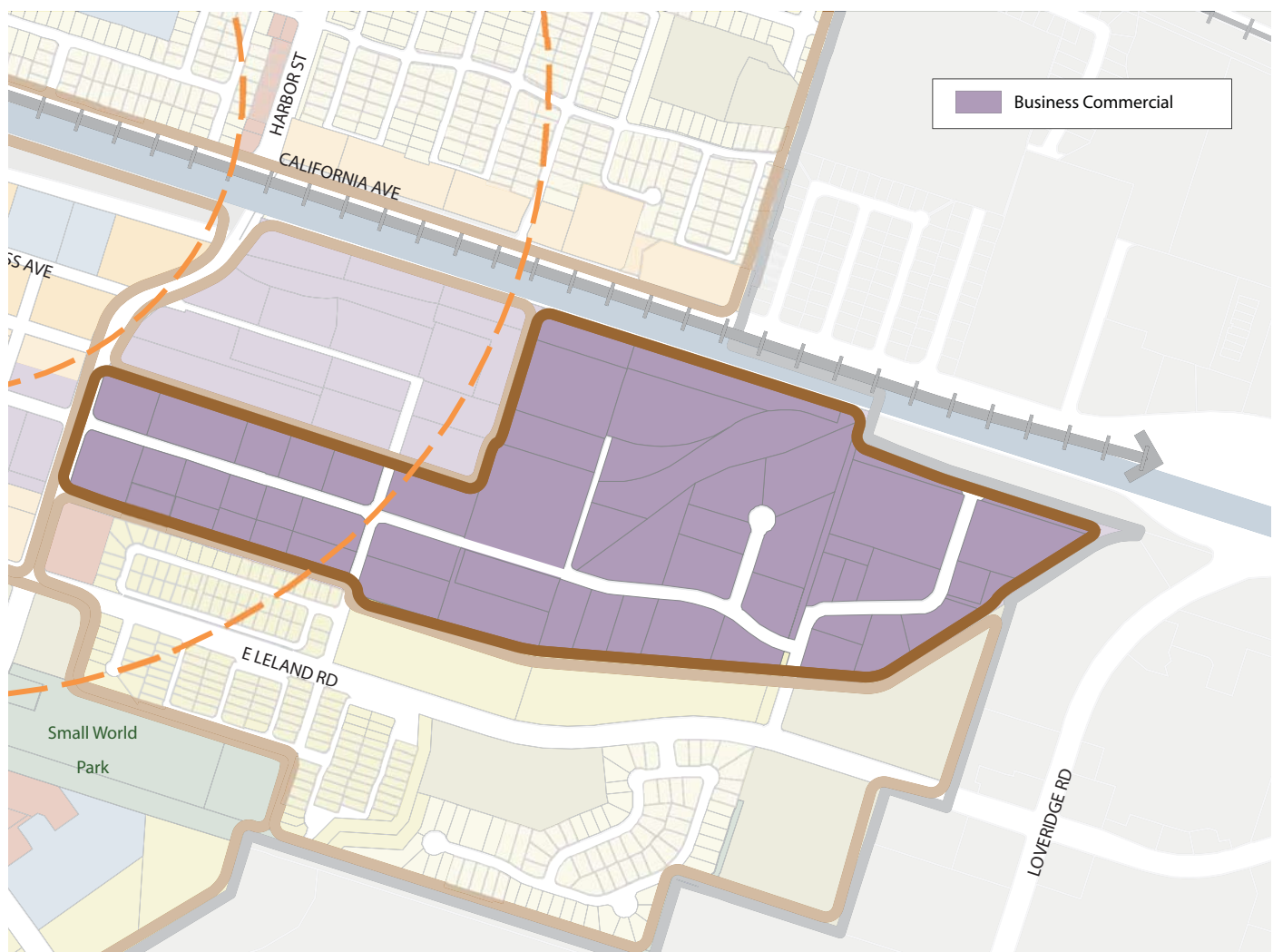
Figure 3.9 Industrial/Mixed-Use Center



Los Medanos Industrial Center

The Los Medanos Industrial Center surrounds the Industrial/Mixed-Use sub-area and is bounded by State Route 4 to the north, parcels west of Loveridge Road to the east, Harbor Street to the west, and East Leland Road to the south. Existing industrial and commercial uses in this sub-area are stable and should be preserved. The land use classification for the sub-area is Business Commercial.

Figure 3.10 Los Medanos Industrial Center

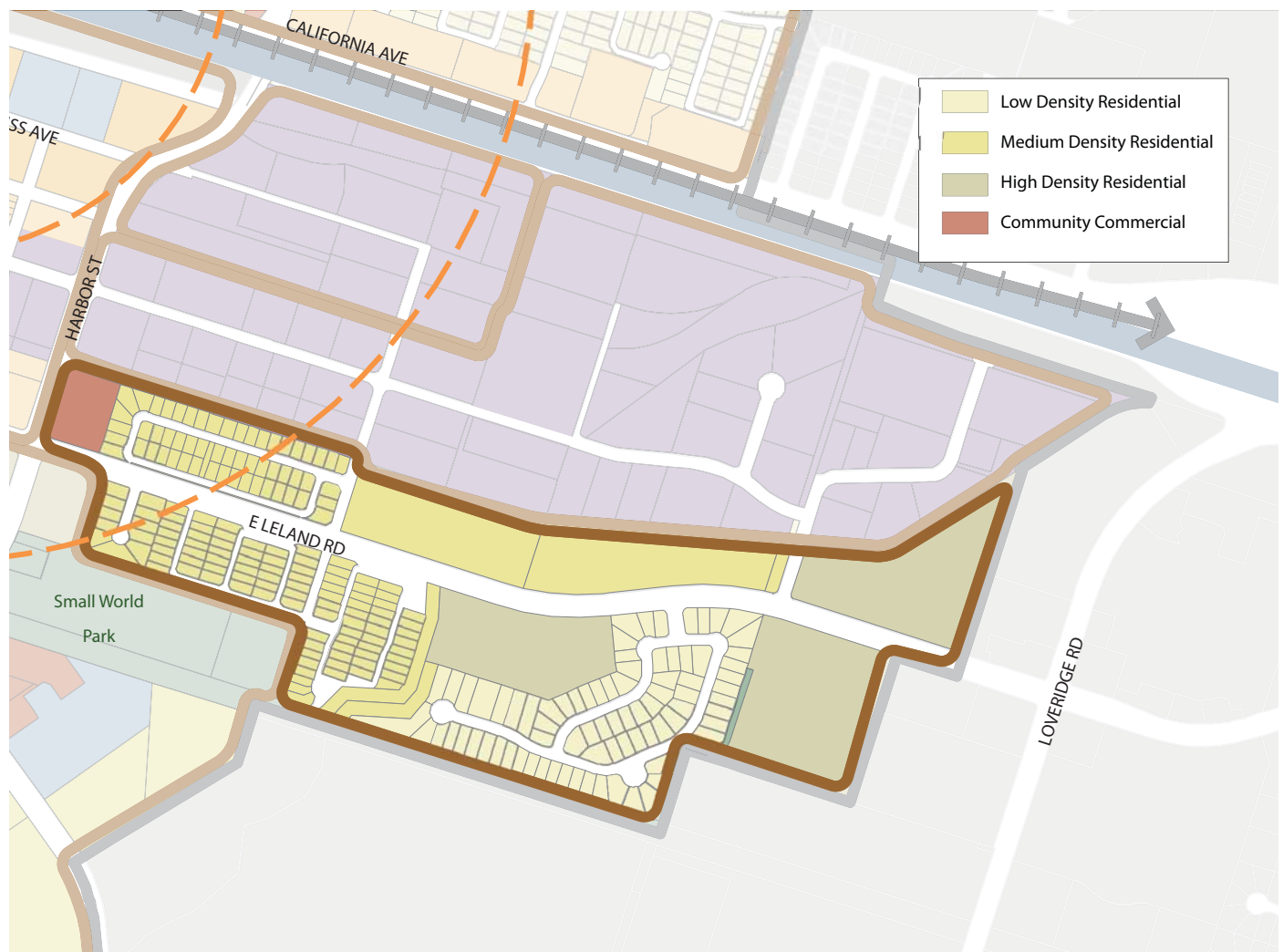


East Leland Corridor

The East Leland Corridor is on the southeastern edge of the Specific Plan Area, and consists mainly of developed residential property surrounding East Leland Road. Land use classifications are:

- Low Density Residential;
- Medium Density Residential;
- High Density Residential; and
- Community Commercial.

Figure 3.11 East Leland Corridor

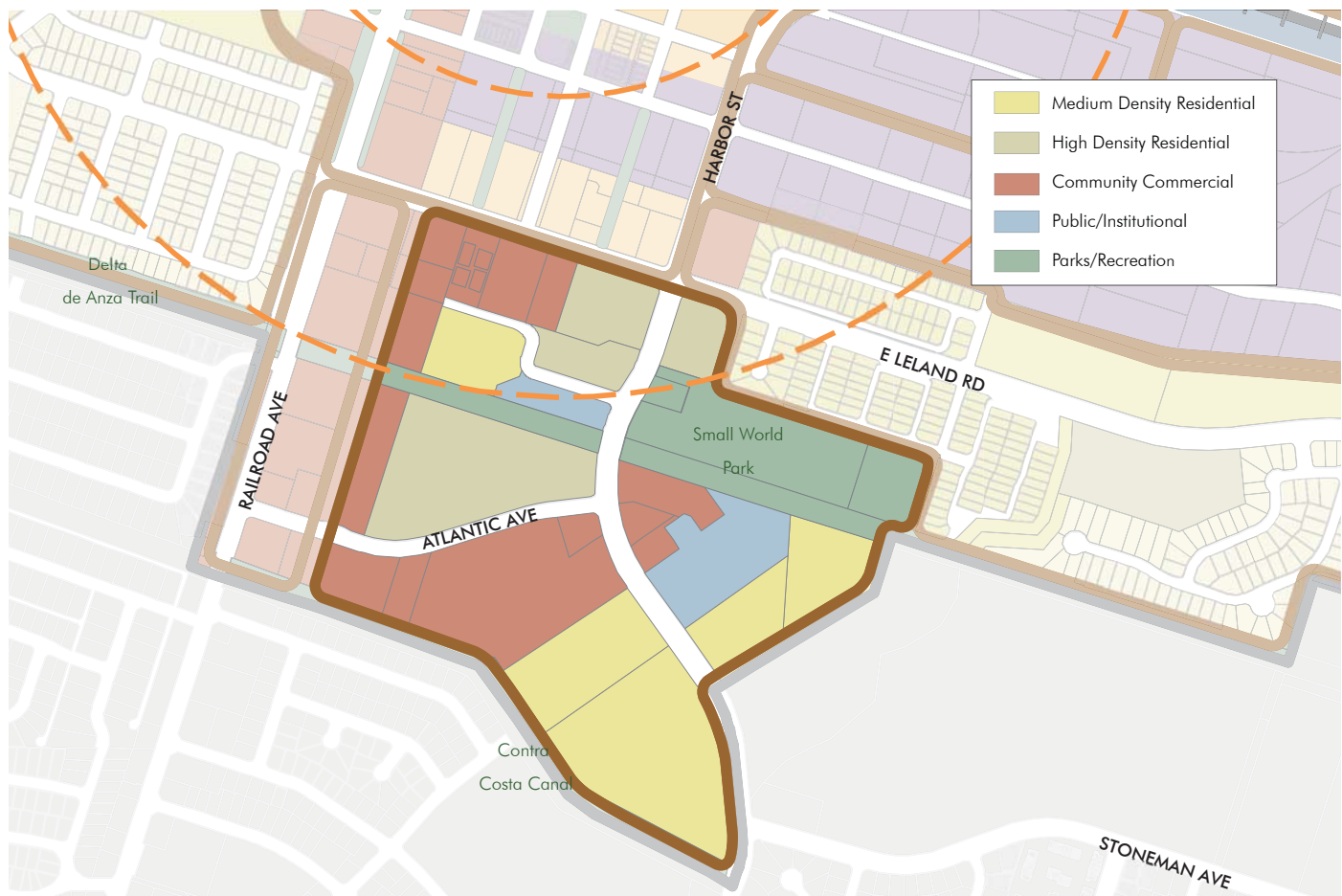


Atlantic Avenue Corridor

The Atlantic Avenue Corridor is on the southern edge of the Specific Plan Area, and includes a mix of existing medium and high density residential uses. Small World Park and the Pittsburg Senior Center are both located in the sub-area as well. Land use classifications are:

- Medium Density Residential;
- High Density Residential;
- Community Commercial;
- Public/Institutional; and
- Parks/Recreation.

Figure 3.12 Atlantic Avenue Corridor



Railroad Avenue Retail Corridor

The stretch of Railroad Avenue that extends from East Leland Road to the southern end of the Specific Plan Area is currently a community-serving retail corridor, and types of uses permitted in this sub-area remain unchanged. The land use classification for the sub-area is Community Commercial and Parks/Recreation.

Figure 3.13 Railroad Avenue Retail Corridor



3.4 ASSUMED DEVELOPMENT PROGRAM

Though the mix of land uses allowed in the Specific Plan Area will have an effect on the development potential of the land adjacent to the eBART Station, the greatest anticipated changes will be concentrated in the Civic Center, Transit Village and High School Village sub-areas. All other sub-areas are expected to develop according to the land use classifications and assumptions set forth in the Pittsburg 2020 General Plan and as evaluated in the Pittsburg 2020 General Plan Environmental Impact Report (EIR).

In addition to quantifying the amount of land available for development within the three sub-areas, this section also describes how those values translate to potential residential units and commercial square footage in order to show the Specific Plan's consistency with MTC and BART's requirements for the Station Area Plan and Ridership Development Plan. With regard to parking, when the calculation of parking results in a fraction of 0.5, the number is rounded up to the next whole number. The development assumptions described below will be used in the environmental analysis for the Specific Plan.

3.4.1 CIVIC CENTER

In the Civic Center sub-area, the plan assumes an average development of 35 dwelling units per acre within the TOD Residential area (20-50 dwelling units per gross acre). Given 6.58 acres of potentially available land, development under this assumption creates the potential for 230 new housing units. Pursuant to the Specific Plan, a maximum number of 1.5 parking spaces per residential unit would be permitted on-site, creating 345 residential parking spaces under these development assumptions.

The Civic Center sub-area includes an additional 0.88 acres of privately-owned land at the southeastern corner of City Park. Within the TOD Medium areas, the plan assumes an average development density of 20 dwelling units per acre (where a range of 15 to 30 dwelling units is permitted) and retail development on the ground floor of buildings 50 feet from the front property line along Railroad Avenue. Thus development on this parcel could result in approximately 17 residential units, and 22,550 square feet of commercial space. Assuming no more than the allowable maximum of 1.5 parking spaces per residential unit, and one

parking space for every 333 square feet of commercial space as outlined in the Specific Plan, a total of 93 parking spaces would serve residential and commercial uses on this site.

The Public/Institutional uses in the sub-area are designed to preserve City Hall and parking for employees and visitors. The anticipated land uses include expansion of the Pittsburg Library (from approximately 7,000 square feet to approximately 13,000 square feet), and construction of a new County courthouse which will be expanded from four courtrooms to seven courtrooms in the near future. Commercial uses in the sub-area include a recently approved 134,000 square foot, six-story office building that would house the Pittsburg Library and retail uses on the ground floor and office uses on the upper floors. Parking for the new and expanded uses on the Civic Center block will be accommodated through surface parking until the TOD Residential portion at the northern part of the block develops, at which time it will be necessary to construct a parking structure to provide adequate parking for all uses on the block. Additional uses in the sub-area include the existing Federal Armory on an 135,000-square foot site, over which the City has no jurisdiction.

Table 3.1 Civic Center Assumed Development Program

Land Use Classification	Gross Area (Acres)	Potential Development		Parking Spaces	
		Res. Units	Com. Sq. Ft.	Residential	Commercial
TOD Residential	6.58	230	--	345	--
TOD Medium	0.88	17	22,550	26	67
Public/Institutional	19.81	--	304,400*	--	1,020
Parks/Recreation	2.22	--	--	--	--
Total	29.49	247	326,950	371	1,087
* Currently permitted under the Pittsburg 2020 General Plan.					

3.4.2 TRANSIT VILLAGE

In the Transit Village sub-area, the plan assumes an average development density of 50 dwelling units per acre and retail development 50 feet deep on the ground floor of buildings on Bliss Avenue within the TOD High land use designation (where a range of 30 to 65 dwelling units is permitted). Given 16.59 acres of land designated with this use classification, redevelopment at this density creates the potential for 830 new residential units and 52,500 square feet of retail or office space. Pursuant to the Specific Plan, a maximum of 1.5 parking spaces per residential unit and one space per 333 square feet of retail or office space, 1,403 parking spaces would be developed on-site.

Within the TOD Medium areas, the plan assumes an average development density of 20 dwelling units per acre (where a range of 15 to 30 dwelling units is permitted) and retail development on the ground floor of buildings 50 feet from the front property line along Leland Road. This designation creates the opportunity to redevelop 247 residential units and 36,354 square feet of retail or office space. Pursuant to the Specific Plan, 1.5 parking spaces per residential unit and one space per 333 square feet of retail or office space, 480 parking spaces would be developed on-site.

The Business Commercial classification in this sub-area would continue to allow light industrial development. With an assumed intensity of a 0.6 FAR, the area could accommodate a total of 223,046 square feet of industrial development. At one parking space per 500 square feet of industrial development, 466 parking spaces would be developed on-site.

The Community Commercial designation promotes retail-focused development along Railroad Avenue, but it also allows for mixed-use development. Assuming an average intensity of a 0.6 FAR for commercial uses and 25 dwelling units per acre of residential development, the area can accommodate up to 270,949 square feet of commercial uses and 259 new residential units. With 1.5 parking spaces per residential unit and one parking space per 333 square feet of commercial space, a total of 1,202 parking spaces would be developed on-site.

The structured parking lots along Bliss Avenue would be required to contain ground floor commercial uses (there is not a minimum FAR) and an active pedestrian streetscape. In addition, there would be 350 parking spaces dedicated for BART parking within the structures.

Table 3.2 Transit Village Assumed Development Program

Land Use Classification	Gross Area (Acres)	Potential Development		Parking Spaces	
		Res. Units	Com. Sq. Ft.	Residential	Commercial
TOD High	16.59	830	52,500*	1,245	158
TOD Medium	12.36	247	36,354*	371	109
Business Commercial	8.53	--	223,046*	--	466
Community Commercial	10.37	259*	270,949*	389	814
Structured Public Parking (including 350 BART parking spaces)	3.77	--	--	--	1,407
Parks/Recreation	2.75	--	--	--	--
Total	54.37	1,336	582,849	2,005	2,954
*Currently permitted under the Pittsburgh 2020 General Plan.					

3.4.3 HIGH SCHOOL VILLAGE

While the vast majority of the land located within the High School Village subarea is a combination of established single family residential and public uses (Pittsburg High School), there are two areas within the High School Village that could accommodate a mix of land uses. Specifically, the area along California Avenue between Harbor Street and Edward Avenue and the area along the east side of Railroad Avenue between State Route 4 on the south and Fifteenth Street on the north.

Both areas would be developed under the TOD Medium standards, which allow between 15-30 dwelling units per acre and 1.0 FAR. In accordance with previous assumptions for the TOD Medium District (20 dwelling units per acre and commercial development on the ground floor extending fifty feet back from the front property line), there could be 262 residential units and 78,650 square feet of commercial development within these areas. Pursuant to the Specific Plan, a maximum of 1.5 parking spaces per residential unit and one parking space per 333 square feet of commercial would be permitted on site for a total of 629 parking spaces.

It is essential to note that under the Community Commercial and Business Commercial land use designations, this level of development would be permitted in the High School Village sub-area; however, the TOD Medium land use classification will provide for enhanced development and design improvements.

Table 3.3 High School Village Assumed Development Program

Land Use Classification	Gross Area (Acres)	Potential Development		Parking Spaces	
		Res. Units	Com. Sq. Ft.	Residential	Commercial
TOD Medium	13.13	262*	78,650*	393	236
*Currently Permitted under the Pittsburg 2020 General Plan.					

3.4.4 PROGRAM SUMMARY

Within the Civic Center and Transit Village sub-areas, the Specific Plan creates a land use and policy framework that allows up to 1,845 residential units and approximately 988,000 square feet of commercial and civic space. To support these new uses, two parking structures are called for in the Transit Village, providing 1,407 spaces at three stories. New plazas and open spaces are also planned, and nearly five acres of land is designated to provide for the recreational needs of residents and visitors.

When the 1,845 potential new units are added to the existing 1,600 units already in the Specific Plan Area, the total number of residential units within one-half mile of the proposed eBART Station equals 3,445, more than satisfying the MTC requirement of 2,200 housing units for the area.

Table 3.4 Assumed Development Program Summary

Land Use Classification	Gross Area (Acres)	Potential Development		Parking Spaces	
		Res. Units	Com. Sq. Ft.	Residential	Commercial
TOD Residential	6.58	230	--	345	--
TOD High	16.59	830	52,500	1,245	158
TOD Medium	26.37	526	137,554	790	413
Business Commercial	8.53	--	223,046	--	1,086
Community Commercial	10.37	259	270,949	389	814
Public/Institutional	19.81	--	304,400	--	400
Structured Public Parking	3.77	--	--	--	1,407
Parks/Recreation	4.97	--	--	--	--
Total	96.99	1,845	988,449	2,769	4,278



4

land use, design and development

Urban design relates to the fusion of the built environment, open spaces, infrastructure, circulation patterns and specific activities of a particular area. In areas that have good urban design, these components synergize to create an active and dynamic environment, boost economic development, contribute to community health, and foster a distinct sense of place.

The future eBART Station and surrounding area offer unique possibilities for articulating a preferred urban design character and experience through carefully conceived architectural treatment, building and open space relationships, and land use designations. The urban design concept for the Specific Plan Area will thoughtfully link new and existing development to create a vibrant transit hub. In conjunction with the City of Pittsburgh's General Plan, the Specific Plan's guidelines and standards provide a road map for the area's future development. This chapter presents specific land use standards as well as design goals and policies, for certain land use classifications within the Specific Plan Area. Development standards address the following components:

- Allowable uses;
- Site design, including building orientation, layout and parking;
- Architectural form and character; and,
- On-site parking facility and landscaping design standards.

The remainder of the Urban Design Chapter is organized into the following sections:

- 4.1 Design and Development Goals;
- 4.2 Design and Development Policies;
- 4.3 Sub-area Urban Design Concepts;
- 4.4 Development Standards; and,
- 4.5 Architectural and Design Criteria.

4.1 DESIGN AND DEVELOPMENT GOALS

A framework of planning goals and policies is essential to guide urban design and development. The Railroad Avenue area is envisioned as a vibrant, walkable, mixed-use transit hub at the crossroads of the community. The following goals help accomplish this vision and the planning principles described in Chapter 1: Introduction by prioritizing the pedestrian experience; defining the area as a gateway to the community; and supporting a high quality environment that is clean and safe, as well as socially and environmentally responsible.

The potential eBART Station and other transit facilities will be a major incentive for people to visit the area. As foot traffic in the area increases, providing a safe and inviting environment for pedestrians will be essential to create a vibrant and active place. The improvement concept for the Specific Plan Area draws on design strategies that will engage the pedestrian, such as transparency of storefronts and well-articulated building facades. Tree canopy-shaded sidewalks with street furniture, pedestrian-scale lighting and well-maintained public spaces will also contribute to a comfortable pedestrian experience.

The overall character of development should respect the existing residential neighborhoods while making the most of the development potential immediately adjacent to the future eBART Station and other planned transit facilities. The standards set forth in this chapter will foster a strong sense of place through design and use of built and open spaces.

Environmental sustainability also plays an important role in the urban design of the area, and a range of sustainable building techniques and practices are encouraged with the Specific Plan. The Plan promotes creativity in design practices that use energy efficient materials, incorporate stormwater treatment on-site, and incorporate natural elements.

DESIGN AND DEVELOPMENT GOALS

- 4-G-1 Provide a safe and inviting pedestrian environment to draw people to and from the eBART Station.
- 4-G-2 Celebrate the station area as a major gateway to the City.
- 4-G-3 Promote high quality development that is socially and environmentally sustainable.



Commercial uses should be encouraged to spill out from the private realm and engage the public rights-of-way in the Specific Plan Area.

4.2 DESIGN AND DEVELOPMENT POLICIES

The following Specific Plan policies provide the foundation for the specific development standards that follow and articulate a vision for the built form, street design and character of the area.

DESIGN AND DEVELOPMENT POLICIES	
4-P-1	Require high quality, pedestrian-friendly design and a high level of transparency along street fronts and pathways to activate the street environment, promote social interaction and support crime prevention.
4-P-2	Incorporate public pathways and greenways throughout private development located within the Civic Center and Transit Village sub-areas to facilitate pedestrian and bicycle movement throughout the Specific Plan Area.
4-P-3	Provide high quality wayfinding signage throughout the Specific Plan Area.
4-P-4	Develop incentives to support environmentally sustainable practices in site and building design such as improved insulation, operable windows, energy efficient lighting and appliances, solar access, natural ventilation, and permeable paving materials.
4-P-5	Allow reductions in on-site parking requirements at the discretion of the Planning Commission or City Council as part of project approval for affordable and senior housing developments located within the Transit Village, Civic Center and High School Village sub-areas.
4-P-6	All residential development located within 500 feet of State Route 4 shall incorporate site and building specific measures including but not limited to triple paned windows and internal ventilation systems to reduce the exposure of residents to noise and air quality impacts from vehicle emissions (Mitigation Measure AQ 4.1).
4-P-7	Require all new development located near a roadway that produces noise levels greater than 65 dbA to have an acoustical analysis prepared by a qualified acoustical engineer to ensure all feasible site planning and architectural design measures are incorporated to reduce interior noise levels to a maximum of 45 dbA (Mitigation Measure NO-3.1).

4.3 SUB-AREA URBAN DESIGN CONCEPTS

The Transit Village is located just south of the potential eBART Station. It is bounded on the north by State Route 4, the east by Harbor Street, the south by East Leland Road, and the west by commercial parcels on the west side of Railroad Avenue.

The sub-area is currently defined by the Railroad Avenue commercial corridor and surrounding industrial uses, such as shipping and storage. The corridor includes office strip commercial uses such as freeway-oriented retail, restaurants and larger franchises serving the nearby industrial workforce, governmental offices and surrounding neighborhoods. The design concept below shows a potential buildout scenario for the Transit Village sub-area.

Figure 4.1 Design Concept Illustrative



The Design Concept Illustrative outlines the potential buildout vision for the Transit Village.

A key feature of the Transit Village design concept is the development of enhanced transit facilities – both expanded Tri-Delta Transit service and future eBART service – with an adjacent lively entry plaza framed by mixed-use buildings at the intersection of Railroad and Bliss avenues (Figure 4.2). The mixed-use development concept includes upper level residential units with rooftop gardens and recreational amenities and pedestrian-activated ground floor commercial uses catering to transit riders as well as restaurants and cafes that spill outdoors into the plaza.

Building design will further enhance the pedestrian experience with transparency of storefronts, well-articulated building facades, recessed entry vestibules and outdoor seating areas.

Figure 4.2 Photo Simulation of Railroad Avenue



Left: Existing photo of Railroad Avenue.

Below: Design concept for the transit plaza connecting Railroad Avenue and Bliss Avenue.



The welcoming transit plaza will draw visitors from transit facilities into the center of the sub-area along Bliss Avenue, the pedestrian-oriented retail and residential spine. The Bliss Avenue retail corridor will provide pedestrian-friendly mid-block connections to area destinations (Figure 4.3). The portion of Railroad Avenue within the Transit Village (from State Route 4 to Leland Road) would consist primarily of commercial development, with mixed-use infill encouraged through a density bonus incentive. Diversified uses support day and evening activity and promote “eyes on the street” along Bliss Avenue and throughout the Transit Village.

Figure 4.3 Photo Simulation of Bliss Avenue



Left: Existing photo of Bliss Avenue.

Below: Design concept for Bliss Avenue with pedestrian friendly streetscape, mid-block pedestrian crossings, and mixed-use buildings.



A photo simulation of the northeastern corner of the Leland Road and Railroad Avenue intersection (Figure 4.4) illustrates the potential build out of the southwestern portion of the Transit Village. Railroad Avenue will continue to be primarily automobile oriented while facilitating pedestrian and bicycle access through intensification of development, encouragement of residential uses above ground floor commercial uses, inviting and attractive storefronts, street level activity such as outdoor dining, and the location of parking on the sides and at the rear of the buildings. Other pedestrian improvements include widening and improvement of sidewalks and crosswalks, increased landscaping, street furniture and improvement of the green belt that runs from the Delta de Anza trail to State Route 4 along the western side of Railroad Avenue with the installation of a multi-use pathway.

Figure 4.4 Photo Simulation of Leland Avenue



Left: Existing photo of Leland Avenue.

Below: Design concept for Leland Avenue with pedestrian friendly streetscape, mixed-use buildings, improved landscaping, ground floor transparency and outdoor dining.

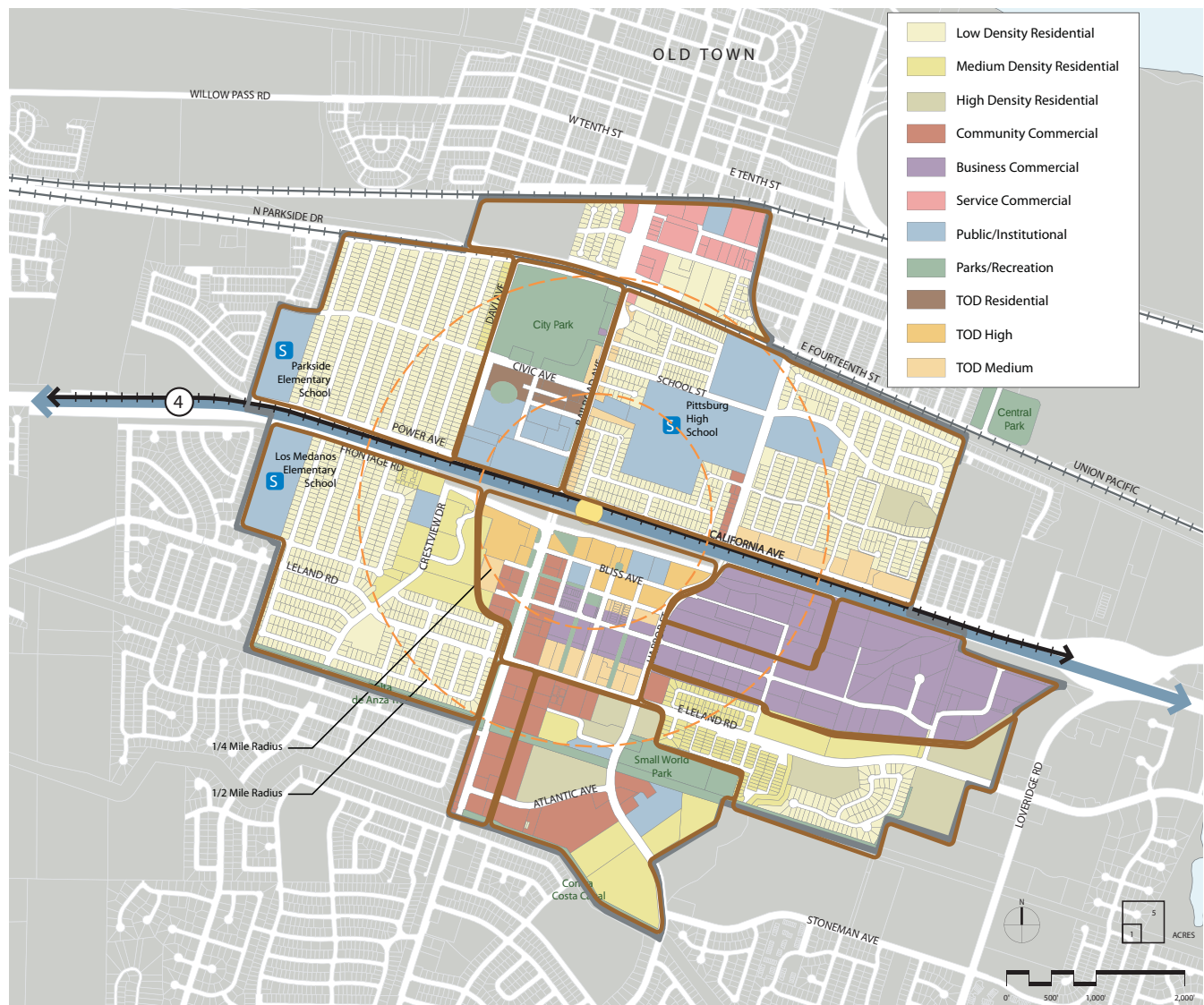


4.4 DEVELOPMENT STANDARDS

The following design and development standards are organized by land use classification, and are intended to ensure that the sub-areas immediately surrounding the future eBART Station are developed as a desirable place to live, work, shop or visit. Land use classifications are illustrated throughout the Specific Plan Area in the land use plan below.

Allowable FAR relates to the commercial development on the site and maximum density is related to residential development on the site. In the case of mixed use development, the maximum potential development is calculated according to the maximum

Figure 4.5 Land Use Plan with Sub-area Boundaries



allowable FAR (for commercial development) and range of allowable density (for residential development) based on gross acreage of the site.

This chapter provides land use, design and development standards for the following land use classifications:

- Transit Oriented Development (TOD) - High
- Transit Oriented Development (TOD) - Medium
- Transit Oriented Development (TOD) - Residential
- Community Commercial - Applicable to properties located within the Transit Village, Railroad Avenue Retail Corridor, and High School Village sub-areas.
- Business Commercial - Applicable to properties located within the Transit Village and Industrial/Mixed Use Center sub-areas.

For each of the above land use classifications, standards are described by:

- Allowable Uses;
- Development Intensity Range Requirements;
- Height Requirements;
- Setback Requirements;
- Parking Requirements;
- Landscaping Requirements; and
- Architectural Form and Character Guidelines.

The property development standards and allowable uses for properties designated Community Commercial and Business Commercial that are not located within one of the sub-areas specified above shall follow the General Plan and applicable base district zoning standards set forth in Title 18 of the Pittsburgh Municipal Code (PMC). In addition, standards for the Single Family Residential, Medium Density Residential, High Density Residential, Service Commercial and Public/Institutional land use designations shall be the same as those specified for the base land use designations in the General Plan and applicable base zoning districts set forth in Title 18 of the PMC unless specified differently in the Specific Plan.

TRANSIT ORIENTED DEVELOPMENT HIGH (TOD-HIGH)

Uses

Allowable land uses in this district are the same as those of the M (Mixed Use) District as specified in Title 18 of the PMC.

Development Intensity Range Requirements

- Allowable residential density shall be no less than 30 dwelling units per acre and no more than 65 dwelling units per acre with a 25% density bonus for the residential portion of a development within one-quarter-mile of the potential eBART station.
- Allowable FAR shall be no less than 0.25 and no more than 1.0 for commercial uses.

Height Requirements

- Building heights shall be no less than 25 feet and no more than 65 feet.
- The first-floor of commercial structures shall be at least 15 feet in height.
- New buildings shall have no fewer than three stories.

Setback Requirements

- Ground-floor commercial uses shall be built to the public right-of-way. Allow front yard setbacks up to 15 feet for any portion of a building that includes a dining patio, elevated porch entry or other enhancement that requires a setback.
- Rear and side setbacks shall comply with residential standards when development is located adjacent to residential development. Waive side and rear setbacks requirements in all other cases.

Parking Requirements

- Allow up to a maximum of one parking space for every 333 square feet of commercial space.
- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit.
- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle



Hardscaped open spaces provide areas to create seating and other pedestrian features.



Upper-story setbacks mask a building's height and massing at the street level.

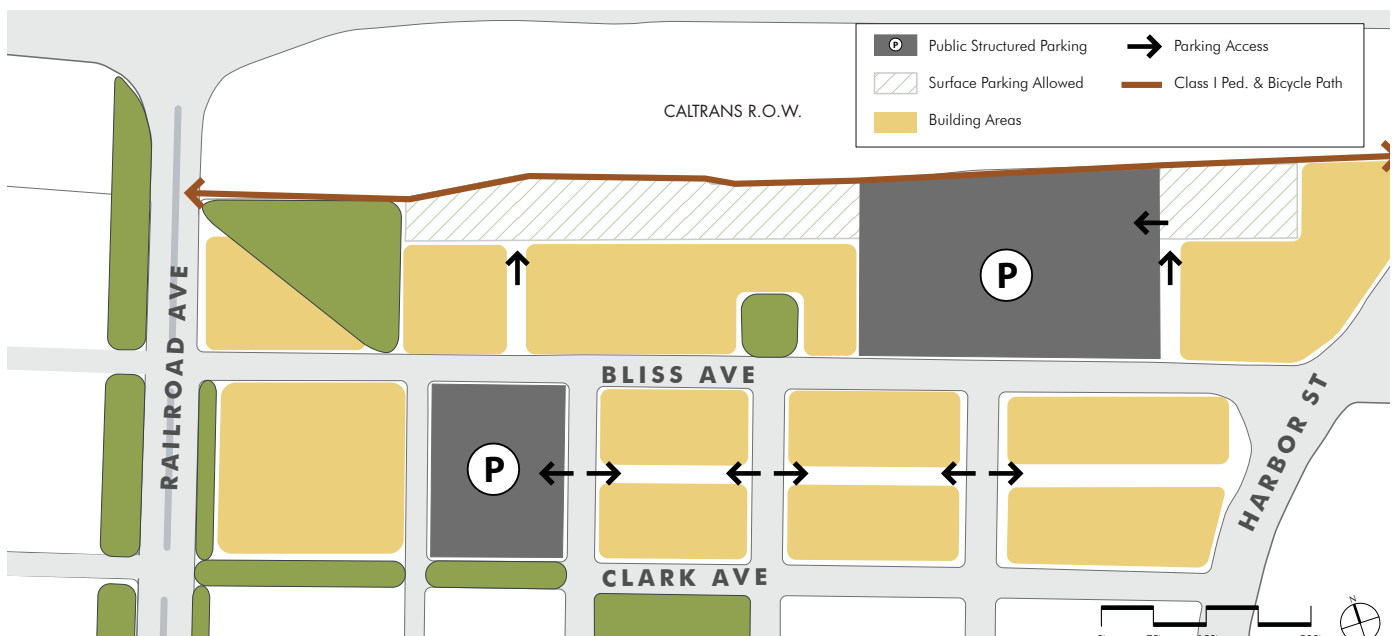


Structured parking tucked behind upper floor housing and with ground-level retail helps provide enough shared spaces for a large district.

parking facilities located on the street, and within public parking garages, to fulfill a portion of this requirement.

- Allow reductions in residential parking requirements for senior housing and affordable housing developments at the discretion of the Planning Commission/City Council.
- Allow adjacent on-street parking to fulfill on-site parking requirements for the commercial component of the development where on-street parking is permitted.
- Accommodate on-site commercial parking requirement in nearby public parking lots or structures, where feasible.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the rear of the property and provide access to parking areas through alleys and driveways (as shown conceptually in Figure 4.6).
- Residential garages shall front onto alleyways or side streets.
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.

Figure 4.6 Conceptual Circulation and Parking



Landscaping Requirements

- Require 10% of the total project area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space to promote a sense of ownership.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.



Landscaped and hardscaped plaza areas provide recreational opportunities in an urban setting.



Upper-floor stepbacks create opportunities for balconies.

TRANSIT ORIENTED DEVELOPMENT MEDIUM (TOD-M)

Uses

Allowable land uses in this district are the same as those of the M (Mixed Use) District as specified in Title 18 of the PMC.

Development Intensity Range Requirements

- Allowable residential density shall be no less than 15 dwelling units per acre and no more than 30 dwelling units per acre with a 25% density bonus for the residential portion of a development within one-quarter-mile of the potential eBART station.
- Allow up to 1.0 FAR for commercial and retail uses.
- In the High School Village sub-area, there is not a minimum residential development component, and commercial development is permitted at a maximum 1.0 FAR.

Height Requirements

- Building heights shall be no less than 25 feet and no more than 40 feet.
- The first-floor of commercial structures shall be at least 15 feet in height.
- New buildings shall have no fewer than two stories.

Setback Requirements

- Ground-floor commercial uses shall be built to the public right-of-way with no setback. Allow front yard setbacks up to 15 feet for any portion of a building that includes a dining patio, elevated porch entry or other enhancement that requires a setback.
- Rear and side setbacks shall comply with residential standards when development is located adjacent to residential development. Waive side and rear setbacks requirements in all other cases.

Parking Requirements

- Allow up to a maximum of one parking space for every 333 square feet of commercial space.
- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit.

- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle parking facilities located on the street, and in parking garages, to fulfill a portion of the requirement.
- Allow reductions in residential parking requirements for senior housing and affordable housing developments at the discretion of the Planning Commission/City Council.
- Allow adjacent on-street parking to fulfill on-site parking requirements for the retail component of the building where on-street parking is permitted.
- Accommodate on-site commercial parking requirements in nearby public parking lots or structures, where feasible.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the rear of the property and provide access to parking areas through alleys and driveways (as shown conceptually in Figure 4.6).
- Residential garages shall front onto alleyways or side streets.
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.



Setbacks provide room for tables along the sidewalk.



Alley-loaded garage doors are an alternative to garages that front on the public right-of-way.

Landscaping Requirements

- Require 10% of the total project area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space to promote a sense of ownership.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.



Shared open spaces between buildings break up building forms and provide recreation opportunities.

TRANSIT ORIENTED DEVELOPMENT RESIDENTIAL (TOD-R)

Uses

Allowable uses in this district include multi-family apartments, condominiums, row houses, townhouses, court homes, and cluster housing. Commercial uses in this district shall be permitted only on parcels with frontage on a major arterial street, and uses shall be the same as those of the CN (Neighborhood Commercial) District as specified in Title 18 of the PMC.

Development Intensity Range Requirements

- Allowable residential density shall be no less than 20 dwelling units per acre and no more than 50 dwelling units per acre.
- Allow up to 0.25 FAR for commercial and retail uses fronting a major arterial.

Height Requirements

- Building heights shall be no less than 25 feet and no more than 45 feet.
- The first-floor of commercial structures shall be at least 15 feet in height.

Setback Requirements

- There shall be a front setback between zero and 15 feet.
- There shall be a side setback between zero and five feet.
- There shall be a rear setback between zero and 10 feet.
- More than two units in a row are prohibited from having the same front yard setback.
- Storage sheds, carports and any other ancillary structures shall not be placed in front of the main structure on the site.
- Upper story balconies are permitted to protrude four feet to six feet from the building edge. However, an encroachment permit is required if the building element protrudes beyond the property lines.

Parking Requirements

- Allow up to a maximum of one parking space for every 333 square feet of commercial space.



Porches and stoops bring residential development to the property line and create a strong street edge.



Upper-story balconies may also protrude from the building edge.

- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit.
- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle parking facilities located on the street to fulfill a portion of the requirement.
- Residential garages shall front onto alleyways or side streets.
- Allow reductions in residential parking requirements for senior housing and affordable housing developments at the discretion of the Planning Commission/City Council.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the rear of the property and provide access to parking areas through alleys and driveways (as shown conceptually in Figure 4.6 above).
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.

Landscaping Requirements

- Require 10% of the total lot area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space to promote a sense of ownership.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys where feasible.

BUSINESS COMMERCIAL

Uses

For properties located within the Transit Village and Industrial/Mixed Use Center sub-areas, permitted land uses shall be the same as those of the IP (Industrial Park) District as specified in Title 18 of the PMC. Additionally, commercial uses are permitted in this land use classification within the Transit Village and Industrial/Mixed Use Center sub-areas. Permitted commercial land uses within these sub-areas shall be the same as those of the CC (Community Commercial) District as specified in Title 18 of the PMC. Live-work residential uses are permitted above or adjacent to ground floor commercial or light industrial uses on the same site.

Development Intensity Range Requirements

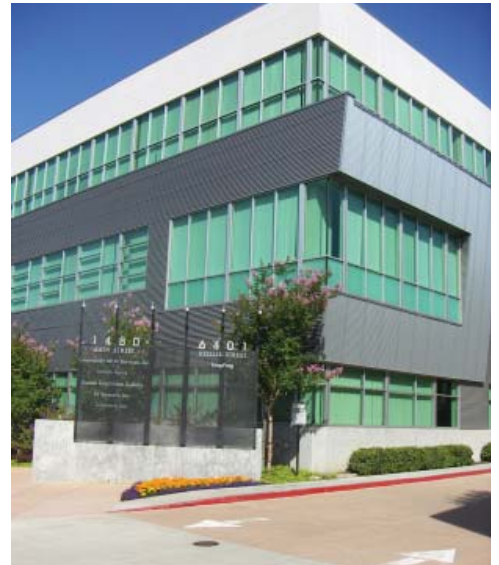
- Allow up to 1.0 FAR for light industrial, commercial and retail uses.
- Allow an additional 0.25 FAR for multi-family residential uses above or adjacent to commercial uses on the same site provided that the residential floor area comprises no less than 25 percent and no more than 75 percent of the total square footage of the development.

Height Requirements

- Allow a maximum height of 50 feet.

Setback Requirements

- There shall be a minimum front setback of zero to 10 feet.
- There shall be a minimum side and rear setback of zero to 10 feet.
- Rear and side setbacks shall comply with residential standards when development is located adjacent to residential development.



A driveway next to this office building leads to a parking lot behind the structure.

Parking Requirements

- Within the Los Medanos Industrial Center sub-area, the parking standards shall be the same as those specified in Chapter 18.78, Off-Street Parking and Loading, set forth in the PMC. Otherwise, a maximum of one parking space per 500 square feet of industrial square footage is permitted.
- Allow up to a maximum of one parking space for every 333 square feet of gross commercial development
- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit; however, allow reductions in residential parking requirements for senior housing and affordable housing developments at the discretion of the Planning Commission/City Council.
- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle parking facilities located on the street to fulfill a portion of the requirement.
- Allow adjacent on-street parking to fulfill on-site parking requirements for the retail component of the building where on-street parking is permitted.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the side and rear of the main building on the site.
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.

Landscaping Requirements

- Require 15% of the total project area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- In calculating the total site landscaping percentage, outdoor active and passive recreational amenities shall qualify as landscaping when provided on-site and privately maintained. Credits shall be given in accordance with the standards set forth in PMC section 18.54, Industrial Districts.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys.



Permeable pavers in parking lots and other areas help improve drainage and can be an attractive screen for spaces.



By siting buildings near the street, commercial uses can attract pedestrians while still serving auto traffic.

COMMUNITY COMMERCIAL

Uses

Allowable land uses in this district are the same as those of the CC (Community Commercial) District as specified in Title 18 of the PMC. However, allowable uses and development standards for properties located along the west side of Harbor Street between California Avenue and Army Street are the same as those of the CO (Office Commercial) District as specified in Title 18 of the PMC.

Development Intensity Range Requirements

- Allow up to 2.0 FAR for commercial projects along Railroad Avenue between State Route 4 and Leland Road.
- Allow up to 1.0 FAR for mixed use projects located on Railroad Avenue between State Route 4 and Leland Road, and an additional 25 dwelling units per acre for the residential portion of the development. Residential uses are permitted above or adjacent to ground floor commercial uses on the same site
- All other properties under the Community Commercial land use classification shall have a maximum FAR in accordance with the Pittsburg Municipal Code unless otherwise specified in the Specific Plan. Also in accordance with the Pittsburg Municipal Code, allow an additional 0.25 FAR for multi-family residential uses above or adjacent to commercial uses on the same site provided that the residential floor area comprises no less than 25 percent and no more than 75 percent of the total square footage of the development.

Height Requirements

- Allow a maximum height of 60 feet.

Setback Requirements

- There shall be a front setback between zero and 15 feet.
- Rear and side setbacks shall comply with residential standards when development is located adjacent to residential development. There shall be a minimum side and rear setback between zero to 10 feet.

Parking Requirements

- Allow up to a maximum of one parking space for every 333 square feet of commercial space.
- Require a minimum of one and allow up to a maximum of 1.5 parking spaces for every residential unit; however, allow reductions in residential parking requirements for senior housing and affordable housing developments.
- Require a minimum of one bicycle parking space per 2,500 square feet of gross building area. Allow adjacent bicycle parking facilities located on the street and within public parking garages to fulfill a portion of this requirement.
- Reductions in residential parking requirements for senior housing and affordable housing developments may be permitted within the Transit Village sub-area at the discretion of the Planning Commission/City Council.
- Allow on-site commercial parking requirement to be fulfilled using shared parking in public parking lots or structures, where feasible.
- Private surface parking lots are prohibited in front of buildings. Locate on-site parking to the side and rear of the property and provide access to parking areas through alleys and driveways (as shown conceptually in Figure 4.6).
- Residential garages shall front onto alleyways or side streets rather than the public right-of-way.
- Parking space and facility design standards not specified in this chapter shall be subject to standards and requirements set forth in Title 18 of the PMC.

Landscaping Requirements

- Require 10% of the total project area to be landscaped. Landscaping may include decorative hardscape, plazas, rooftop gardens, water features, and public art installations.
- Use landscaping and other treatments such as low fences, porches, unique paving materials, low gates, or other defining elements to clearly delineate private open space.
- Use stamped, colored concrete or other decorative material to provide clearly-delineated pedestrian-friendly pathways throughout surface parking lots.
- Provide a minimum of one tree per every four parking spaces in surface parking lots.
- Locate parking lot trees and landscaping either in a center median between rows of parking stalls and/or in landscaped planters placed throughout the parking lot at every four parking stalls. Planters less than three feet wide, excluding curbs and walls, are prohibited.
- Incorporate permeable surfaces and pavers for parking lots, driveways and alleys if feasible.

4.5 ARCHITECTURAL AND SITE DESIGN CRITERIA

1. Maximize the number of units and building entries fronting the street.
2. Orient building and store entrances to the street with maximized storefront transparency through inclusion of windows, doors, or outdoor areas incorporated into the structure.
3. There shall be at least 70% transparency for ground level retail uses and a minimum of 60% transparency for ground level office uses.
4. Emphasize the primary entry of buildings (e.g. Entrance lobby) with special architectural elements.
5. All building facades, including parking garages, facing public rights-of-way shall engage the pedestrian through well-articulated building facades by incorporating elements such as cornices, lintels, sills, awnings, fenestration, varied materials and colors, columns and other architectural elements and features.
6. Residential buildings shall incorporate porches, stoops, and balconies to provide variation on all elevations.
7. Prohibit expanses of blank wall in excess of 10-feet along any portion of a building visible from public right-of-way or a parking facility. Where this is necessary due to interior layout of the building, the structure shall contain a mural, display, window box or other decorative element to break up the massing.
8. Use varied materials, forms and colors on buildings to provide visual interest to break up the massing of the structures and to provide visual interest to pedestrians.
9. Step back upper stories of buildings over three stories in height to mask building height and reduce massing on the street level.



Building entries can be articulated using porches and awnings.



Building entrances that are defined with architectural elements such as awnings make buildings more pedestrian friendly.



Decorative garage doors provide security without detracting from the aesthetic character of a building.

10. Articulate front facades with windows, both along the ground floor and upper residential floors. Carry all exterior materials including veneer, finishes or materials utilized on the front of the structure around to all sides of the buildings.
11. Incorporate outdoor stairs, railings, fences, gates, and other outdoor utilitarian elements that are decorative, painted or stained, composed of high quality materials, and architecturally compatible with the structure to which they are accessory.
12. Incorporate variations in building elements including roof silhouettes, fenestration patterns and colors in adjoining residential units.
13. In areas classified Business Commercial, encourage the use of steel and corrugated metal as an accent material to define lintels, create awnings and enhance roof form. Wood and stucco should be used sparingly within industrial areas.
14. All developments must provide a trash enclosure in accordance with Title 18 of the PMC. Shared trash enclosures are encouraged among adjacent uses provided that the enclosure is sized appropriately to handle the refuse and recycling needs of all uses.
15. Locate all utilities, utility boxes or equipment underground or on the roof and screened from view.
16. Parking garages shall be developed as mixed use structures with ground floor frontage along heavily utilized pedestrian pathways devoted to commercial uses.
17. Private developments in the Transit Village and Civic Center sub-areas shall include publicly accessible greenways, trails and paths for pedestrians and bicyclists in accordance with the land use and circulation plans set forth in the Specific Plan.
18. Public bicycle parking lockers shall be installed on the ground floor of parking garages at a ratio of one bicycle parking locker per 50 parking spaces.
19. Utilize ecologically conscious designs that include natural light, shade, and energy efficient materials.
20. Projects should include sustainable site and building design elements such as improved insulation, operable windows, energy efficient lighting and appliances, solar energy sources built into the development, natural ventilation and permeable paving materials.



Ground-level windows and doors and varied building materials and colors make industrial and office buildings more engaging.

21. The ground floor of live-work lofts shall not be used exclusively for storage of materials.
22. Residential developments located within 500 feet of a travel lane on State Route 4 shall have central heating, ventilation, and air conditioning (HVAC) systems with high efficiency filters. Air intake systems for the HVAC systems shall be located as far away from the roadway as possible and shall include an ongoing HVAC maintenance plan.
23. All residential projects must comply with development standards and amenities applicable to all multi-family residential and senior projects set forth in Chapter 18.52, Residential Districts, of the PMC unless otherwise specified within the Specific Plan.
24. All fences in the Transit Village, Civic Center, High School Village, Industrial/Mixed Use and Railroad Avenue Retail Corridor shall comply with the height standards for commercial and residential uses (where applicable) set forth in Chapter 18.84, Special Land Use Regulations Applicable to Specific Uses, in the PMC. Wrought iron and wood fencing is encouraged in these sub-areas. Chainlink fencing is permitted at the discretion of the City Planner, and must be vinyl clad in a dark color material with winged slats. Razor wire and barbed wire are not permitted within any of these sub-areas.
25. All accessory structures and accessory dwelling units must comply with applicable standards set forth in Title 18 of the PMC.
26. Greenways, trails, and paths for pedestrians and bicyclists that are incorporated into site design and development shall not be fenced, gated or hidden by the wall of a building in such a manner to eliminate the visual connection from the street, public right-of-way, and/or buildings and the greenway, trail and/or path. Structures adjacent to greenways, trails and/or paths shall incorporate balconies and windows to overlook the paths, and all effort shall be made to allow visual connections through and along the paths.



A corner tower is a vertical element that emphasizes the main building entry.



5

community resources



Community facilities, services and resources relate to parks, open spaces, and recreational and public facilities that serve residents, visitors, employees, and students within the greater Pittsburg community. Access to quality public outdoor spaces and community facilities will enhance the overall quality of life in the City and make the Specific Plan Area more attractive to potential residents, employers, and developers. This chapter also addresses the existence and conservation of natural resources in the Specific Plan Area.

There are a number of significant opportunities to provide public areas for gathering, socializing and recreating within the context of the transit development and surrounding neighborhoods. The Community Facilities and Services chapter presents goals and policies related to community facilities and services. It is followed by a set of specific proposed improvements. These recommendations aim to expand open space and facilities resources in the area, make improvements to existing park and facilities, and provide an enjoyable transit experience for riders. This chapter is organized into the following sections:

- 5.1 Community Resources Goals;
- 5.2 Community Resources Policies;
- 5.3 Community Resources Improvements; and
- 5.4 Natural Resources.

5.1 COMMUNITY RESOURCES GOALS

The design concept for the Specific Plan Area features mini parks, plazas, neighborhood and city parks, playing fields, school grounds and community facilities. These features and elements are all within comfortable walking distance of transit, civic uses, nearby employers and surrounding residential neighborhoods. These open space and community resources would be linked via a network of dedicated pedestrian greenways, trails and pedestrian-friendly corridors.

Integrating public spaces and facilities for recreation and respite into the urban fabric will significantly enhance the quality of life in the Specific Plan Area. The following goals help to accomplish this vision and support the planning principles described in Chapter 1: Introduction.

Community Resources Goals

- SP5-G-1 Provide a range of parks, open spaces and public facilities in the Specific Plan Area to meet the diverse needs of residents, employees, students and visitors.
- SP5-G-2 Design and install facilities specifically oriented towards meeting the needs of area youth.
- SP5-G-3 Provide direct access and convenient bus service to the Transit Village.
- SP5-G-4 Ensure that natural resources are identified and enhanced by the new development to provide for additional community amenities within the Specific Plan Area.

5.2 COMMUNITY RESOURCES POLICIES

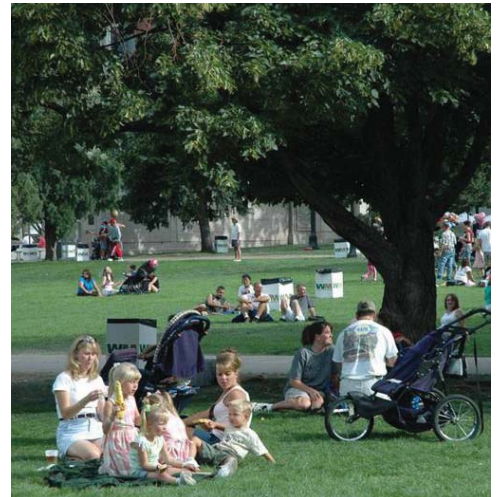
Facilities should be provided to accommodate a range of activities, such as social events, seminars, neighborhood meetings, educational events and recreation. The improvement concept upgrades and strategically relocates the Pittsburg Library into the Civic Center sub-area's new Civic Tower. The existing Teen Center (currently located at the intersection of Railroad and Power avenues) would be relocated into City Park.

Providing a healthy framework of open space in the area relies on incorporating parks, plazas, and dedicated greenways into new development design. Requiring the development of additional private open and recreational spaces throughout the Specific Plan Area will also enhance the community's health and well-being. Implementation of the City's and the Specific Plan's landscaping requirements and the City's park and recreation ordinance are the primary mechanisms for providing open space through new development projects.

A key strategy for providing additional community open space and recreational facilities in the project area involves partnering with Pittsburg Unified School District for the joint-use of existing facilities. Joint-use agreements could provide for shared access to recreational and/or facility space, and could include cooperative expansions/renovation projects and shared maintenance agreements with the City. Working together, the City and School District can develop and maintain upgrades for the benefit of the entire community that each may not be able to provide individually. The three possible sites where shared recreational spaces might be located in the project area include: Parkside Elementary School, Los Medanos Elementary School and Pittsburg High School.



Decorative benches are public amenities that add character to an area.



Inviting open spaces are valuable amenities for families and other residents and visitors.

The Specific Plan policies add detail to the goals and provide the foundation for the specific improvements that follow.

Community Resources Policies

- SP5-P-1.1 Integrate high quality public facilities – such as public meeting places, a teen center and an upgraded library – into the area that support the needs of visitors, workers, students and residents.
- SP5-P-1.2 Require new development to provide land or funding to help create a strong network of parks, plazas and pathways.
- SP5-P-1.3 Encourage the development of day care and child care centers as part of new development.
- SP5-P-2.1 Work with the Pittsburg Unified School District to identify opportunities for joint facility use and cooperative facility planning.
- SP5-P-3.1 Create a dedicated bus-only street and lanes with access in both directions in the Transit Village sub-area.
- SP5-P-3.1 Install street furniture that improves the transit rider's experience, including bus shelters, seats, and informational signage.
- SP5-P-3.2 Provide uniform pedestrian-scale lighting along all streets in the Transit Village and Civic Center sub-areas.
- SP5-P-4.1 All residential development located within 100 feet of Highway 4 shall incorporate site and building specific measures such as triple paned windows and internal ventilation systems to reduce exposure of residents to toxic air quality impacts.

5.3 COMMUNITY RESOURCES IMPROVEMENTS

Community resources address the “public realm” of the Specific Plan Area, referring to street rights-of-way and other publicly owned spaces, such as greenways, trails, parks and plazas. The existing public realm in the Specific Plan Area is currently characterized by auto-oriented spaces with limited pedestrian facilities. Recommended improvements focus on improving street rights-of-way, activating existing public spaces, and acquiring additional space for greenways, parks and plazas. Specifically, the concept aims to reclaim the existing auto-oriented public realm for the pedestrian and transit-user, and create an expanded network of streets, parks, transit plazas, entry plazas, pedestrian-friendly walkways and mid-block pathways. These public spaces should encourage residents and visitors to socialize, recreate and walk between the eBART Station and key neighborhood destinations. This section presents guidelines and standards relevant to:

- Public Facilities and Services;
- Parks and Plazas; and
- Transit Amenities.

5.3.1 Facilities and Services

The improvements described in this section will enhance the resources available to residents and other users of local services.

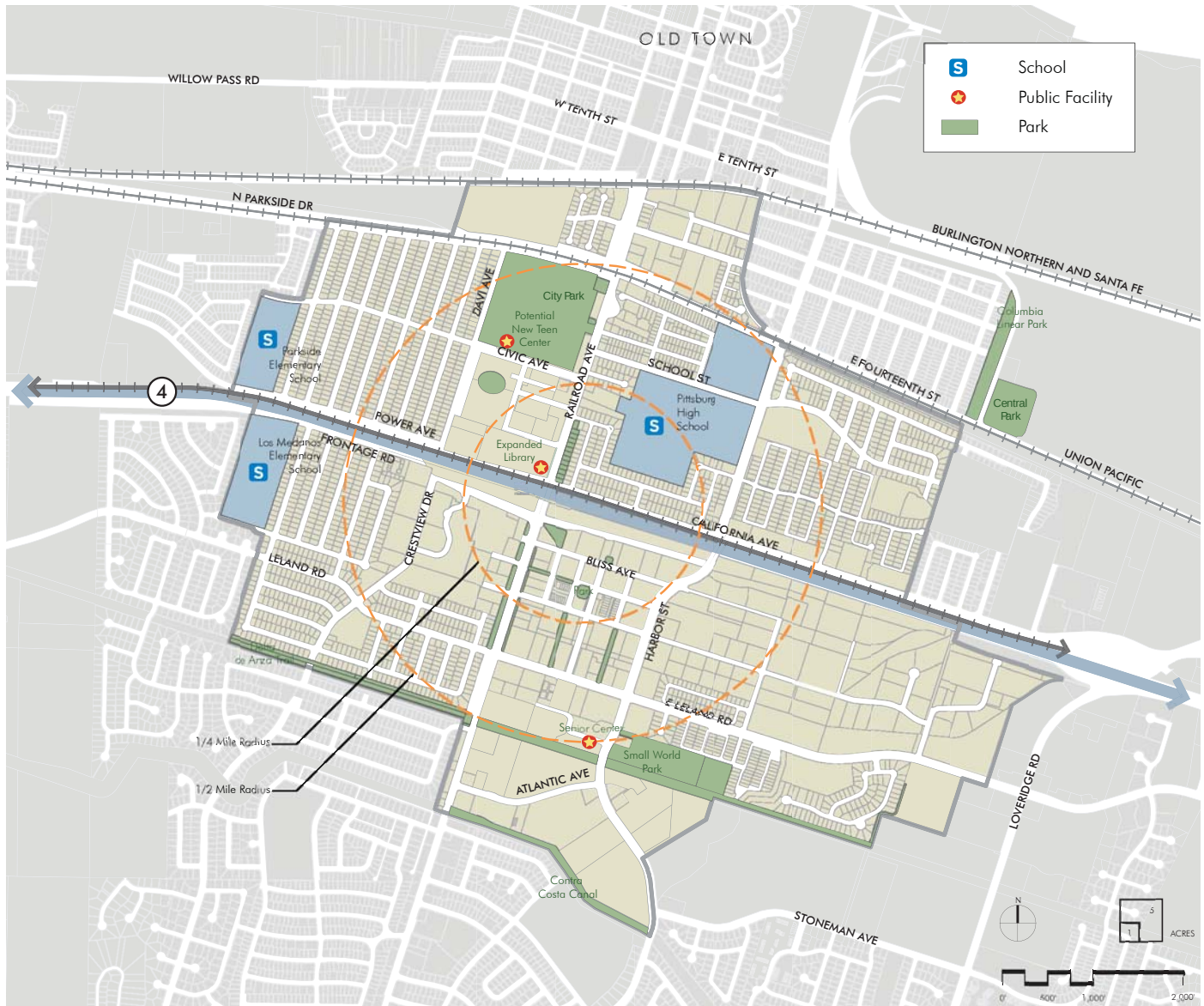
- Develop and expand library services and public meeting/classrooms in the City of Pittsburgh by including space for a new library facility in the proposed Civic Tower development at the corner of Railroad Avenue and Center Drive.



Seating and social spaces should be part of the public realm.

- Relocate the Teen Center from Railroad and Power Avenues to a new facility at City Park or other appropriate location.
- Continue to provide resources for and operate the Senior Center in its current location.
- Coordinate with Pittsburg Unified School District to use fields and other school facilities at Parkside Elementary School, Los Medanos Elementary School, and Pittsburg High School as amenities available to the entire community during school off-hours.

Figure 5.1 Enhanced Community Facilities



5.3.2 Parks and Plazas

The design recommendations described in this section will help define an integrated system of open spaces that are attractive, engaging and accessible. Key improvements include:

- A large plaza near the intersection of Railroad and Bliss Avenues;
- A secondary plaza on the north side of Bliss Avenue, midway between Railroad Avenue and Harbor Street with a connection to the multi-use path that runs parallel to Highway 4;
- A 1.5-acre neighborhood park between Bliss and Garcia Avenues, with potential program elements such as a basketball court, benches and tables, interactive water features, and both hardscape and landscape;
- Two greenways that run north to south from Garcia Avenue to East Leland Road that provide Transit Village residents with pedestrian-friendly connections to commercial businesses along East Leland Road;
- A 12-foot-wide multi-use pathway along the north side of Highway 4 from Davi Avenue to Railroad Avenue;
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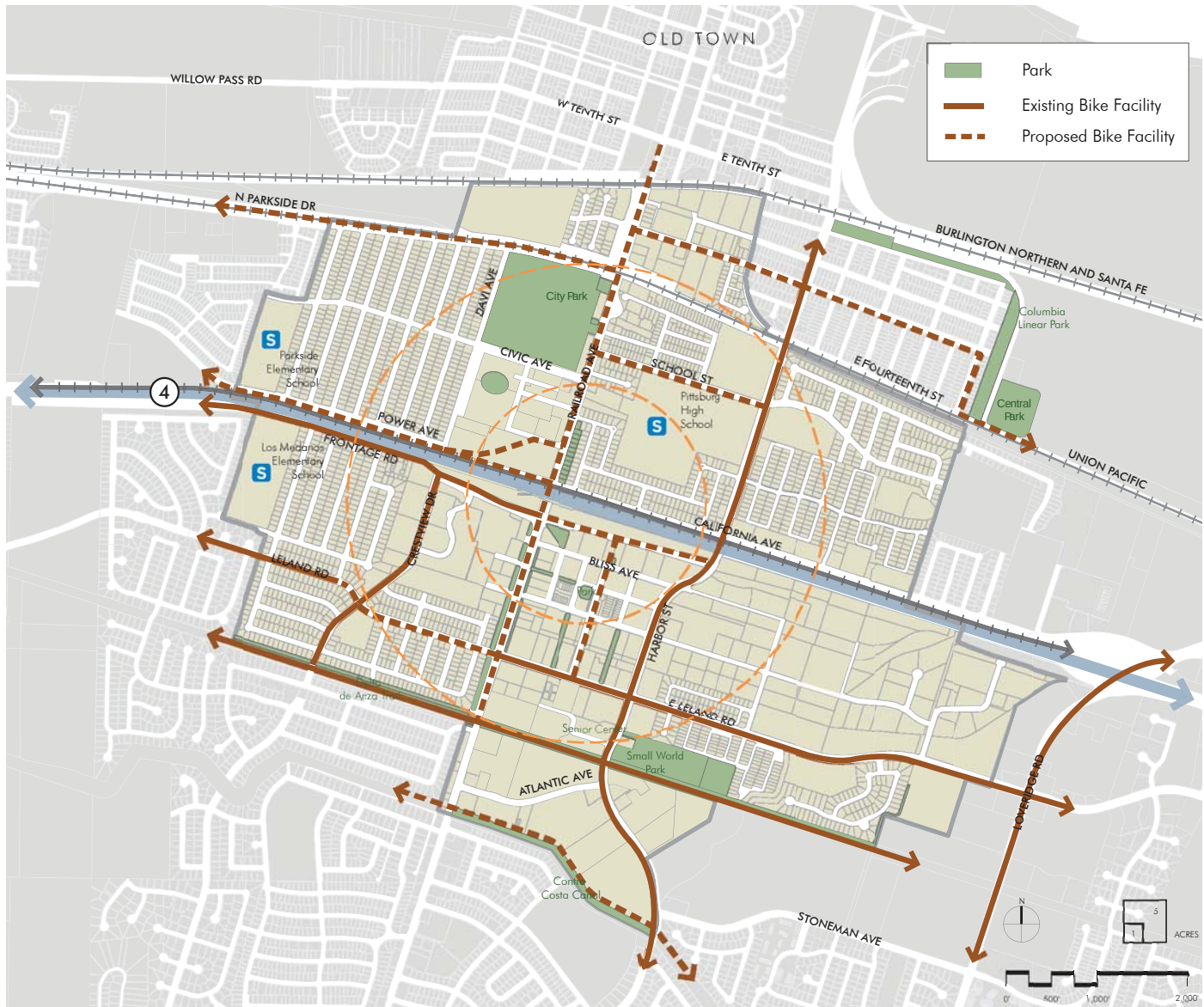
Greenways are envisioned within the Specific Plan Area, as shown in the Urban Concept Illustrative.



This greenway in Emeryville, CA is an example of a linear park that may be appropriate in the Specific Plan Area.

- A 12-foot-wide multi-use pathway along the south side of Highway 4 between Railroad Avenue and Harbor Street.
- A 12-foot-wide multi-use pathway within the existing greenbelt along the west side of Railroad Avenue between Highway 4 and the Delta De Anza Trail; and
- An east-west greenway from Clara Avenue that provides pedestrian-friendly connections for Transit Village Residents to commercial services along Railroad Avenue.

Figure 5.2 Open Space Network



5.3.3 Transit Amenities

In addition to the technical improvements outlined in Chapter 6: Circulation and Transportation, improvements in the following areas would help make the transit experience pleasant and easy to use:

- Bus Access;
- Public Art;
- Gateways and Wayfinding; and
- Lighting and Street Furniture.

Bus Access

In addition to the multi-use street network described in Chapter 6: Transportation and Circulation, a north-south bus-only driveway between Garcia Avenue and Bliss Avenue would facilitate passenger pick-up and drop-off without requiring buses to idle on any of the public streets in the Transit Village sub-area (Figure 6.10). The 80 to 90-foot wide right-of-way, depending on the bus parking configuration, would accommodate two-way bus lanes, extra-wide sidewalks for passenger circulation, queuing, bus shelters, wayfinding signage and schedule information.



Wayfinding signs can incorporate public art to be both informative and decorative.

Public Art

With the potential creation of a major transit station and exciting urban node, a wide range of opportunities will exist for public art. For maximum visibility and exposure, public art could be located in plazas and parks and along sidewalks. It could also be incorporated into the potential eBART Station. To help the investment last over time in a cost effective manner, public art should be constructed with materials that are durable, long lasting, and require minimal maintenance. To help emphasize the sense of place in the Specific Plan Area, public art could draw upon the City's past and present character, including elements that refer to the area's industrial past, the hillside, or the proximity to San Francisco Bay and the Delta.

Incorporation of public art will be encouraged with new public and private development and implemented through project approval.

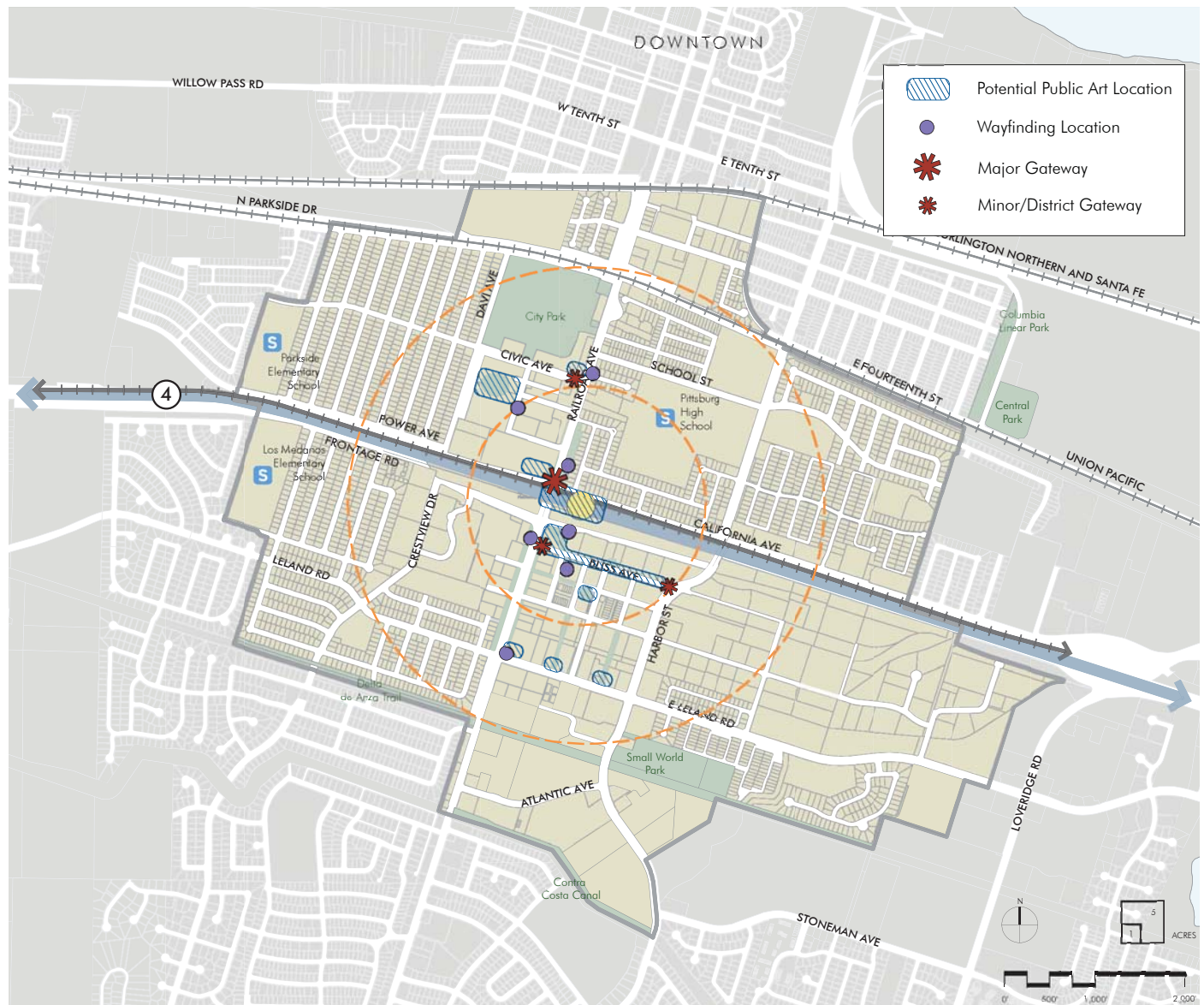
Gateways and Wayfinding

Signs, lighting, and landscaping would be utilized for a gateway feature along Railroad Avenue just north of Highway 4. Public signage would be used to announce entry into the Transit Village by placing gateway features at Bliss Avenue and Railroad Avenue and at a prominent southern entry point along East Leland Road.

Public signage would be employed for vehicular, pedestrian and bicyclist way-finding to the transit station and nearby destinations, such as Old Town Pittsburg and City Hall. All public signage must have coordinated colors, shapes and graphical elements.

Implementation of these elements would be encouraged with new development of public and private properties and implemented through project approval.

Figure 5.3 Public Art, Gateways and Wayfinding

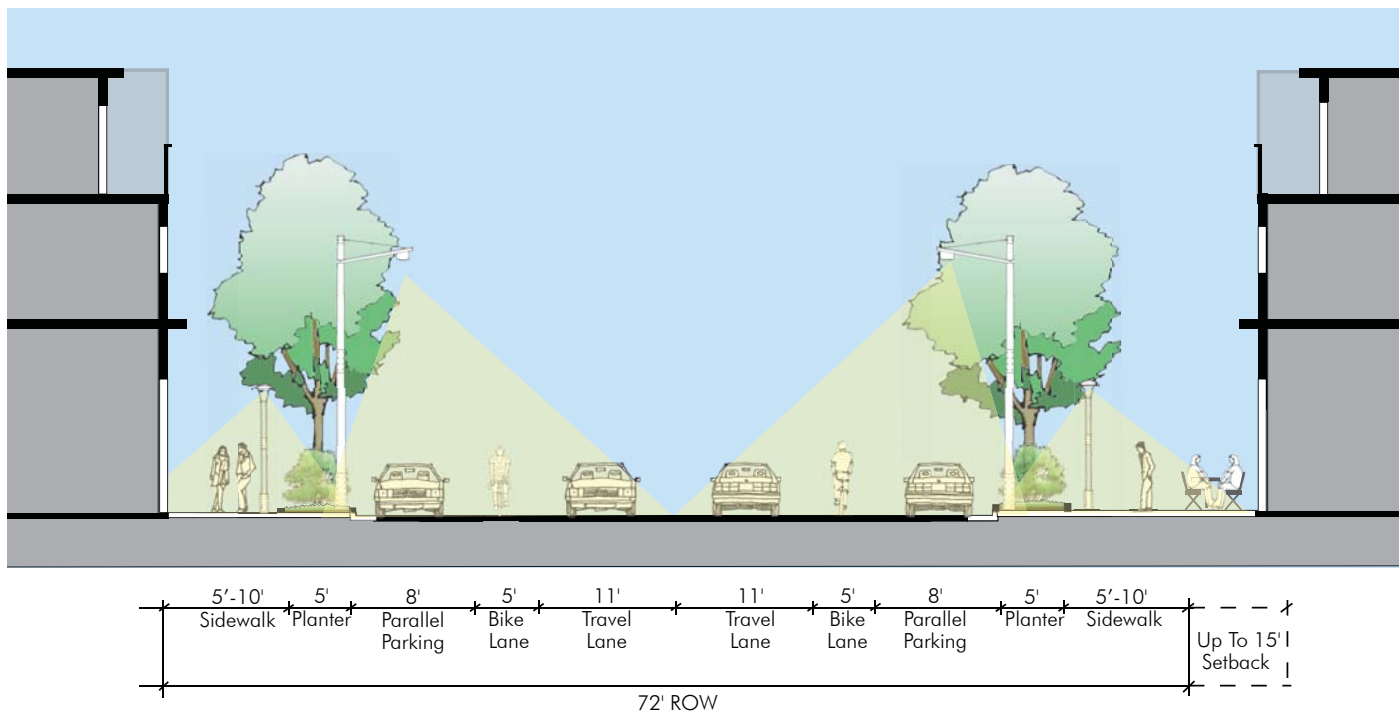


Lighting and Street Furniture

Pedestrian-scaled streetlights required as part of new private and public development would be required to be at a lower height (approximately 12 feet) than motorist-oriented lighting. For maximum visibility and safety, lamp posts should be closely spaced and use full spectrum bulbs.

- Provide pedestrian-scaled street lighting in addition to motorist-oriented lighting in the Specific Plan Area along Railroad Avenue, East Leland Road, Harbor Street and other collectors and arterials as appropriate.
- Provide pedestrian-scaled lights on all streets in the Transit Village and Civic Center sub-areas and pedestrian paths, such as the linear parks between Garcia Avenue and East Leland Road, to improve safety and comfort.

Figure 5.4 Typical Street Lighting



Other pedestrian-friendly streetscape amenities that the plan recommends include seating, trash cans and bus shelters along major pedestrian corridors. To help encourage bicycle use, racks and lockers should be provided at the transit station plaza and bus transfer center. Installation of the bicycle racks shall be required by private developers through project approval and by public entities as appropriate.

Bicycle racks should also be placed intermittently along designated bicycle routes in the Specific Plan Area and throughout the City. Both bicycle racks and bus shelters can provide opportunities for artistic installations, serving as community icons as well as functional pieces of street furniture.



Streetscape amenities can include decorative trash cans in the public right-of-way.

5.4 NATURAL RESOURCES

This section describes the Specific Plan Area's environmental and geological setting as well as the potential impacts that could occur within the area as a result of the proposed increase in intensity and density of development around the proposed eBART station.

All General Plan goals and policies related to Natural Resources are incorporated herein and are consistent with the intent of the Specific Plan. Inclusion of General Plan goals and policies will address issues related to drainage and erosion control and protection of natural resources within the Specific Plan Area; however, the issues of Air Quality and Biological Resources are discussed in further detail below.

5.4.1 Air Quality

Increases in intensity and density of uses and improved pedestrian, bicycle, and other linkages will likely benefit the region through reduced traffic and automobile emissions impacts. However, there could be local air quality impacts in that the proposed eBART station and surrounding development will draw more cars and buses to the Specific Plan Area than currently visit the area.

In addition, the land use plan locates residential uses adjacent to Highway 4, which could result in health impacts for future residents. In order to ensure that the new developments are safe and inviting places to live and work, the Specific Plan does contain a policy that all residential development addresses potential health impacts as a result of proximity to the Highway and to incorporate site and building specific elements such as triple paned windows, internal ventilation systems and building orientation among other strategies as determined on a project by project basis.

5.4.2 Biological Resources

The area is primarily urban in nature with non-native landscaping comprising much of the vegetative cover; however, Kirker Creek passes through the southeast corner of the Specific Plan Area providing riparian woodland vegetation. Use of these vegetation communities as habitat by local wildlife populations is limited due to the fragmented nature of available habitat within the Specific Plan Area.

Where possible, development within the Specific Plan Area is encouraged to protect, restore and retain riparian characteristics in the design of new development where appropriate in order to enhance the local resource and provide additional community amenities.



SF / SFO AIRPORT
MILLBRAE
3 CAR TRAIN

STATION
STOP

bART



6

transportation and circulation



The Transportation and Circulation chapter presents goals and policies related to the movement of automobiles, transit, pedestrians and bicycles. It also includes a series of specific improvements to support a seamless multi-modal circulation network in the Specific Plan Area.

At the crossroads of regional and local transit connections, the Specific Plan Area's success is intrinsically tied to its transportation and circulation improvements. The transportation and circulation system is designed to improve the existing roadway system and provide additional access to serve the residential, commercial, and public uses within the Specific Plan Area. This integrated network will facilitate transit, pedestrian and bicycle modes with the goal of reducing individual vehicle miles traveled. Additionally, the circulation system links the potential eBART Station, the Specific Plan Area, and the entire City of Pittsburg by enhancing key roadways, transit connections, bicycle facilities and greenway networks. The remainder of the Transportation and Circulation chapter is organized into the following sections:

- 6.1 Transportation and Circulation Goals;
- 6.2 Transportation and Circulation Policies; and
- 6.3 Transportation and Circulation Improvements.

6.1 TRANSPORTATION AND CIRCULATION GOALS

The Specific Plan Area is envisioned as a place that connects the City and greater region via a safe, efficient and accessible transportation network. The following goals help accomplish this vision and the planning principles described in Chapter 1 of this document.

Improvements to the Specific Plan Area will create a network of safe and accessible transportation connections, linking the Transit Village to the surrounding sub-areas and greater region. Key strategies include: aligning new roads to accommodate efficient automobile, bus, bicycle and pedestrian routes; providing convenient vehicular access to parking facilities and local destinations, particularly within the Transit Village and Civic Center sub-areas; facilitating ease of access to the greater region via eBART and State Route 4; designating truck routes to circumvent major pedestrian corridors; and focusing retail activity around transit facilities.

Transportation and Circulation Goals

- 6-G-1 Make the Specific Plan Area a walkable center at the crossroads of the Pittsburg community.
- 6-G-2 Reduce vehicle miles traveled by strengthening multi-modal connections in and around the Specific Plan Area.
- 6-G-3 Improve all transit connections from the Specific Plan Area outward to the City, the Pittsburg/Bay Point BART station and the region.

6.2 TRANSPORTATION AND CIRCULATION POLICIES

Collectively, the policies below articulate a vision for a safe and efficient transit crossroads that embraces all types of mobility with the ultimate goal of reducing vehicle miles traveled.

Transportation and Circulation Policies

- 6-P-1 Encourage walking, bicycling and other non-motorized modes of transportation by providing clearly defined, generous, safe and enjoyable routes for pedestrians and cyclists.
- 6-P-2 Create a program of wayfinding signage for common destinations throughout the City and Specific Plan Area.
- 6-P-3 Provide wide sidewalks (a minimum of six-feet wide in residential areas and ten feet in commercial areas) to enhance the pedestrian experience.
- 6-P-4 Discourage local automobile traffic from performing short trips.
- 6-P-5 Minimize the perception of walking distances between key destinations by mixing uses and providing streetscape amenities.
- 6-P-6 Create dedicated mid-block greenway connections throughout the Transit Village and into the Civic Center sub-areas.
- 6-P-7 Design the public realm and rights-of-way for universal design and Americans with Disabilities Act (ADA) compliance to meet or exceed guidelines set by the Division of the State Architect.
- 6-P-8 Include accessible design improvements, such as appropriately placed curb cuts, audible pedestrian-crossing signals, maximum pathway grades, generous walkway width and areas for rest.

- 6-P-9 Incorporate traffic calming techniques such as wide sidewalks, narrow streets, bulb outs, on-street parking, and other strategies throughout the Transit Village, Civic Center and High School Village sub-areas.
- 6-P-10 Enforce truck routes along Railroad Avenue, Leland Road and Harbor Street.
- 6-P-11 Provide multiple public parking structures in strategic locations that may be shared by commercial and residential uses as well as eBART transit riders.
- 6-P-12 Allow shared parking in all BART parking lots and parking spaces after 6 p.m. on weekdays and on weekends.
- 6-P-13 When traffic and parking demand volumes increase within the Specific Plan Area, implement Transportation Demand Management (TDM) strategies including unbundling parking from residential development, lowering minimum parking requirements, and instituting parking pricing strategies to ensure that at least one parking space is always available and to discourage single occupancy vehicle travel to and from the Specific Plan Area.
- 6-P-14 Discourage vehicular access to parking garages from Bliss Avenue. Locate entrances to garages on side streets or from alley ways (see Figure 4.6, Conceptual Circulation and Parking).
- 6-P-15 Encourage conversion of surface parking lots to structured parking facilities that can be funded through the formation of a Community Facilities District, Assessment District and/or in lieu fees and revenues generated from public parking facilities.
- 6-P-16 Create an “easy-to-use” public transit system that is well-delineated with identifying and orienting signage, high quality shelters, benches, lighting and real-time LED signs showing bus arrival times.
- 6-P-17 Include efficient links between Tri-Delta buses, shuttles, public parking areas and the potential eBART Station. Work with transit providers to ensure matching service spans between buses, shuttles and eBART trains.

- 6-P-18 Use shuttles and local bus transit to strengthen connections between the Specific Plan Area, Old Town Pittsburg, Los Medanos College and other key destinations in the City.
- 6-P-19 Achieve a minimum of 10 to 15 minute headways between BART and bus connections during peak hours.
- 6-P-20 Develop a bus-only access street in the Transit Village as shown in Figure 6.12, Planned Public Transit Improvements.
- 6-P-21 When traffic and parking demand volumes increase as the Specific Plan Area develops, consider amending the General Plan to define the intersections located within the Specific Plan Area as Transit Oriented Development and subject to specific multi-modal as well as vehicular LOS standards.
- 6-P-22 When conducting a comprehensive update of the City's General Plan, ensure that the bicycle facilities proposed within the Specific Plan area are extended to bicycle facilities outside of the half-mile radius from the eBART Station to ensure safe, connected, direct bicycle facilities to and from the Station area.
- 6-P-23 Convert the Harbor Street/Garcia Avenue intersection from a two-way controlled stop to a signalized intersection that is funded through the formation of an assessment or benefit district or some other strategy to ensure a fair share contribution to the improvement (Mitigation Measure RT-2.1 and TR-4.1).

6.3 TRANSPORTATION AND CIRCULATION IMPROVEMENTS

In order to balance the City's transportation and circulation goals, the Specific Plan provides for a circulation system that safely accommodates increased traffic associated with the potential eBART Station and cumulative development in the Specific Plan Area, while improving the area's walkability and reducing VMT. To accomplish this, the Plan establishes a circulation system that maintains and improves access and connectivity between transit facilities, other Specific Plan Area destinations, Old Town Pittsburg, and the rest of the City. The design and structure of the street network promotes non-vehicular circulation within the Specific Plan Area and surrounding areas through the use of pedestrian and bicycle-friendly strategies and traffic-calming measures. Safe and efficient transit services and access are supported through integrating the circulation system with higher-intensity land uses. This section addresses the following set of topics:

- Street classifications and design standards;
- Sidewalks, paths and bicycle lanes and routes;
- Public parking facilities and strategies; and
- Public transit and shuttles.

6.3.1 STREET CLASSIFICATIONS AND DESIGN STANDARDS

The Specific Plan automobile circulation improvements incorporate new local streets into the Civic Center and Transit Village sub-areas to break up super blocks and increase accessibility for all modes of transportation. A multi-use pathway south of Civic Avenue between Davi and Railroad Avenues provides links to the City Hall, governmental offices, the Pittsburg Library and residential uses. In the Transit Village, major vehicular improvements include the conversion of Bliss Avenue into a public street and transit-oriented retail corridor with local access via a grid of new local streets, the extension of Garcia Avenue to Railroad Avenue, and development of pedestrian and bicycle pathways throughout the sub-area.

Specific Plan roadway improvements were developed with the objective of reducing vehicle miles traveled while safely accommodating potential future development and regional traffic increases.

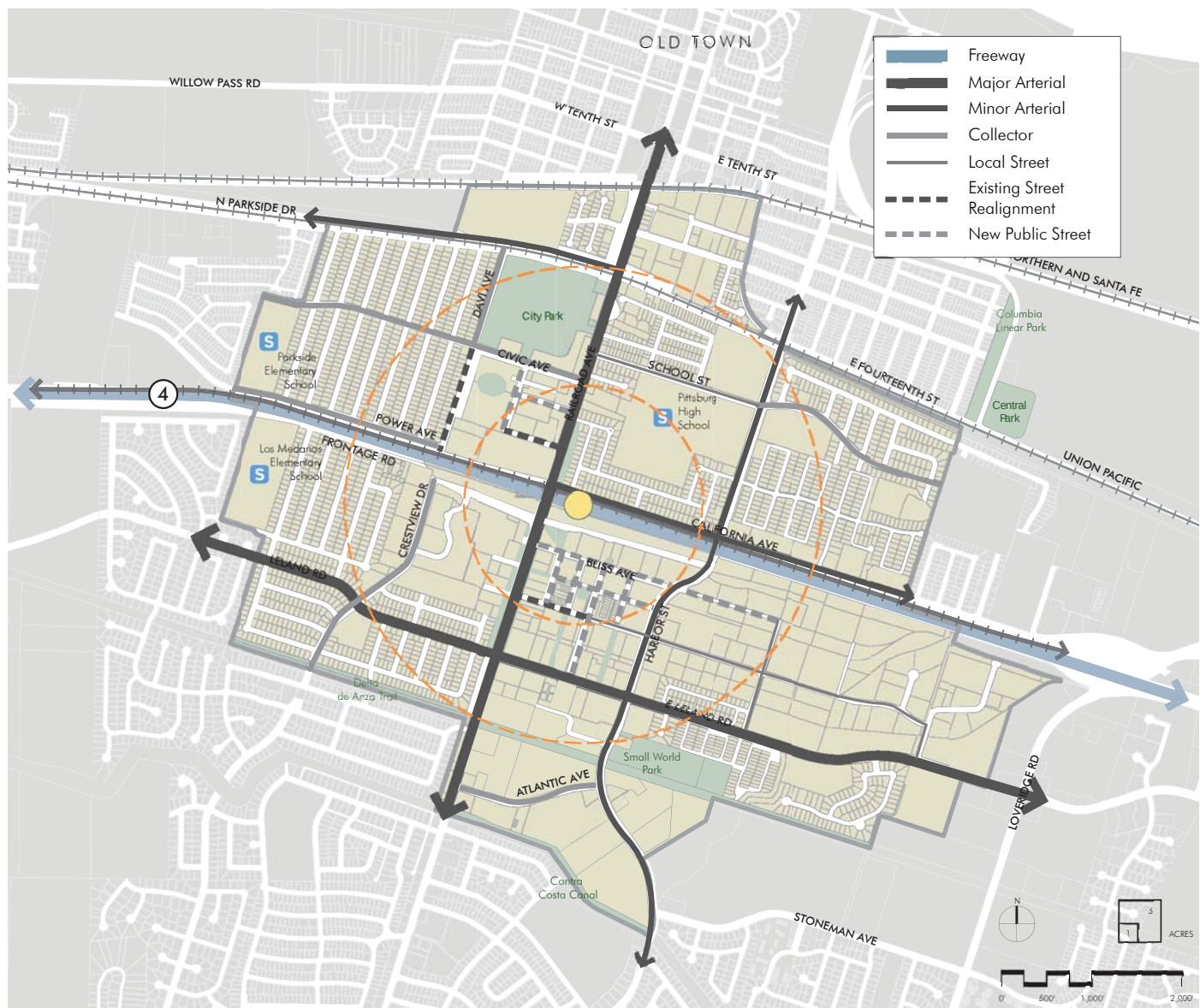


Streets should be designed as multi-modal corridors that accommodate and balance the needs of autos, buses, bikes and pedestrians.

The roadway system in the Specific Plan Area is based upon a functional classification of streets defined in Pittsburg's 2020 General Plan. It includes:

- Freeways;
- Major Arterials;
- Minor Arterials;
- Collectors; and
- Local Streets.

Figure 6.1 Planned Street Classifications and Improvements



Freeways

Freeways are limited access high-speed travel ways included in the State and Federal Highway systems that carry regional through traffic. Access is provided by interchanges, spaced one or more miles apart, with no direct access to surrounding land uses. State Route 4 is the only freeway in the Specific Plan Area.

The Specific Plan Area is bisected by State Route 4, which is the primary east-west automobile transportation corridor in Contra Costa County, connecting Interstate 80 at the City of Hercules to the west with Highway 160 and the City of Oakley to the east. Interchanges located within the Specific Plan Area include the eastbound on- and off-ramps and a westbound on-ramp located at Railroad Avenue, and a westbound off-ramp located on California Avenue east of Harbor Street. An additional interchange is located just beyond the eastern edge of the Specific Plan Area at California Avenue and Loveridge Road.

It is anticipated that the demand for parking and resultant freeway entrance/exit congestion would be directed more toward the Pittsburg/Bay Point BART and the Hillcrest Antioch eBART stations rather than the Railroad Avenue eBART Station due to the limited parking at the Railroad Ave station (about 350 parking spaces set aside for BART).

Major Arterials

Major arterials primarily serve through-traffic and typically are multi-lane, divided roads with signalized controls at major intersections with limited driveway access to surrounding uses. Major arterials in the Specific Plan Area are Railroad Avenue and Leland Road.

Railroad Avenue is a north-south roadway that runs between East Third Street and Buchanan Road. In the Specific Plan Area, Railroad Avenue features two travel lanes in each direction, with a landscaped, tree-lined median north and south of State Route 4 and left turn pockets at major intersections. Generally, five to 10-foot sidewalks are located on both sides of Railroad Avenue. Crosswalks are needed in various locations, as illustrated in Figure 6.5, Planned Intersection Improvements.

Leland Road is an east-west roadway that currently extends between Century Boulevard and San Marco Boulevard. In the Specific Plan Area, East Leland Road has two travel lanes in each direction with a large tree-lined median east of Railroad Avenue and left lane turning pockets at major intersections. Bike



Railroad Avenue is the major north-south arterial spine of the Specific Plan Area.

lanes are present west of Burton Avenue and east of Railroad Avenue but are not continuous. Five to 10-foot wide sidewalks are located along both sides of the street. Crosswalks are needed in various locations, as illustrated in Figure 6.5, Planned Intersection Improvements.

Major Arterial Standards

All major arterials in the Specific Plan Area shall provide the following:

- Where possible, maintain 13-foot wide travel lanes.
- Maintain 13-foot wide turning lanes. Reduce turning lanes to 12 feet where the right-of-way is constrained.

Minor Arterials

Minor arterials are designed to strike a balance between mobility and access. They carry a mix of local and regional traffic, providing circulation between neighborhoods, activity centers, highways and other regional routes. Minor arterials are typically two to four-lane roadways that feature signalized intersections for entry to major destinations. Minor arterials in the Specific Plan Area are Harbor Street, North Parkside Drive and California Avenue.

Collectors

Collectors provide access and traffic circulation within residential, commercial, and industrial areas, connecting 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. Collectors in the Specific Plan Area include: Davi Avenue; Civic Avenue; Seventeenth Street; Crestview Drive; School Street east of Harbor Street; and, Atlantic Avenue.

Local Streets

Local streets have lower traffic volumes and are designed to provide direct access to properties. Local streets have two travel lanes and speed limits are kept low (typically 25 mph). Prominent local streets in the Specific Plan Area include:

- Bliss Avenue;
- Clark Avenue;
- Garcia Avenue;
- Proposed Civic Center sub-area local streets; and
- Proposed Transit Village sub-area local streets.

Bliss Avenue is an east-west private roadway that runs between Railroad Avenue and Martin Way. In the Specific Plan Area, Bliss Avenue has one travel lane in each direction with no paved sidewalks along most of its length. As part of the Specific Plan improvements, Bliss Avenue will be converted into a public street with two 19-foot deep diagonal parking lanes, two 13-foot wide travel lanes, curbs, gutters and 15-foot sidewalks (including landscaping) between Railroad Avenue and Harbor Street (Figure 6.3). The wider roadway widths along Bliss Avenue are intended to allow for visibility when backing out of diagonal parking spaces. Additionally, crosswalks are needed, as illustrated in Figure 6.5, Planned Intersection Improvements.

Clark Avenue is an east-west private roadway that runs east-west through the Transit Village sub-area and east of Harbor Street. In the Specific Plan Area, Clark Avenue is an alley way with one travel lane in each direction and no paved sidewalks. To accommodate the potential development program in the Transit Village sub-area, Clark Avenue will be converted into a public street with parallel parking on both sides of the street, two 12-foot wide travel lanes, curb, gutters and ten-foot wide sidewalks. The roadway would transform into a pedestrian-only pathway between Railroad Avenue and the bus-only driveway.

Garcia Avenue is an east-west roadway that runs between Piedmont Way and a location just west of Harbor Street. In the Specific Plan Area, Garcia Avenue has one travel lane in each direction with paved sidewalks on the north side of the street along most of its length. Garcia Avenue will be extended west from its current terminus to Railroad Avenue. Garcia Avenue will accommodate spill-over traffic from Bliss Avenue. The roadway will have 13-foot wide travel lanes, five-foot wide landscaped medians and six-foot wide sidewalks on both sides of the street. Additionally, crosswalks are needed in accordance with Figure 6.5.



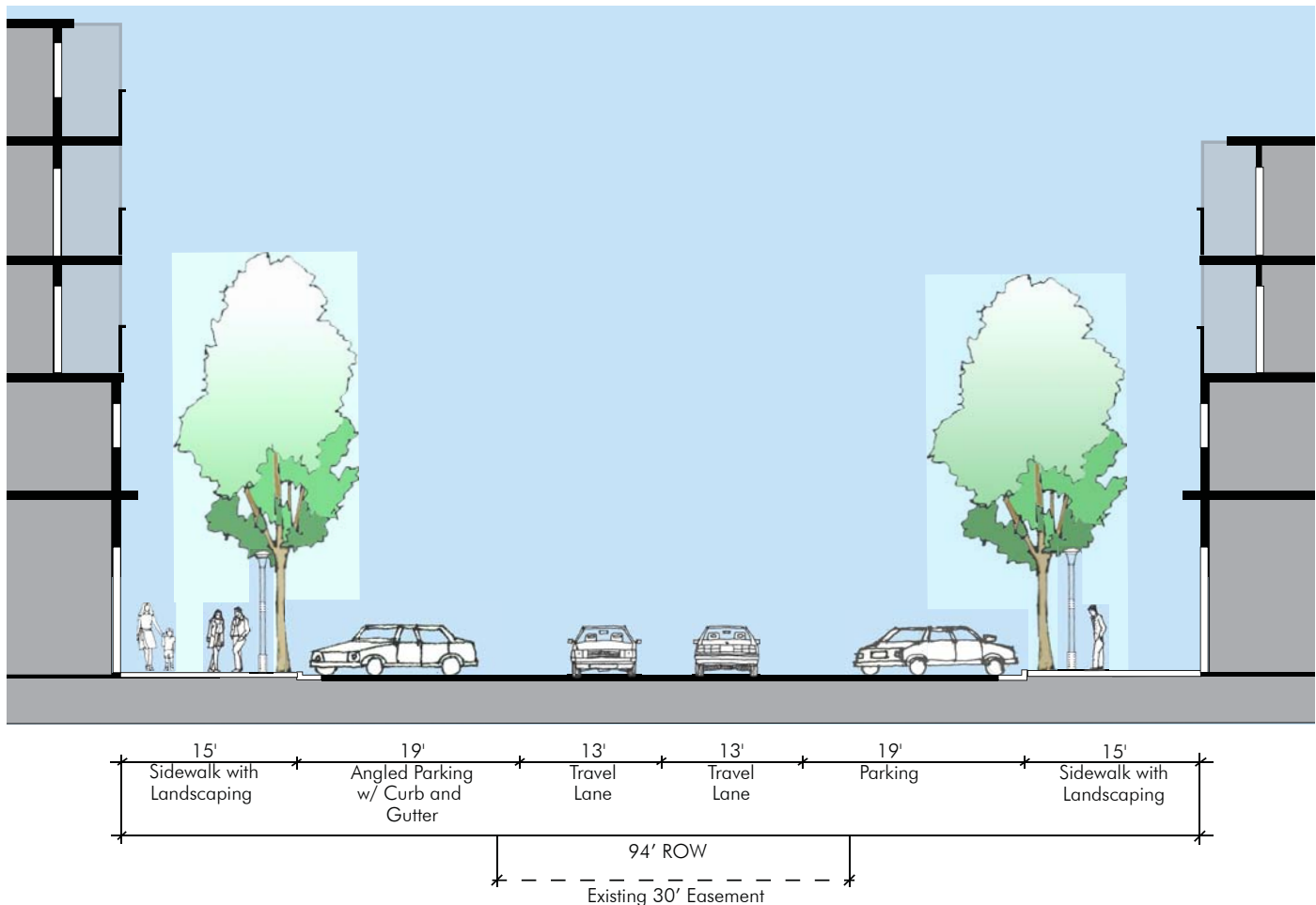
Local streets provide a safe atmosphere for bicyclists.

Local Street Standards

Local streets in the Specific Plan Area shall provide the following:

- Where possible, maintain 12-foot wide travel lanes. Reduce travel lanes to 11 feet wide for the inner travel lane next to a turn lane where the right-of-way is constrained or planned vehicular volumes are low.
- Increase to 13-foot wide travel lanes where angled parking is incorporated and on Garcia Avenue to accommodate traffic from Bliss Avenue.
- Maintain 12-foot wide turning lanes. Reduce turning lanes to 11 feet wide where the right-of-way is constrained.
- Reduce travel lanes to 11 feet wide next to bicycle lanes.

Figure 6.2 Bliss Avenue Section (Looking East)



6.3.2 ROADWAY IMPROVEMENTS IN SPECIFIC SUB-AREAS

The following street improvements are identified for the Civic Center and Transit Village sub-areas:

- The construction of roadway and improvements (including curb, gutter and sidewalk) along east-west streets located north of Center Drive.
- Construct roadway and improvements (crosswalks, curb, gutter and sidewalk) for two north-south local streets extending from Bliss Avenue to Garcia Avenue;
- Construct roadway and improvements (crosswalks, curb, gutter, sidewalks and bike lane) for one north-south local street extending from Bliss Avenue to Leland Road;
- Reconstruction of Bliss Avenue with two 19-foot deep diagonal parking lanes, two 13-foot wide travel lanes, curbs, gutters and 15-foot sidewalks (including landscaping) between Railroad Avenue and Harbor Street;
- Reconstruction of Clark Avenue with parallel parking on both sides of the street, two 13-foot wide travel lanes, curb, gutters and ten-foot wide sidewalks; and,
- Extension of Garcia Avenue from current terminus to Railroad Avenue.

Figure 6.3 Prototypical Transit Village Sub-Area Local Street Section

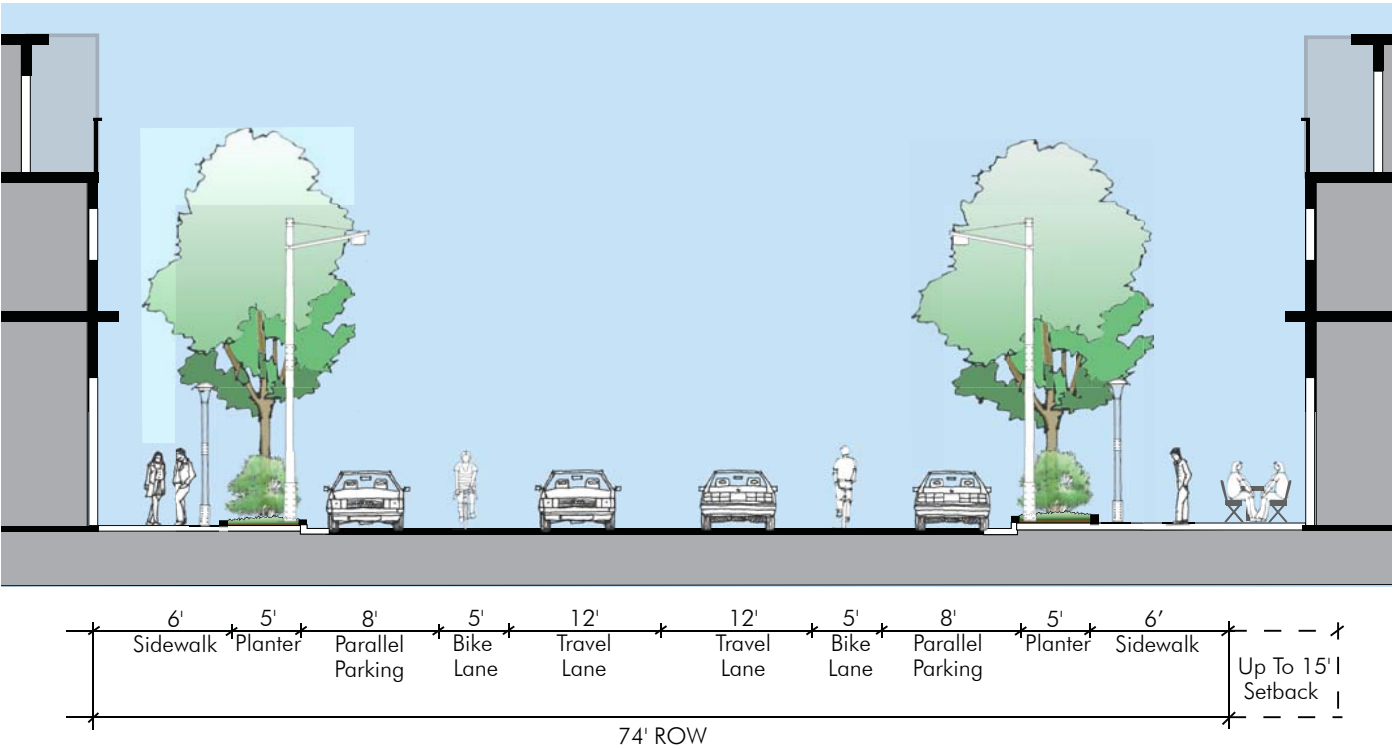
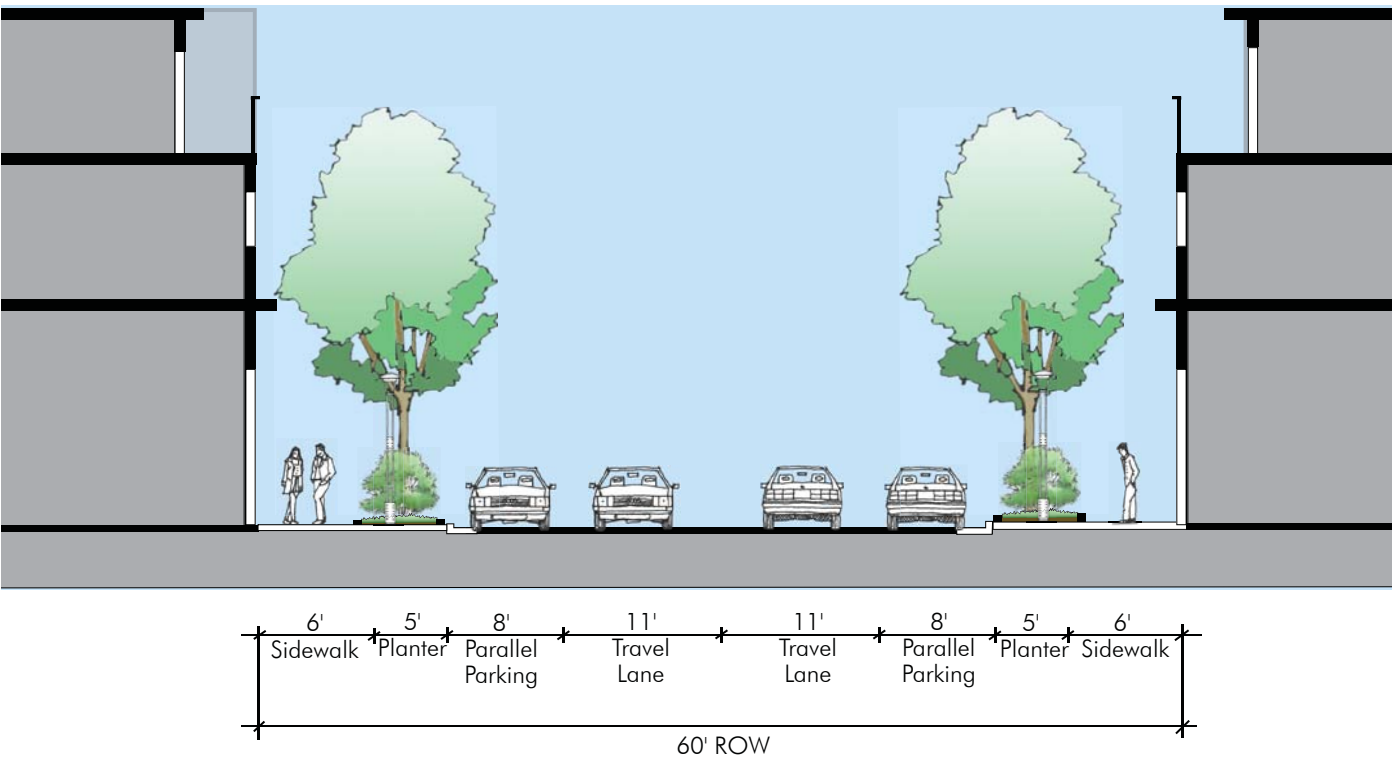


Figure 6.4 Prototypical Civic Center Sub-Area Local Residential Street Section



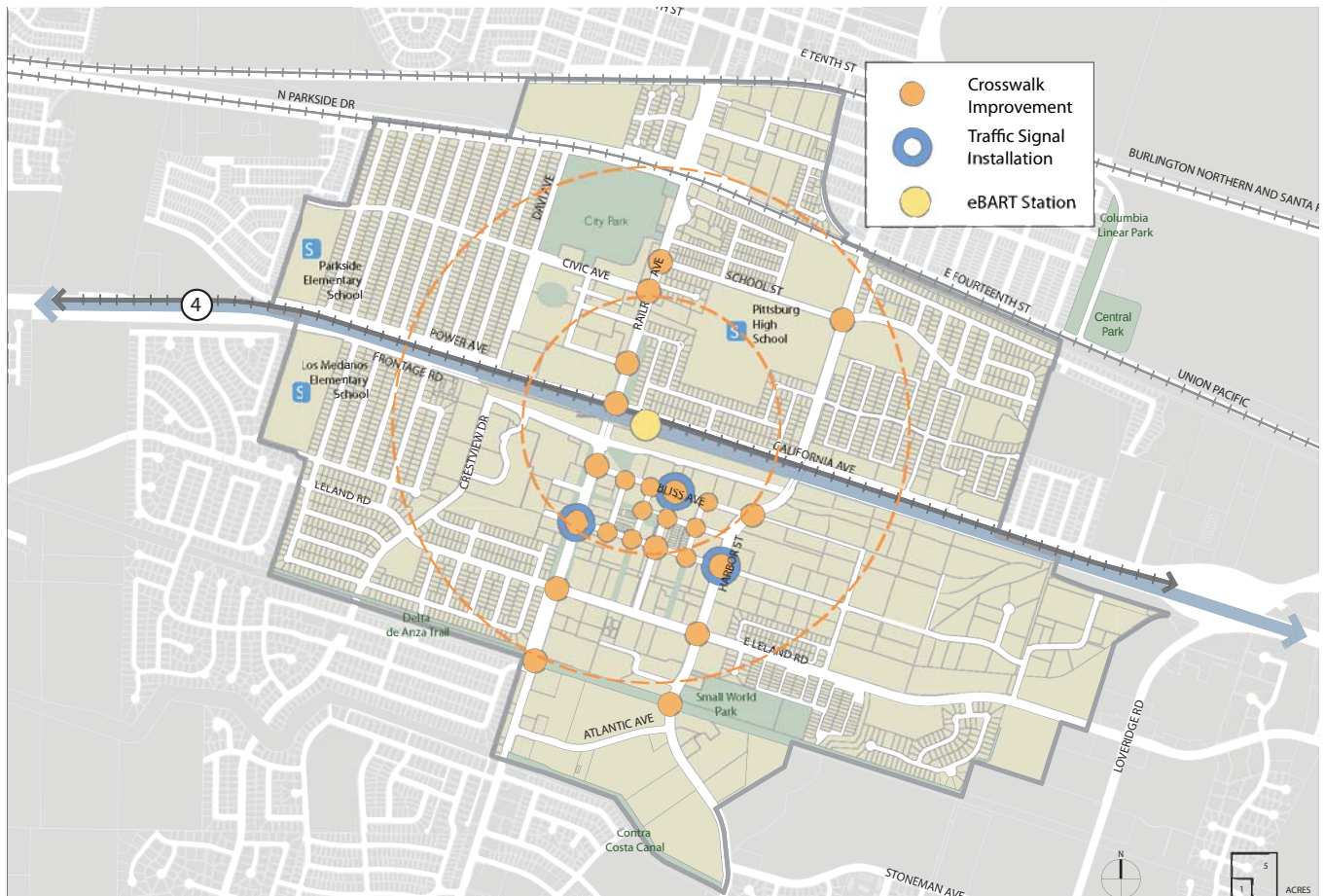
6.3.2 SIDEWALKS AND PATHS

The circulation system is designed to promote safe and efficient pedestrian and bicycle access through the application of sidewalks and pathways. Direct, wide sidewalks and paths provide line-of-sight linkage between residential, commercial, civic and public uses throughout the Specific Plan Area.



Existing sidewalk conditions vary within the Specific Plan Area. In some instances there are no sidewalks present, but other areas contain minimal to adequate sidewalk facilities.

Figure 6.5 Planned Intersection Improvements





Existing sidewalk conditions vary within the Specific Plan Area. In some instances there are no sidewalks present, but other areas contain minimal to adequate sidewalk facilities.

Sidewalk Improvements

As described in Chapter 2: Existing Conditions, sidewalks in the Specific Plan Area range from five to 10 feet wide. In general, sidewalks exist on both sides of major roadways; however, sidewalks are not present at the following locations:

- South side of Parkside Drive, adjacent to City Park;
- North side of Leland Road along a portion of parcel 088-183-004;
- North and south sides of Bliss Avenue between Harbor Street and Railroad Avenue;
- North and south sides of Clark Avenue; and
- South side of Garcia Avenue.

Sidewalk improvements will be installed in two phases, primary and secondary improvements, as illustrated in Figure 6.6. Primary improvements connect major planned projects and areas with the greatest redevelopment potential to existing destinations in the Specific Plan Area. The secondary improvements complement this network, and will help provide additional route options for pedestrians as development in the Specific Plan Area intensifies.

Sidewalk improvements are designed to provide safe and comfortable access for pedestrians of all ages and abilities. The standards described below meet or exceed standards set by the Americans with Disabilities Act, and will help ensure that sidewalks in the Specific Plan Area are universally accessible. Specific improvements include:

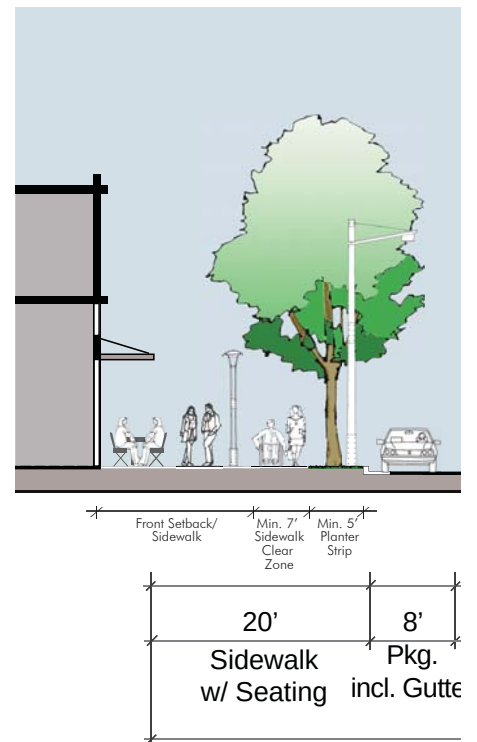
- Construct sidewalks in mixed-use and commercial areas to be a minimum of 10 feet in width;
- Allow outdoor seating for restaurants and cafes on public right-of-way provided there is a minimum five-foot wide clear path of travel on the sidewalk. The path may be narrowed at choke points where public improvements encroach on the public right-of-way (such as outdoor dining and seating, trash cans and other urban design elements) but sidewalks should not be smaller than permitted by state law;

- Locate planter strips between sidewalks and roadways to provide a safety buffer for pedestrians from traffic. Allow tree wells to be used instead of planter strips in cases where there are parking or bicycle lanes next to sidewalks;
- Landscape planter strips with shade-providing trees and shrubs;
- Prohibit any type of sharp elements from protruding into pathways. Ensure that edges of streetscape elements that abut pedestrian pathways are smooth to ensure a safe experience for all;
- Provide clearly marked minimum 10-foot wide crosswalks at all controlled intersections and at intersections of key streets per Figure 6.5, Planned Intersection Improvements.. Ensure all crosswalks have ramps for ADA access. Where feasible, crosswalks should be raised to differentiate the crosswalk from the roadway;
- Ensure mid-block crosswalks are a minimum of 10-feet wide and are highly visible. When possible, use special paving material, audible crossing notification systems, and in-pavement lighting for crosswalks to heighten visibility and lend identity to the area;
- Provide three-foot wide detectable warning strips before all crosswalks and mid-block crossings; and
- Where appropriate, provide bulb-outs at intersections to minimize crossing distance and increase pedestrian visibility.



Bulb-outs at crosswalks help reduce crossing distances for pedestrians.

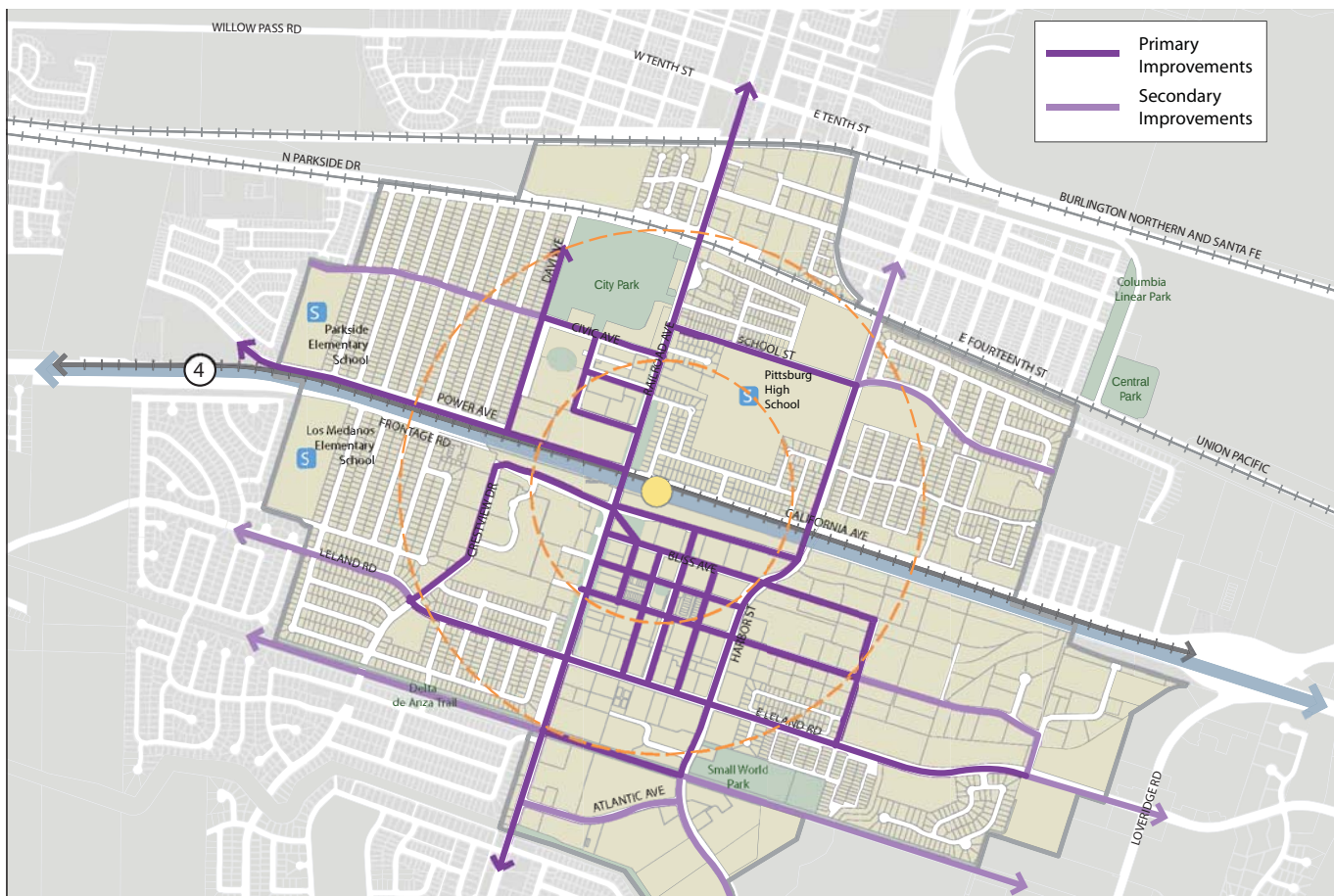
Figure 6.6 Sidewalk Section



The presence of wide sidewalks with landscaping, bulb outs, special paving, street furniture, and outdoor cafes will help send a signal to motorists that the streets in the Specific Plan Area, and the Transit Village in particular, are shared public spaces. The presence of these pedestrian amenities will help serve as a traffic calming measure in the area, slowing automobile speeds. Traffic calming techniques include:

- Curb extensions and bulb outs;
- Vehicle warning devices;
- Blinking lights set into crosswalk pavers (in-ground crosswalk lights);
- “Pedestrian Zone” Signs;
- Textured pavement or pavers; and
- Raised crosswalks or intersections.

Figure 6.7 Planned Sidewalk Improvements



6.3.3 BICYCLE FACILITIES & PARKING

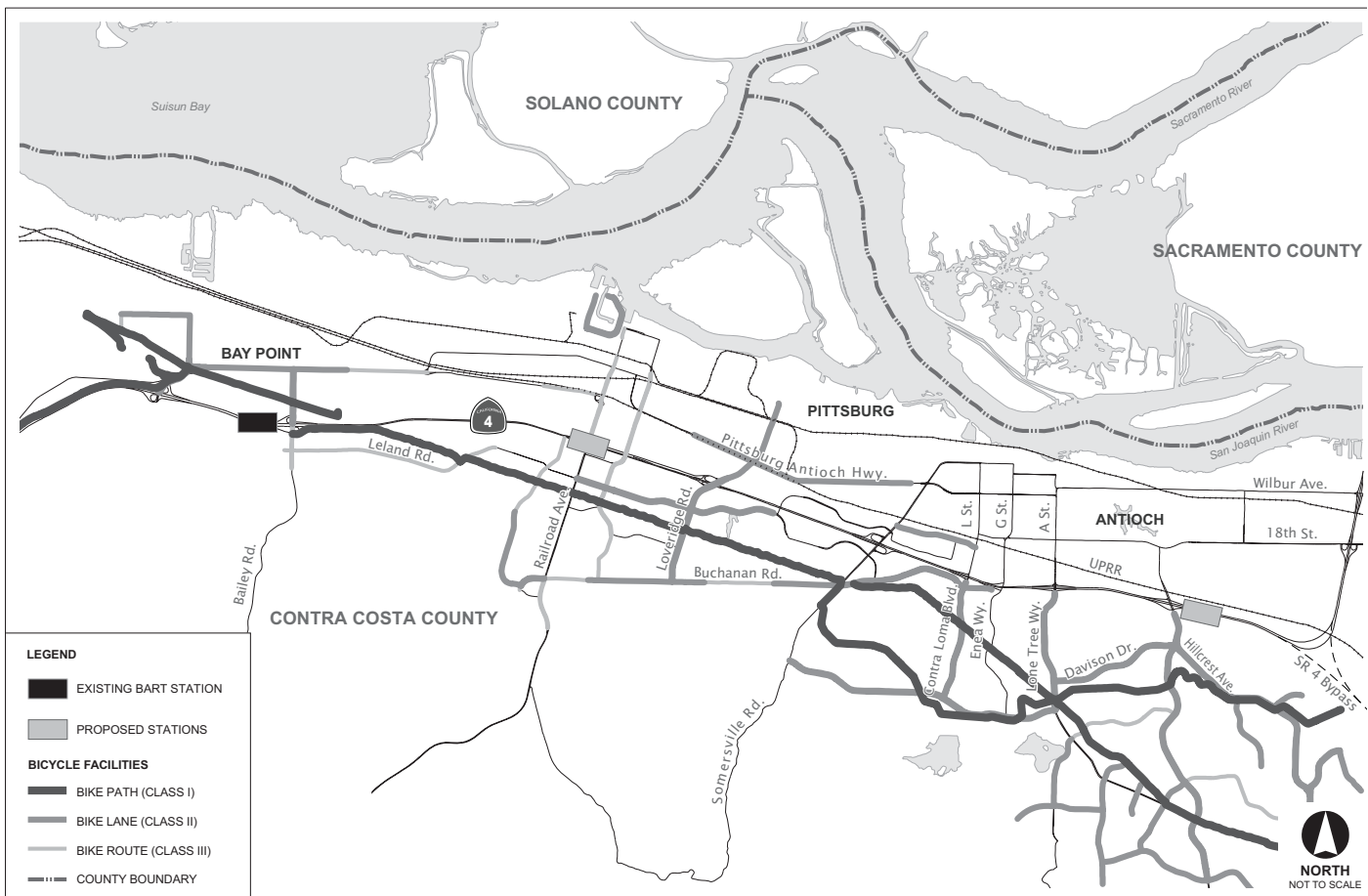
The Specific Plan promotes bicycle facilities to accommodate school and work commuter bicyclists as well as recreational bicyclists practicing long-range and neighborhood travel. Improvements within the Specific Plan Area include providing wide travel lanes on internal roadways to accommodate both vehicles and bicycles, incorporating separated greenways, and striping dedicated bike lanes. To encourage bicycling activity to the station, both short term and long term bicycle parking will be provided throughout the Specific Plan area (see Chapters 4 and 5 for bicycle parking standards and design).

Figure 6.8 Planned Bicycle Facility Improvements



The bicycle network set forth in the Specific Plan area will link up with the bicycle network set forth in the General Plan, and will be included in the Contra Costa Bicycle and Pedestrian Plan (see regional bicycle facilities taken from the East Contra Costa BART Extension (eBART) Draft Environmental Impact Report in Figure 6.9 below). Linkages between bicycle paths in the wider City and region will support non-auto access to the eBART station and will support a reduction in vehicle miles traveled.

Figure 6.9 Regional Bicycle Facilities



Source: WSA, 2008.

Bicycle access to the station will be further supported by the location of short and long term bicycle parking both within parking structures, in front of and behind businesses and on the street. Each development project will be required to provide bicycle parking in accordance with the square footage of the use. Bicycle parking will be placed in highly visible, well lit locations and will include a combination rack and locker bicycle parking facilities. Developers are encouraged to be creative with bicycle parking facilities through varied forms and colors; however, specifications should meet standard engineering details. Secure bicycle lockers should be located in surface and the ground floor of structured parking facilities for shared use of the space.



Bicycle parking can be functional, colorful and decorative..

Table 6.1 Existing and Planned Bicycle Facilities in the Specific Plan Area

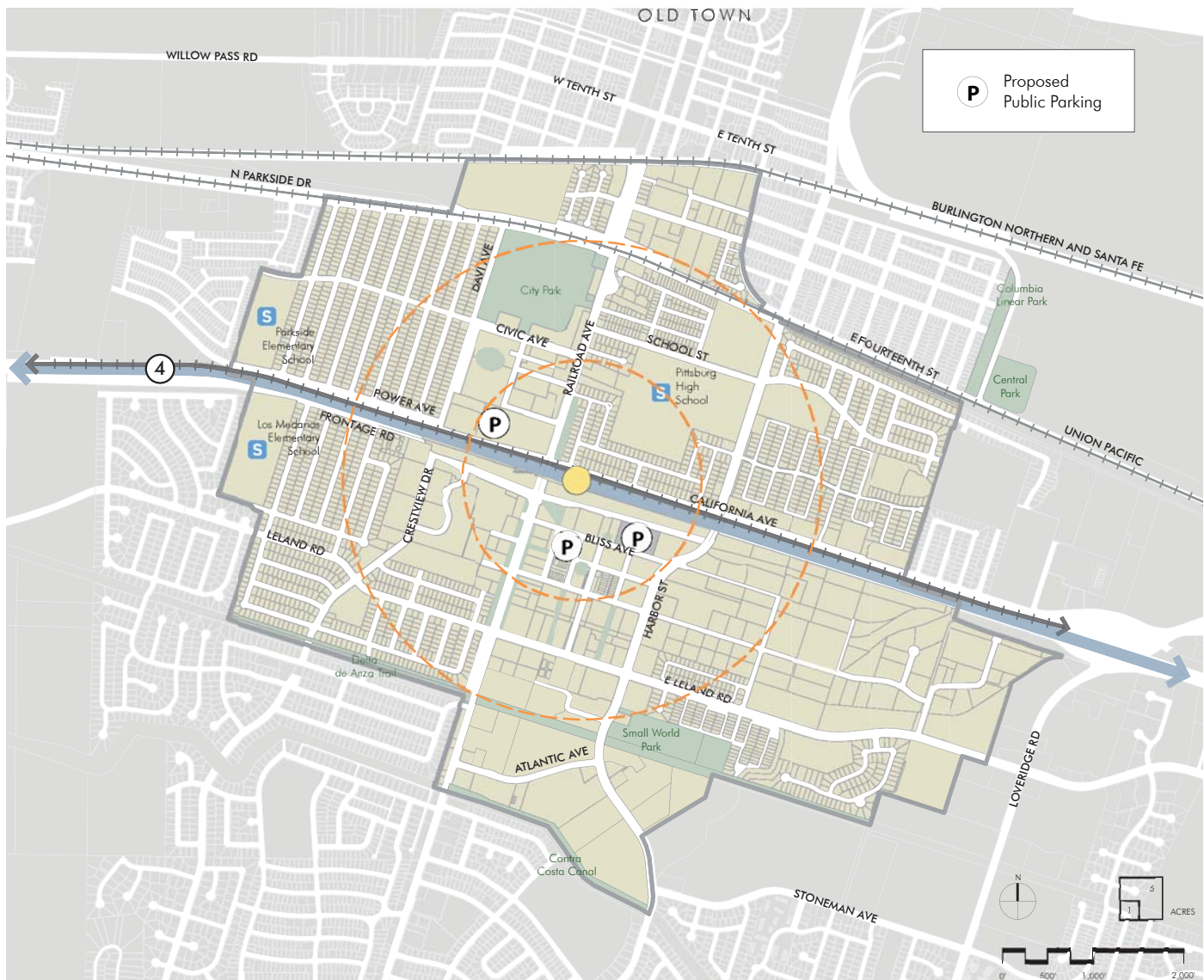
Street Name	To/From	Class ^a	Existing/Planned
Harbor Street	Buchanan Road to East 10th Street	III/II ^b	Existing
East Leland Road	Railroad Avenue to Antioch City Limits	II	Existing
Loveridge Road	Buchanan Road to Waterfront Road	II	Existing
Frontage Road	Railroad Avenue to West of Burton Avenue	I	Existing
Crestview Drive	Frontage Road to Buchanan Road	III	Existing
Railroad Avenue	State Route 4 to East Tenth Street	III	Planned
Leland Road	Railroad Avenue to Bailey Road	II	Planned
Railroad Avenue	Frontage Road to Delta De Anza Trail	I ^c	Planned
North of Bliss Avenue	Railroad Avenue to Harbor Street	I	Planned
North of State Route 4	Railroad Avenue to Range Road	I/II	Planned
School Street	Railroad Avenue to Harbor Street	III	Planned
New North/South Roadway	North of Bliss Avenue to Leland Road	II	Planned
Central Avenue	Railroad Avenue to Columbia Street	II/III	Existing
Pittsburg-Antioch Highway	Columbia Street to East City Limits	III	Planned
Civic Avenue	Railroad Avenue to Davi Avenue	II	Planned
Davi Avenue	Civic Avenue to Power Avenue	III	Planned
Seventeenth Street	Davi Avenue to Parkside Elementary School	II/III ^d	Planned
Source: Wilbur Smith Associates & City of Pittsburg, May/June 2009.			
a) Bicycle facility classifications: Class I - Off-street bicycle path; Class II - Marked on-street bicycle lane; Class III - Shared bicycle route and designated by signs or paint marks;			
b) Existing Class III facility, planned Class II			
c) Multi-use pedestrian and bicycle pathway proposed to be located in the existing greenway along the west side of Railroad Avenue from Delta De Anza Trail to State Route 4.			
d) Depending on available right-of-way.			

6.3.4 PARKING FACILITIES AND STRATEGIES

A number of surface parking lots planned at strategic locations within the Specific Plan Area to provide opportunities for development and future intensification. As land values increase, converting surface parking lots to structured parking with ground floor retail uses may be a better use of these properties. At least 350 spaces will be dedicated for BART parking, initially in surface lots and eventually in parking structures.

Residential and commercial parking structure design standards are included in Chapter 4 of this document.

Figure 6.10 Parking Structure Locations



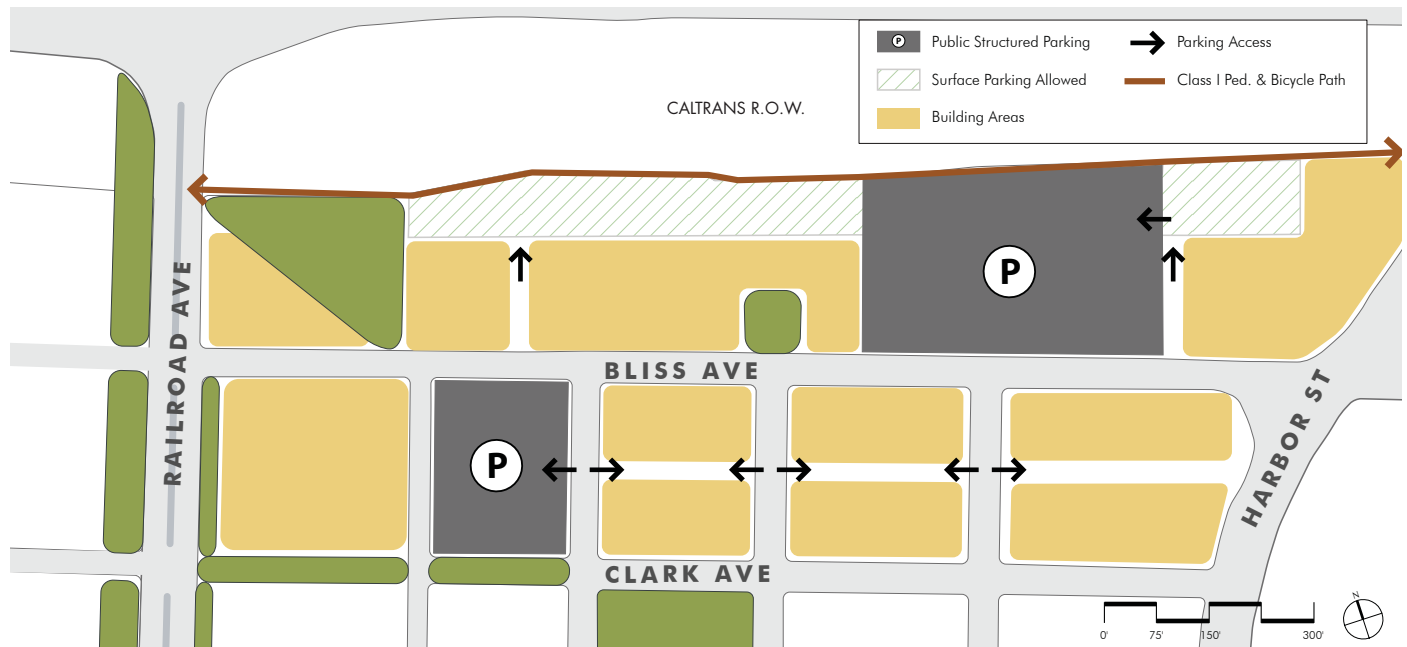
Creating strategically placed public parking garages that serve transit riders, area employees and customers also reduces the amount of private land devoted to parking lots, allowing for higher intensity developments within the Specific Plan Area. All parking structures should be well-designed and maintain active ground floor commercial and retail uses where appropriate.

The City will investigate strategies to help fund the development of public parking structures. Examples of such strategies include establishment of Community Facilities or Special Assessment Districts and the collection of in-lieu parking and user fees.



Parking garages should be designed to fit in with the character of surrounding buildings and contain active ground-floor uses.

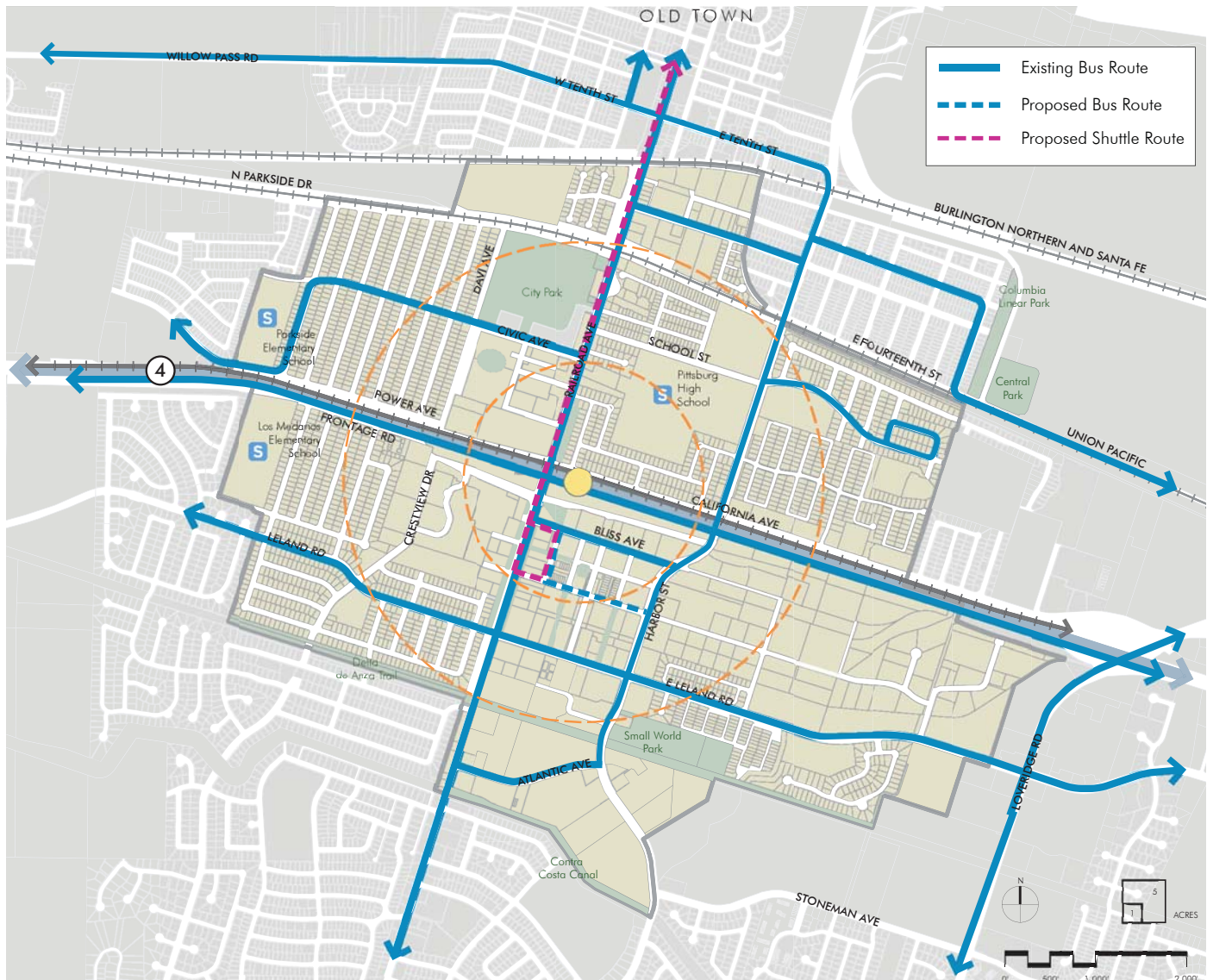
Figure 6.11 Conceptual Circulation and Parking



6.3.5 PUBLIC TRANSIT IMPROVEMENTS

To achieve the potential traffic reduction benefits associated with public transit service and surrounding high-intensity land uses, it is essential that all modes of public transportation be supported within the Specific Plan Area. Specific recommendations to support bus to transit connections include modification to the existing Tri-Delta Transit bus service to expand the number of routes offered within East Contra Costa County and to increase the frequency of the buses available on those routes; the creation of a new dedicated shuttle route to connect the Transit Village

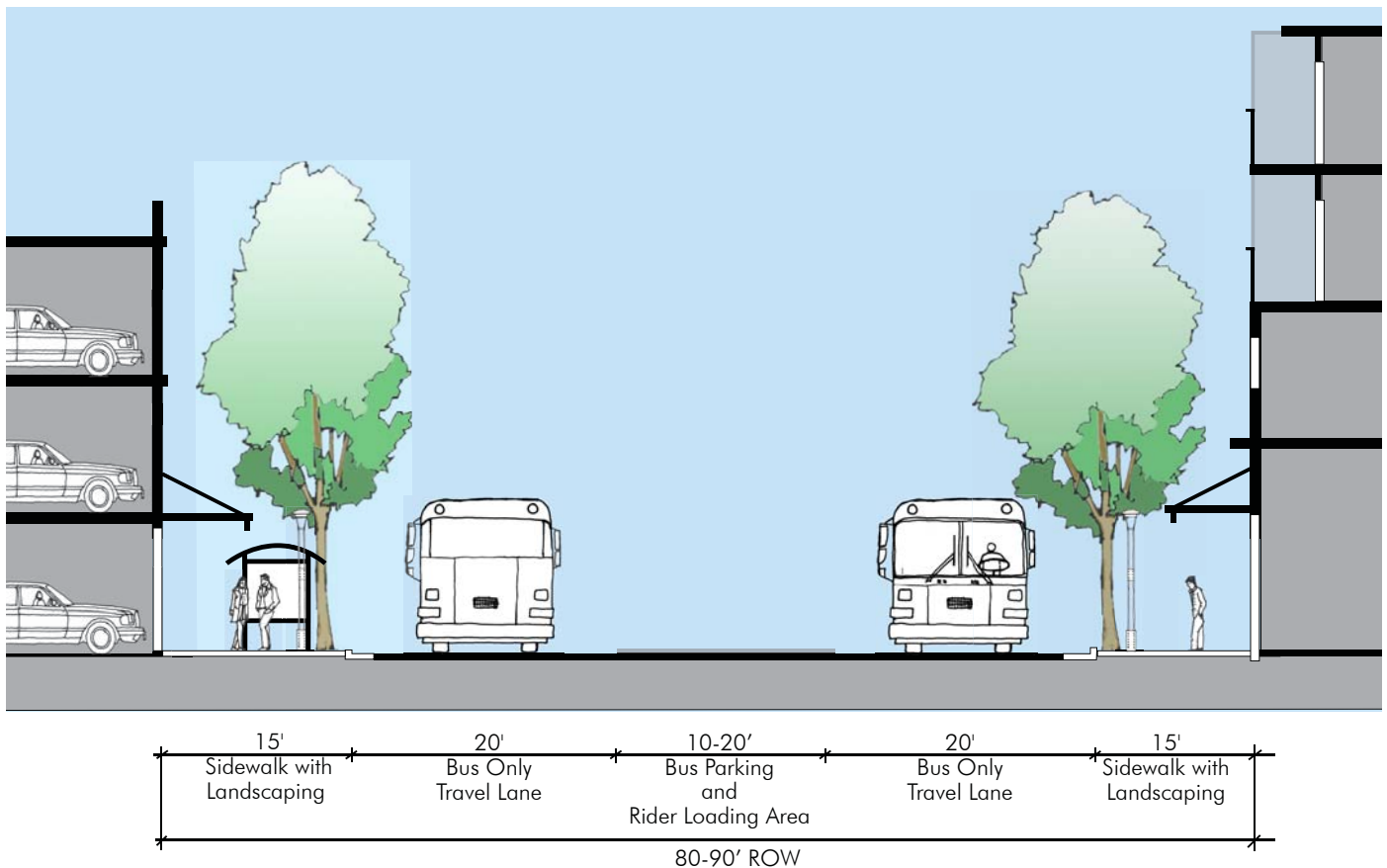
Figure 6.12 Planned Public Transit Improvements



with Old Town Pittsburgh; and, creation of a bus only through-way in the Specific Plan Area. Implementation of public transit improvements will be accomplished through capital improvements and development fees.

The two-way bus-only driveway will be developed between Garcia and Bliss avenues to facilitate passenger pick-up and drop-off without requiring buses to idle on any of the public streets in the Transit Village sub-area. The proposed 80 to 90-foot right-of-way will accommodate extra-wide sidewalks for passenger circulation and queuing, with space remaining for wayfinding signage and schedule information. The road width could accommodate sawtooth or parallel bus parking, depending on the needs of Tri-Delta Transit.

Figure 6.13 Bus Drive Section





7

utilities and infrastructure



The Utilities and Infrastructure chapter provides an overview of the public utilities and infrastructure systems that the Specific Plan Area will require to smoothly and efficiently integrate new development with the services already provided by the City of Pittsburg. The chapter also highlights techniques to reduce the demand put on existing utility systems, thereby promoting environmental and economic sustainability.

This chapter is organized into the following sections:

- 7.1 Utilities and Infrastructure Goals;
- 7.2 Utilities and Infrastructure Policies; and
- 7.3 Utilities and Infrastructure Improvements.



Solar panels are encouraged on residential, commercial and institutional buildings.

7.1 UTILITIES AND INFRASTRUCTURE GOALS

Addressing improvements to the utilities and infrastructure systems within the Specific Plan Area will help lay the foundation for future development projects. The following goals help accomplish this vision and support the planning principles described in Chapter 1.

Utilities and infrastructure systems, such as drainage, sewer and water, help maintain a healthy, clean and safe environment. Understanding the extent and capacity of these systems is essential in determining the feasibility of the proposed development in the Transit Village and Civic Center sub areas in addition to other development that will occur in the Specific Plan Area and city-wide.

Ensuring that the Specific Plan Area has balanced service and access to private utilities, such as telecom and Internet access, will help foster economic development and a high quality of life in the Specific Plan Area. The following goals and policies will implement those set forth in the Pittsburg General Plan Chapter 11: Public Facilities of the General Plan, in that the goals and policies herein include water conservation methods, strategies for decreasing output of stormwater and solid waste from the Specific Plan Area, and encouragement of development that incorporates energy efficient site planning and structures in order to reduce the increased demand for energy from the new development in the Specific Plan Area.

Utilities and Infrastructure Goals

- 7-G-1 Ensure efficient, effective and equitable provision of high quality utilities and infrastructure throughout the Specific Plan Area.
- 7-G-2 Encourage new development within the Specific Plan Area to incorporate energy efficient and sustainable building principles.

7.2 UTILITIES AND INFRASTRUCTURE POLICIES

The Specific Plan policies add detail to the goals while providing the foundation for specific improvements.

Utilities and Infrastructure Policies

- 7-P-1 Ensure that adequate infrastructure (water, wastewater, energy and communication services) is provided throughout the Specific Plan Area to support development and attract private investment.
- 7-P-2 Promote building design that improves energy efficiency by incorporating natural cooling and passive solar heating where possible. This may include extended eaves, window overhangs, awnings and tree placement for natural cooling and building and window orientation to take advantage of passive solar heating.
- 7-P-3 Where possible, integrate solar generating structures with varied functions into the urban fabric including, but not limited to, bus shelters, parking lots, street lights and other public infrastructure.
- 7-P-4 Provide funding for infrastructure through permit fees as well as federal and state grants and the formation of Community Facilities Districts and other public/private funding mechanisms.
- 7-P-5 Encourage developers to utilize low-impact development (LID). LID addresses stormwater treatment through small, cost-effective landscape features located at the site level. These landscape features, known as Integrated Management Practices (IMPs), are the building blocks of LID. IMPs include planter strips, rooftop gardens, planter boxes, and pervious concrete pavers.
- 7-P-6 Encourage developments on adjacent and/or contiguous lots within the Specific Plan Area, and particularly within the Transit Village and Civic Center sub-areas, to jointly meet Provision C3 requirements through shared swales and other integrated management practices.
- 7-P-7 New projects shall incorporate water conservation measures including but not limited to low flow showers and toilets, low flow and gray water irrigation systems and the use of drought tolerant landscaping.



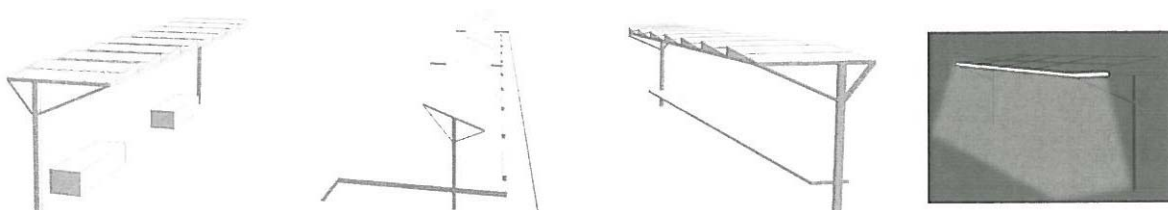
Green roofs reduce energy consumption and contribute to cleaner air.



New and redevelopment projects will be required to underground utility poles on and adjacent to the site.

- 7-P-8 Ensure that all commercial and residential development includes trash enclosures that can accommodate receptacles for garbage, recycling and green and food waste collection when it is available from Pittsburg Disposal on a city-wide basis.
- 7-P-9 Trash enclosures shall be constructed of masonry material with self-enclosing doors, a roof and a second access in accordance with Title 18 of the PMC. All enclosures shall be constructed of high quality materials, and the design and color shall be coordinated with the proposed development. Where feasible, consider designing the main structure to house the trash/recycling enclosure rather than designing the trash enclosure as a separate, stand along building
- 7-P-10 Develop a comprehensive map showing all service corridor easements and routes to ensure the provision of public utilities to all new urban development and require utility corridor easements in development plans for projects within the Specific Plan.
- 7-P-11 Ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.
- 7-P-12 Provide incentives to private developers to incorporate green building practices. Such incentives may include accelerated project review, rebates or low interest loans for green building improvements, or other programs designed by the City (Mitigation Measure CC-1.1)
- 7-P-13 Retrofit municipal water and wastewater systems within the Specific Plan area with energy efficient motors, pumps, and other equipment (Mitigation Measure CC-1.1).

Solar Shelters



Solar panels atop bus shelters generate electricity for lights and electronic readerboards while conserving energy.

7.3 UTILITIES AND INFRASTRUCTURE IMPROVEMENTS

The utilities and infrastructure in the Specific Plan Area, particularly in the Civic Center and Transit Village sub-areas, are currently sized and arranged to support civic, commercial and light industrial uses. Recommended utilities and infrastructure improvements focus on changes to support the introduction of medium to high intensity land uses. The sub-sections and figures below address the planned distribution, location, extent and intensity of water, sewer and drainage facilities. Upgrades and installation of new pipelines and utility lines will be required upon development and re-development of sites in accordance with the development parameters set within this document, and will be implemented through development fees, capital improvement and infrastructure projects and Community or Assessment Districts within the area.

Provision of public utilities, such as electricity and telecommunication connections is integral to the redevelopment of the Specific Plan Area. Most of the properties within the Specific Plan Area are served with existing utility lines and installation and upgrading of utilities will be required upon development and redevelopment of parcels and through development fees that will fund Capital Improvement Projects.

Additionally, the Specific Plan identifies techniques that can help reduce demand for utility use, making development both more cost-effective and environmentally friendly. This section presents guidelines and standards relevant to:

- Water System;
- Wastewater System;
- Storm Drainage;
- Solid Waste; and
- Energy Conservation.

7.3.1 WATER SYSTEM

The Specific Plan Area currently draws water from the Contra Costa Water District (CCWD) through the Central Valley Project and wells. The City operates its own water treatment plant and the associated infrastructure facilities, including more than 122 miles of pipeline, to distribute treated water throughout the City. These facilities are built for a hydraulic design capacity of 32 million gallons per day (mgd).

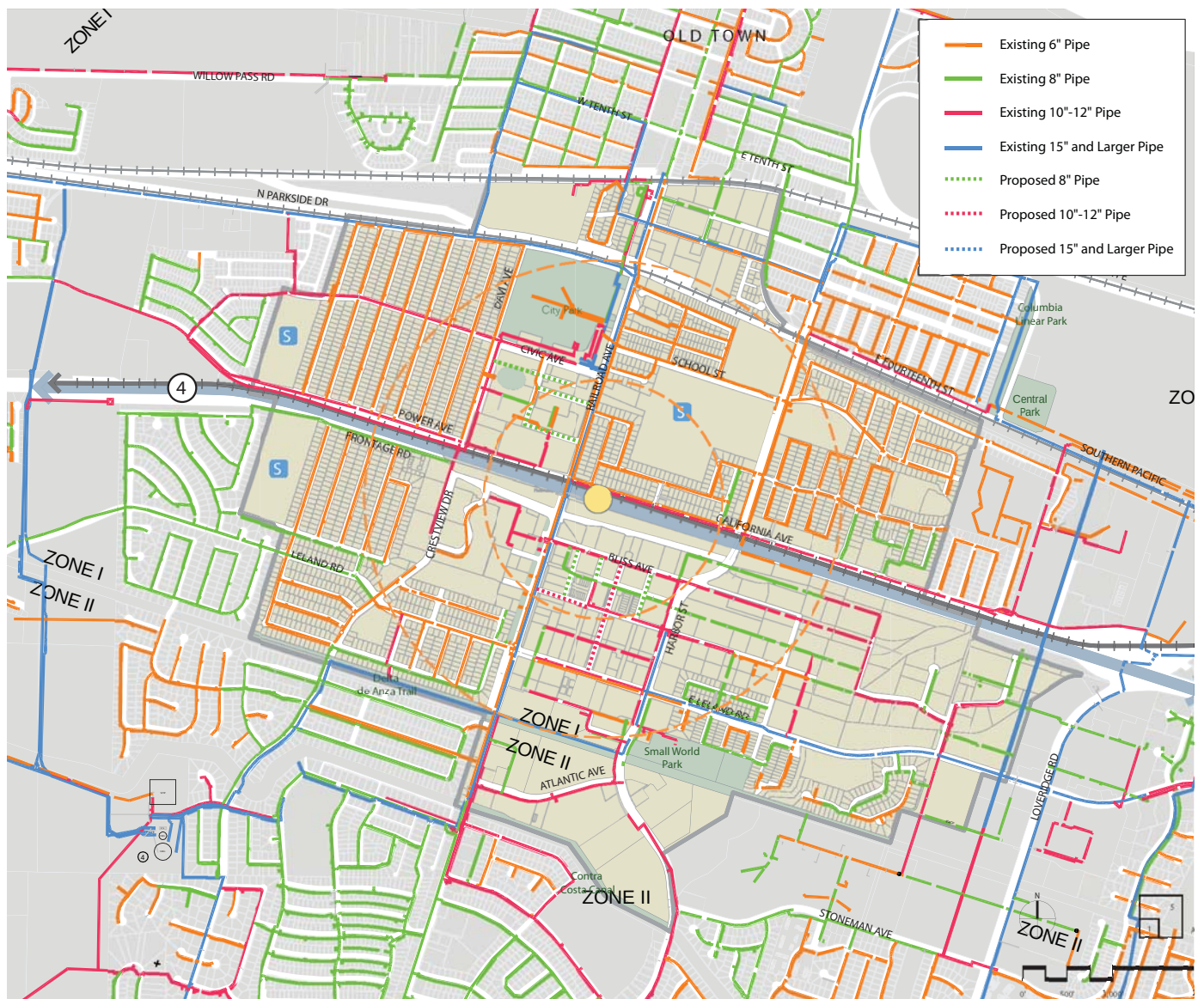
The projected water demand associated with the development program is primarily associated with population growth. Average demand per day (measured in gallons per capita per day, or gpcd) is based on a consumption rate of 180 gpcd, per the standard set by the 2000 Pittsburg Water System Master Plan. With the increase in density permitted by the regulations in this Specific Plan, demand for water will increase to an average of 0.7 mgd with a 1.47 mgd maximum demand per day.

Several individual water pipe lines will need to be upgraded or installed to provide hook-ups to new residential and mixed-use development areas. Additionally, buildings two stories or taller may warrant a water pressure boosting system to compensate for existing low water pressure levels in the Specific Plan Area.

New projects will be encouraged to include water conservation measures such as:

- Installation of water conservation devices such as low flow showerheads, faucets, and toilets;
- Installation of low flow irrigation systems timed to run at night and equipped with an automatic shut-off in the event of rain in public rights-of-way, public parks, private developments and recreation areas; and
- Use of drought tolerant plant species in all public and private developments.

Figure 7.1 Planned Water System Improvements



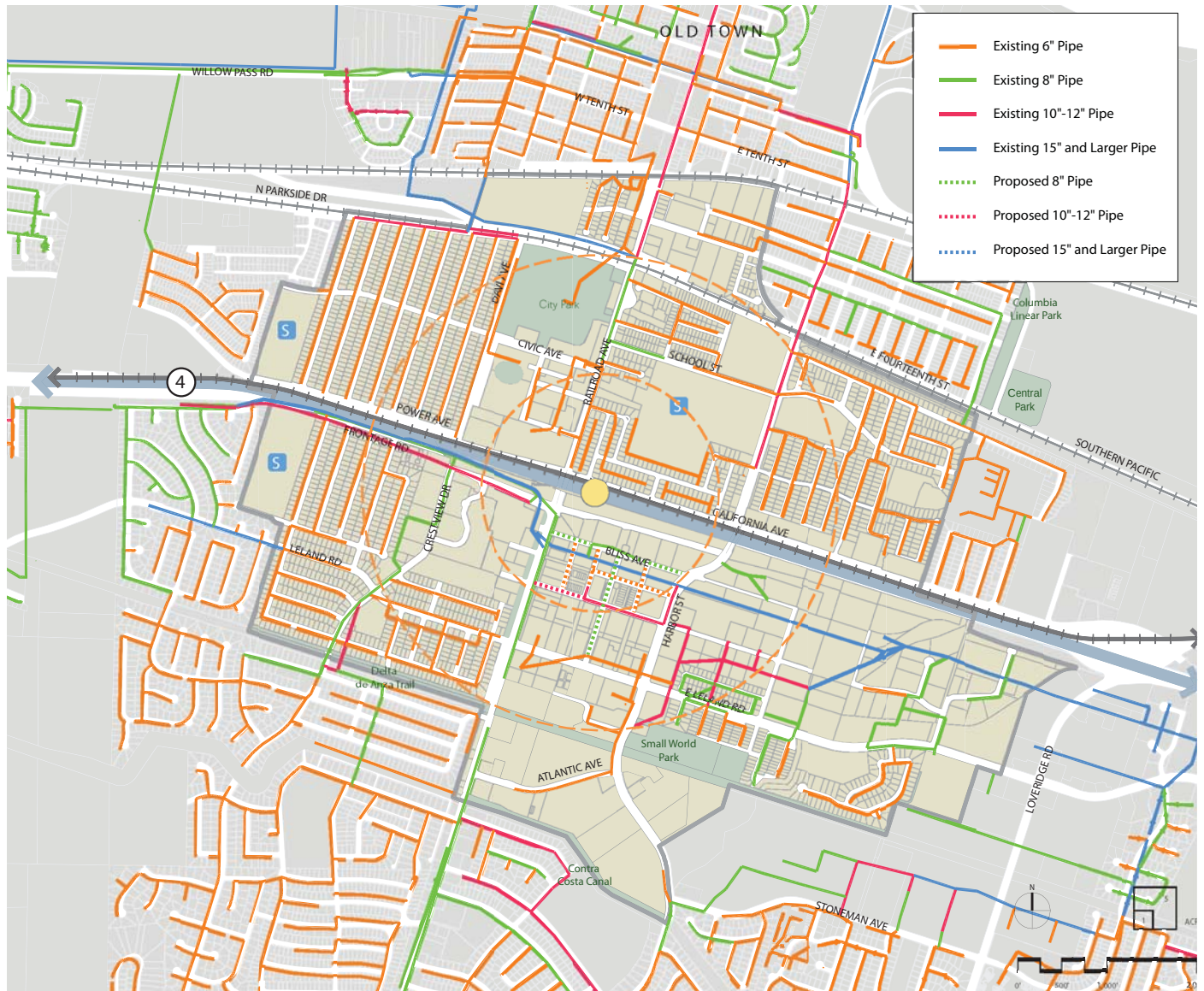
7.3.2 WASTEWATER SYSTEM

The City of Pittsburg provides sanitary sewer service (collection) for the Specific Plan Area. The system includes approximately 95 miles of sewer lines and one sewage lift station. The system is augmented by wastewater treatment at the Delta Diablo Sanitation District (DDSD) treatment facility. The DDSD treatment facility has an existing capacity of 16.5 million gallons of wastewater per day, with plans to expand to 24 million gallons of wastewater per day.

The projected wastewater demand associated with the development program is tied to residential, commercial and industrial development. It is estimated that the new residential and commercial uses could generate an increase of 370,000 gallons of wastewater per day, an increase that can be accommodated within the existing system.

Several individual wastewater pipe lines will need to be upgraded or installed to provide hook-ups to new development areas.

Figure 7.2 Planned Wastewater System Improvements





Swales can be used to add green space and treat flow control to reduce the burden on traditional utilities.

7.3.3 STORM DRAINAGE

Maintaining and improving stormwater quality is essential to protect public health, wildlife, and watersheds, and to ensure opportunities for public recreation and economic development in Pittsburgh. Water pollution can be dramatically curbed through stormwater management and appropriately designed development.

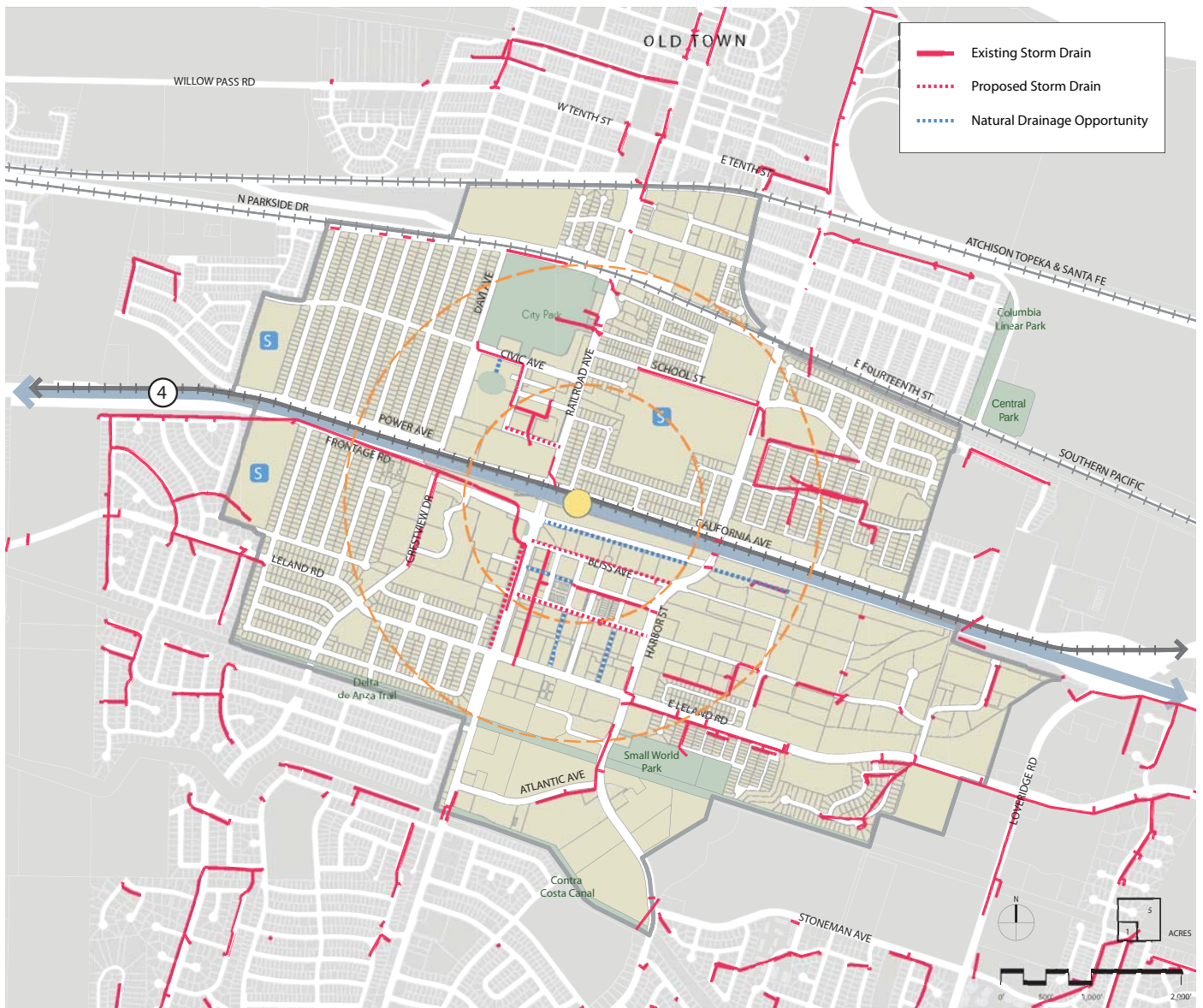
New drainage infrastructure will be required in certain portions of the Specific Plan Area to avoid concentrating runoff or increasing runoff volumes and to properly convey the runoff to existing drainage facilities.

All development projects throughout the City of Pittsburgh are subject to Provision C.3 of the City's joint National Pollutant Discharge Elimination System (NPDES) municipal permit. For more details about treatment and flow control measures, please see the "Stormwater C.3 Guidebook" at:

- www.cccleanwater.org

There are some opportunities for projects located in the Civic Center and Transit Village sub-areas to jointly meet C.3 requirements by locating treatment and flow control measures (such as swales) along the green paths that run north-south and east-west along the multi-use trails that are proposed north of Bliss Avenue and from Garcia Avenue to Leland Road. In these instances, maintenance of the shared drainage areas could be incorporated into a Community Facilities District.

Figure 7.3 Planned Storm Drainage System Improvements





Pittsburg Disposal offers solid waste, recycling and green waste pick-up service.

7.3.4 SOLID WASTE

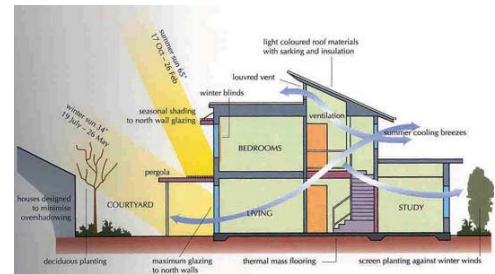
Solid waste pickup and disposal for the Specific Plan Area is provided by Pittsburg Disposal Service. Residential and commercial solid waste is disposed at Potrero Hills Landfill, located east of Suisun City while non-recyclable industrial waste is transported to Keller Canyon Landfill, located southeast of the City limits. It is not anticipated that the development permitted with the Specific Plan will require additional solid waste facilities and that it can be accommodated at the currently operating transfer station.

The Specific Plan area is primarily built-out with aging infrastructure and industrial uses which will eventually be replaced with newer industrial, commercial and residential development that must comply with recycling and waste reduction efforts within the City. Consistent with the General Plan and existing City policies, all development will be required to provide adequate, covered trash enclosures that can accommodate garbage, recycling and green and food waste recycling when it is available on a city-wide basis.

7.3.5 ENERGY CONSERVATION

When reviewing development applications, City staff should encourage building designs that maximize solar heat gain during the winter months and minimize solar heat gain during the summer. Site development and architectural features including, but not limited to, use of landscaping, overhangs, window shades and south facing windows can be utilized to improve energy efficiency. Additionally, the prevailing winds in Pittsburgh can be utilized to provide natural afternoon and evening cooling. Windows ideally would be located on opposite sides of the house to allow flow-through ventilation and to draw through cooling winds. Buildings oriented to block cold winter winds from the north would also be desirable, in order to reduce heating requirements. Consideration should be given to the placement of vegetation to optimize the effects of wind around homes and other structures.

This chapter also includes specific policies related to the development of solar generating structures such as the placement of solar panels on bus stops and homes in order to reduce energy consumption for the new development planned in the Specific Plan Area. Bus stops, carports, trash enclosures and residential and commercial roofs are opportunities for these items to serve multiple functions within the Specific Plan Area, and to reduce the newer developments' reliance on outside sources of energy.



This illustration shows how functional architectural features can be used to passively heat and cool a structure thereby reducing reliance on artificial air conditioning and heating units (www.inhabitat.com).



8

implementation



This Implementation chapter describes the “how to” steps for directing future investment in the Specific Plan Area. The identified implementation mechanisms and funding tools put forth a targeted approach for creating a vital and thriving transit-oriented development.

To implement planned improvements, the City and its partners must be strategic in determining how energy is focused and resources are allocated. This involves identifying a set of priority improvements, matching these priorities to funding mechanisms, and defining procedures to administer the plan. Specifically, this chapter includes:

- 8.1 Specific Plan Adoption and Implementation
- 8.2 Plan Phasing and Priority Improvements
- 8.3 Capital, Infrastructure and Community Facility Improvements in the Transit Village and Civic Center sub-areas; and
- 8.4 Financing Tools.

8.1 SPECIFIC PLAN ADOPTION AND IMPLEMENTATION

A thorough discussion of the Specific Plan's relation to the General Plan, utility master plans, the zoning ordinance and other pertinent city-wide ordinances and policies is included in Chapter 1, Section 1.6.1, "Relationship to the General Plan and Other Plans," and Section 1.6.2 "Relationship to the Zoning Ordinance," respectively

Pursuant to PMC Chapter 18.62, a Specific Plan shall be adopted by resolution of the City Council and shall be consistent with Government Code Sections 65450 et seq. Implementation of the Specific Plan may include but will not be limited to the following amendments, revisions and updates:

- Update of the Pittsburg Water System Master Plan
- Update of the City's Collection System Master Plan for Wastewater Demand
- Amendment of Pittsburg Municipal Code Title 17, Subdivisions
- Adoption of PD (Planned Development) District
- Update City of Pittsburg Capital Improvement Program
- General Plan Amendments to the Chapter 2, Land Use, and other elements to maintain consistency between the General Plan and Specific Plan.

8.2 PLAN PHASING AND PRIORITY IMPROVEMENTS

Though all of the improvements identified in the preceding chapters articulate a component of the long-term vision for the Specific Plan Area, resource constraints make it impossible to implement all of the proposed improvements at once. Rather, early resource allocations must be directed toward actions that will make the most tangible difference. This section outlines a number of potential improvements that have been prioritized for early implementation due to their particular relevance in transforming the Specific Plan Area and their likelihood of bringing about positive change.

This section is organized as follows:

- Phase One: Immediate Station Area;
- Phase Two: Transit-Oriented Development Medium;
- Phase Three: Transit-Oriented Development Residential; and
- Phase Four: Expanded Transit-Oriented Development High and Parking.

8.2.1 PHASE ONE: IMMEDIATE STATION AREA

The first phase of improvements should be focused on the areas closest to the planned eBART Station and other transit facilities. In the fall of 2009, the Redevelopment Agency entered into a Development Agreement with a developer to construct a mid-rise office building and a restaurant in the southeast corner of the Civic Center sub-area. Additionally, the Agency has been working with Contra Costa County and the State of California to replace the County Courthouse in the Civic Center sub-area. To facilitate both of these developments, the City has undertaken capital improvements to the roadways, sidewalks, crosswalks, bicycle facilities, and parking lots surrounding and located within the Civic Center block. Crosswalk and streetscape improvements between the Civic Center block and the planned eBART Station will connect the new development to the transit hub. Development of these employment-generating uses will strengthen the market and increase the development potential of surrounding areas.

The City must also begin acquiring and allocating funding for the recommended improvements along Bliss Avenue in the Transit Village. Though the entire segment of Bliss Avenue between

Railroad Avenue and Harbor Street likely cannot be funded immediately, the parcels west of the northern parking structure are of the highest priority. Improvements to this area will include an entry plaza, mixed-use development, and a parking structure to be shared among the new uses in the Transit Village sub-area and eBART. Until the time that a parking structure is feasible and warranted, the designated eBART parking shall be located in the existing Park-and-Ride lot on the north side of Bliss Avenue. The City should fund the realignment of Garcia Avenue and the construction of the bus-only drive to create a secondary transit connection from the Specific Plan Area. Bicycle facilities will be constructed as necessary to improve access to the eBART Station.

8.2.2 PHASE TWO: TRANSIT-ORIENTED DEVELOPMENT MEDIUM

Since existing market conditions are not likely to induce development in TOD Medium areas without public support, preparing these areas for development should be the City's second priority. Investing in streetscape improvements along Leland Road and the north-south greenways that connect Leland Road with Garcia Avenue are relatively easy-to-fund efforts that will help attract additional private investment in the Specific Plan Area.

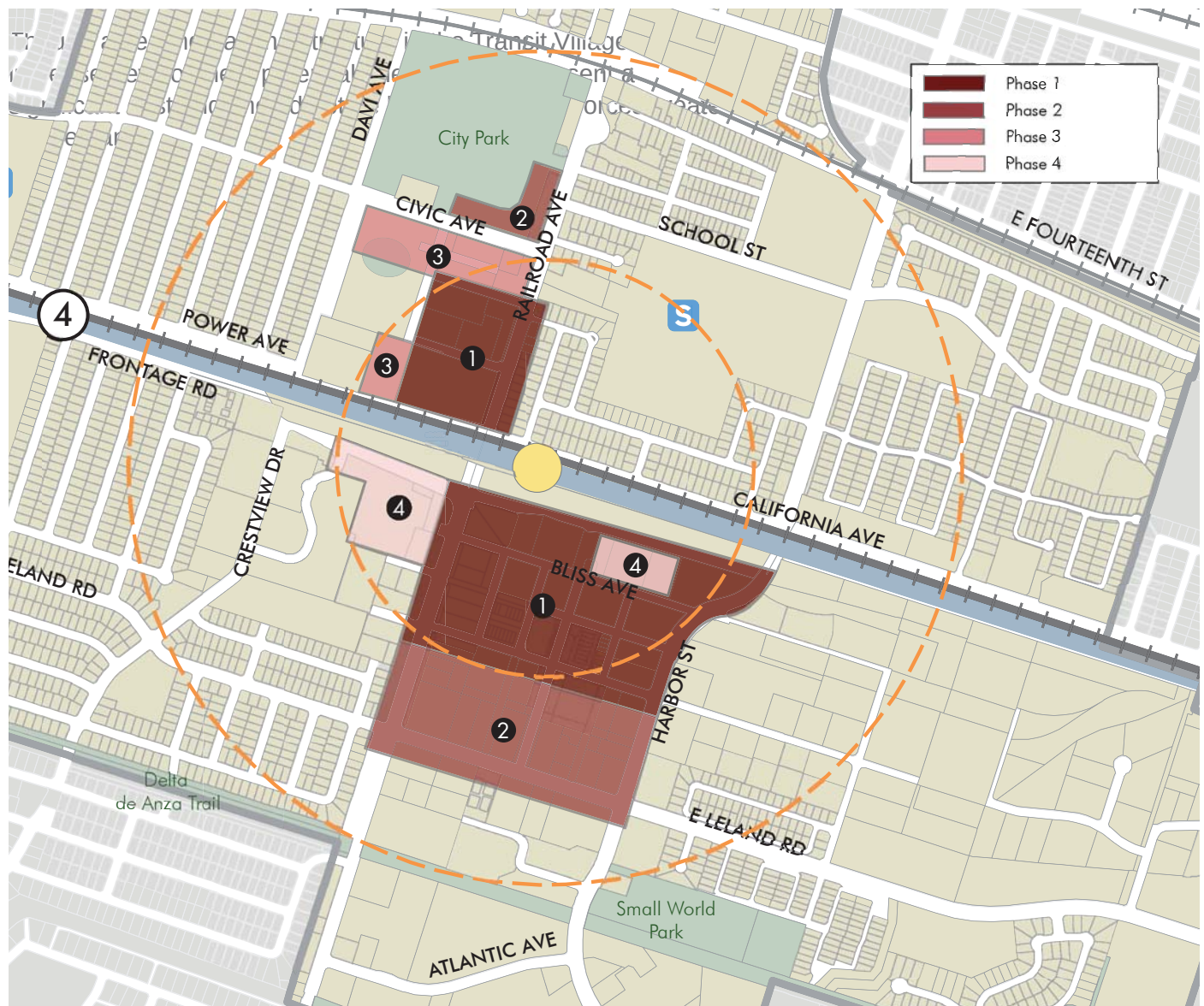
8.2.3 PHASE THREE: TRANSIT-ORIENTED DEVELOPMENT RESIDENTIAL

Although development in the TOD Residential category is not likely to be profitable under current market conditions, focusing efforts towards developing the area between City Hall and Civic Avenue will become more likely as other projects develop in the area and the market re-adjusts. Additionally, the City of Pittsburg already owns the land that could be offered to a developer as an incentive to reduce project costs, induce profitability, and accelerate the timeline for such development. In order to maximize the number of units available for sale or rental, it is recommended that a parking structure be constructed with the introduction of residential uses to the Civic Center sub-area.

8.2.4 PHASE FOUR: EXPANDED TRANSIT-ORIENTED DEVELOPMENT HIGH AND PARKING

Construction of the longest term-improvements should be focused on the land surrounding the former Albertson's store and a second parking structure in the Transit Village sub-area. The TOD High products have the greatest funding feasibility gap given current market conditions. Therefore, the City should wait to see how earlier phases affect the market before investing in redevelopment in this area.

Figure 8.1 Phasing Plan



8.3 CAPITAL, INFRASTRUCTURE AND COMMUNITY FACILITY IMPROVEMENTS IN THE TRANSIT VILLAGE AND CIVIC CENTER SUB-AREAS

The following list contains the anticipated capital, infrastructure, utilities and facilities upgrades necessary in the Transit Village and Civic Center sub-areas to implement the vision of the Specific Plan. While comprehensive, this list does not take into account every conceivable improvement necessary in these sub-areas. Rather, it should be used as a flexible guide to direct planned improvements throughout the targeted sub-areas, and eventually expanded to include improvements in the entire Specific Plan Area.

In addition to listing the proposed activity, this section includes plan phasing; however, it is important to consider that many of the improvements will also be tied to the market demand and instigated by private development.

The upgrades and improvements necessary to implement the Specific Plan will be funded through various means including capital improvement projects, Redevelopment Agency assistance, grants, public-private partnerships, permitting fees and other funding sources.

Utility improvements will occur on an as needed basis and will likely be accomplished as new development occurs within the Specific Plan Area. Where possible, utility upgrades should be accomplished simultaneously with Street and Transportation Improvements in order to achieve maximum efficiency in time and funding.

Table 8.1 Street and Transportation Improvements

Phase 1 - Civic Center
- Roadway improvements (including curb, gutter and sidewalk) along Center Drive - Under construction (Redevelopment, CIP) - Roadway improvements (including curb, gutter and sidewalk) along A Street (existing driveway from Civic Drive to Center Drive) - Under construction (Redevelopment, CIP) - Sidewalk widening and improvements (sidewalks, crosswalks) along Railroad Avenue - Under construction (Redevelopment, CIP) - Intersection improvements at Civic Drive and Railroad Avenue - Constructed (Redevelopment, CIP) - Widening of Davi Avenue and roadway improvements - Under construction (Redevelopment, CIP) - Construction of Class I bicycle facility, north side of State Route 4 from Railroad Avenue to Davi Avenue - Private/Public (Fees, Grants)
Phase 1 - Transit Village
- Widening and roadway improvements along Bliss Avenue from Railroad Avenue to Harbor Street (curb, gutter and sidewalk, angled parking, bulb outs, and crosswalks) - Public/Private (Grants, Redevelopment, CIP, business and property owner improvement/assessment districts, developer) - Acquisition of land and construction of dedicated north-south bus lane (curb, gutter, sidewalk, crosswalks, bulb outs and bus bays) - Public (Grants, Redevelopment) - Realignment of Garcia Avenue and extension to Railroad Avenue (construct road, curb, gutter, on-street parking and sidewalk) - Public (Grants, CIP, Redevelopment) - Widen existing sidewalks and provide crosswalks where necessary along Garcia Ave - Public/Private (Grants, developer, business and property owner improvement/assessment districts) - Improved local transit frequency from bus depot in specific plan to Pittsburg/Bay Point BART Station (Routes 380, 387, 388, 390 & 391) and to downtown Pittsburg (Routes 86 and 70) to provide 10 to 15 minute headways during peak times and 30 minutes headways during non-peak hours (including Saturday and Sunday). Route changes will be necessary after the construction of eBART to provide less regional/commuter service directly to the existing Pittsburg/Bay Point BART Station, and more local feeder service will be necessary - Public (Grants, User Fees, State/Local Transportation Funding) - Construction of parking structure south of Bliss Ave (400 stalls) - Public (Sales tax, business and property owner assessment/improvement districts) - Construction of Class I bicycle facility, south side of State Route 4 from Railroad Avenue to Harbor Street - Private/Public (Fees, Grants)
Phase 2 - Transit Village
- Roadway improvements along Clark Avenue (widen and construct road, curb, gutter, on-street parking and sidewalk) - Public (Grants, CIP, Redevelopment) - Construct roadway and improvements (crosswalks, curb, gutter, on-street parking and sidewalk) for two north-south streets extending from Bliss Avenue to Garcia Avenue - Public/Private (Grants, Redevelopment, CIP, business and property owner improvement/assessment districts, developer) - Construct roadway and improvements (crosswalks, curb, gutter, sidewalks, on street parking and bike lane) for one north-south street extending from Bliss Avenue to Leland Road - Public/Private (Grants, Redevelopment, CIP, business and property owner improvement/assessment districts, developer) - Signal installation where necessary - Public (CIP) - Bike improvements along Railroad Avenue from State Route 4 to Leland Road - Public (CIP)
Phase 3 - Civic Center
- Construction of roadway and improvements (including curb, gutter and sidewalk) along residential east-west streets located north of Center Drive - Public/Private (Redevelopment, CIP, developer) - Construction of parking structure (400 stalls) - Public/Private (Sales tax revenues, Redevelopment)
Phase 4 - Transit Village
- Implementation of shuttle service from downtown Pittsburg, Los Medanos College and other Pittsburg landmarks to eBART station - Public/Private (Sales tax, business and property owner assessment/improvement districts, downtown business owner assessment districts, grants) - Construction of parking structure north of Bliss Ave (1,000 stalls) - Public (Sales tax, business and property owner assessment/improvement districts)

Table 8.2 Utility Improvements

Ongoing - Civic Center
- Stormwater improvements - Public/Private (Redevelopment, developer, utility fees) - Upgrade water utilities including water pressure boosts - Public/Private (Redevelopment, developer, utility fees) - Underground utilities throughout quadrant - Public/Private (Redevelopment, developer, utility fees) - Upgrade sanitary sewer system - Public/Private (Redevelopment, developer, utility fees)
Ongoing - Transit Village
- Stormwater improvements - Public/Private (Redevelopment, developer, utility fees) - Upgrade water utilities including water pressure boosts - Public/Private (Redevelopment, developer, utility fees) - Underground utilities throughout quadrant - Public/Private (Redevelopment, developer, utility fees) - Upgrade sanitary sewer system - Public/Private (Redevelopment, developer, utility fees)

Table 8.3 Open Space and Parks Improvements

Phase 1 - Civic Center
Construction of 10-foot wide multi-use pedestrian/bicycle path along the southern part of the block (0.31 acre) - Public/Private (CIP, business and property owner assessment/improvement districts, grants)
Ongoing - Transit Village
- Construction of 12-foot wide multi-use pedestrian/bicycle path along the northern part of the SE Quad block (0.50 acre) - Public/Private (CIP, business and property owner assessment/improvement districts, grants) Central neighborhood park (approximately 1.5 acres) - Public/Private (CIP, business and property owner assessment/improvement districts, grants, park in lieu fees) - Construction of two north-south public green paths (0.89 acre) - Public/Private (Developer, business and property owner assessment/improvement districts, grants) - Construction of one east-west public green path (0.64 acre) - Public/Private (Developer, business and property owner assessment/improvement districts, grants) - Construction of 12-foot wide multi-use pathway along west side of Railroad Avenue (0.33 acre) - Public/Private (CIP, business and property owner assessment/improvement districts, grants)

Table 8.4 Community Amenities Improvements

Ongoing - Civic Center
- Installation of public art in plaza - Public/Private (Grants, developer, business and property owner assessment/improvement districts) - Installation of Streetscape Improvements: landscaping, coordinated benches, trash cans, lighting, way finding signage, decorative paving, among other materials - Public/Private (Grants, developer, Business and property owner assessment/improvement districts; lighting and landscaping district, community facilities district)
Ongoing - Transit Village
- Installation of bus shelters throughout SE Quad - Public/Private (Grants, developer, business and property owner improvement districts) - Installation of Streetscape Improvements: landscaping, coordinated benches, trash cans, lighting, way finding signage, decorative paving, among other materials - Public/Private (Grants, developer, Business and property owner assessment/improvement districts; lighting and landscaping district, community facilities district) - Installation of public art throughout plazas - Public/Private (Grants, Business and property owner assessment/improvement district)

8.4 FINANCING TOOLS

A number of potential capital financing strategies are available to support private sector redevelopment activity, streetscape improvements, and utility improvements in the Specific Plan Area. The following section describes various funding alternatives, including local sources, such as the allocation of funds by the City and Redevelopment Agency; grant sources; fee and exaction-based funding mechanisms; and the formation of Special Districts.

Certain funding sources would be useful to spur desired redevelopment in the Specific Plan Area, but they are generally quite limited and often allocated on a highly competitive basis. Other funding sources would place the burden of paying for area improvements on new development, perhaps requiring improved economic conditions before private interests are willing to move forward with development activity. This section does not specifically determine which resources will be used to finance developments and improvements in the Specific Plan Area, but rather summarizes a range of funding options available to the City.

The discussion is organized into the following primary funding categories, beginning with federal scale opportunities and narrowing down to locally-based opportunities:

- Federal Funding Sources
- State Funding Sources;
- Regional Funding Sources; and
- Local Funding Sources.



Safe Routes to School Programs can provide funding for pedestrian improvements.

8.4.1 FEDERAL FUNDING SOURCES

Below is a description of Federal funding sources that the City could pursue in order to fund proposed Station Area improvements. While there will likely be significant federal funding for infrastructure improvements in the near future, only projects that are “shovel ready” at the time of the funding announcement will benefit.

TRANSPORTATION GRANTS

The Federal Government offers a variety of competitive grant options through the Federal Highway and Federal Transit Administrations. Authorized by legislation known as the Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), two relevant grants stand out as the best matches for proposed improvements.

Safe Routes to School Program

The Safe Routes to School Program provides funding for the construction of sidewalk improvements, traffic calming measures, speed reduction improvements, pedestrian and bicycle improvements, and traffic diversion improvements within a two-mile radius of a school. This grant source may be applicable, given the presence of elementary, middle, and high schools within two miles of the proposed eBART Station; a potential need for enhancements to pedestrian crossings over State Route 4; and other improvements to the area’s pedestrian infrastructure. The federal government budgeted \$125 million for this program in 2007. Although this program could fund many of the proposed improvements, it would not be able to fund utility improvements. However, as this fund does not require any matching funds, the City could apply for this grant to fund the eligible traffic improvements and use another source, which may require matching grants, to fund the remaining improvements.

Transportation, Community and System Preservation (TCSP) Program

The TCSP program provides funding for a broad range of projects including those that implement transit-oriented development plans and traffic calming measures. Other program priorities include reducing the impacts of transportation on the environment, reducing the needs for costly future investments in infrastructure, and providing efficient access to jobs, services and centers of trade. With only \$61.25 million allocated nationwide to this

program in 2007, it represents a relatively small funding source. One of the goals of this program is to encourage private sector development, a criterion which is prioritized in grant distribution. This program requires 20 percent matching funds.

HOUSING AND URBAN DEVELOPMENT (HUD)-BASED GRANTS

The federal Department of Housing and Urban Development (HUD) offers several grants that could provide funding for both the transportation and utility improvements.

Community Development Block Grant (CDBG)

The City can use funds from its Community Development Block Grant (CDBG) monies to finance the construction of public facilities and improvements that will benefit economic development in areas that house primarily low- and moderate-income persons, or that aid in the prevention or elimination of blight. Eligible public improvements and facilities include water and sewer facilities, streets, and neighborhood centers. The City receives \$780,000 of CDBG funds per year.

Section 108 Loan Guarantee

HUD offers a loan guarantee program that the City can use to finance the construction, reconstruction, or installation of public facilities including street, sidewalk, and other site improvements, using its CDBG monies as the source of repayment. The City can leverage some of its annual CDBG allocation into a larger loan that can finance the proposed infrastructure improvements. In addition, once HUD approves the loan guarantee, if the City can tie the improvements to new economic opportunities for low- and moderate-income persons, the City can apply for a Economic Development Initiative (EDI) grant or Brownfield Economic Development Initiative (BEDI) grant. These grants can be used to repay the Section 108 loan, freeing up the annual CDBG allocations for other purposes.



Community Development Block Grants can be used to fund economic development initiatives.



East Leland Family Housing is an affordable housing development funded through California Housing and Community Development Grants.

8.4.2 STATE FUNDING SOURCES

Below is a selection of State of California financed measures.

CALIFORNIA HOUSING AND COMMUNITY DEVELOPMENT GRANTS (HCD)

HCD manages a number of housing and community development activities that support redevelopment and affordable housing in urban infill areas. Two such programs are described below. Various other HCD programs are more generally targeted toward the creation of affordable housing. While they may be important funding sources, their applicants are generally non-profit or for-profit affordable housing developers.

Downtown Rebound Program

This program provides deferred payment development loans to finance the conversion of vacant and underutilized commercial and industrial structures into high density residential uses near public transit and residential infill areas. In general, the maximum loan is \$20,000 per unit, plus an additional amount to reduce rents to the level of 30 percent to 60 percent of area median income. Approximately 20 percent of the units within the project must be affordable.

Transit-Oriented Development Program

This program provides assistance for the development of higher density housing within one-quarter mile of transit stations. Assistance includes subsidized development and construction loans and grants for infrastructure necessary to support the development of eligible housing units.

Proposition 1B

California voters approved Proposition 1B (SB1266) in November of 2006. This measure allowed the State to float bonds to be used for transportation improvements around the State. There are currently 14 funding programs in Proposition 1B, including the Local Streets and Road Improvement, Congestion Relief, and Traffic Safety Account of 2006. This program employs a formula to allocate approximately \$1 billion to cities in California on a per capita basis for transportation improvements.

STATE GAS TAX SUBVENTION

California's 18 cents-per-gallon fuel excise tax is a major source of funding for transportation projections. Thirty five percent of revenues collected through this source are allocated to cities and counties, known as the local subvention. Funds may be spent on transportation maintenance, improvements, and management, including funding streetscape improvements. Gas tax capital improvement funds are earmarked through the City's Five-Year Capital Improvements Program (CIP).



BICYCLE TRANSPORTATION ACCOUNT (BTA) GRANT

The Bicycle Transportation Account (BTA) Grant is administered by Caltrans and provides state funds for city and county projects that improve safety and convenience for bicycle commuters.

SAFE ROUTES TO TRANSIT PROGRAM

The Safe Routes to Transit (SR2T) Program awards \$20 million in grants to facilitate walking and bicycling to regional transit. The program is funded by Regional Measure 2, and is administered by TransForm and the East Bay Bicycle Coalition. By improving the safety and convenience of biking and walking to regional transit, SR2T will give commuters the opportunity to leave their cars at home, and reduce congestion on Bay Area bridges.



Capital improvement funds can be used for bike route improvements such as dedicated lanes and signage.

COUNTY TRANSPORTATION GRANTS

A portion of funds collected through Contra Costa County's Measure C sales tax are distributed through a competitive grant process, with local jurisdictions competing within their County sub-region for funds. Similar to the TLC grants described above, these Contra Costa TLC grants (CC-TLC), offer funds to support transportation enhancements that help create pedestrian- and bicycle-friendly environments and encourage a mixture of land uses. Funds may be used to support affordable or workforce housing by paying for specific transportation improvements required as a condition of project approval. CC-TLC grants are a significant source of funds and are less competitive than many other grant sources, as they are competed for within a much smaller geographic area.

Measure C

This transportation sales tax initiative was originally approved by voters in Contra Costa County in 1988 and extended for an additional 25 years in 2006. Most funds from this source are dispersed on a formula basis to local jurisdictions and are available for a number of purposes including local street improvement and maintenance and pedestrian and bicycle improvements. Funds are programmed through the City's Capital Improvement Program.

8.4.4 LOCAL FUNDING SOURCES

A menu of locally available tools is provided below.

General Fund

The City's General Fund is a discretionary revenue source, generally used to pay for basic municipal services such as police, fire, and public works. Secured by General Fund Revenues, the City may issue General Revenue Bonds to pay for infrastructure improvement in the Station Area. Generally, demands on General Fund Revenues leave few dollars available toward debt service for new bond issuances. Should the City decide against the use of the General Fund to provide substantial support for capital improvements in the Station Area, the City may still direct a relatively small, one-time allotment of money from the General Fund for planning and engineering services that would help to establish Special Districts as described below.

Redevelopment Tax Increment Financing (TIF)

Redevelopment agencies often use Tax Increment Financing (TIF) to fund improvements in project areas in order to spur private investment and jumpstart revitalization efforts. Currently the Pittsburg Redevelopment Agency (RDA) is using TIF to support mixed-use development in Old Town Pittsburg, including the Vidrio and Gateway developments.

Based on California Redevelopment Law, at least 20 percent of TIF revenues derived within a redevelopment project area must be spent to develop or preserve affordable housing for moderate- and low-income households. This requirement suggests that a significant amount of funds will be available to support affordable housing development within the Specific Plan Area.



Exactions can pay for public open spaces along the sidewalk, such as Heritage Square in Emeryville, CA.

FEES AND EXACTIONS

In addition to the local funding sources identified at the beginning of this report, the City could potentially charge developer impact fees to finance proposed Station Area infrastructure improvements.

Development Impact and Utility Connection Fees

Currently the City and other jurisdictions charge a number of development impact and utility connection fees on new development in Pittsburg, including local and regional traffic impact fees and sewer and water connection fees. To the extent that these fees are insufficient to pay for proposed Station Area improvements, the City could establish an additional Station Area impact fee to charge new development for its share of public improvements. Nonetheless, the City would still need to find funding to pay for the existing development's share of improvements. Thus, the imposition of new impact fees would further limit opportunities to realize desired redevelopment over the short-term.

Developer Exactions

The City may impose various requirements, known as exactions, as a condition of new development, including dedication of land for public purposes and development of necessary public infrastructure. As with impact fees, the cost of exactions represents a direct cost to the developer and may hinder redevelopment until economic conditions change. As described above, the cost of certain exactions may be defrayed through the use of grant funds that promote affordable housing or transit-oriented development.

SPECIAL DISTRICTS

California allows the formation of Special Districts for purposes of developing and maintaining public facilities and, in certain instances, providing public services within a defined area. Special Districts require property-owner support but do not necessarily require commitments from the City's General Fund or other citywide revenue sources.

Special Assessment District (AD)

Special Assessment Districts are tools used throughout the State to fund capital improvements, cover maintenance costs, and provide services, which offer special benefits within a specified area. The formation of an AD requires a majority vote from property owners within the assessment area, with their vote weighted based on proportionate shares of the total annual assessment. All property owners within the district pay an annual assessment above their regular property taxes to pay for special benefits. Typically, it is difficult to gain majority property owner approval in a developed area like the Station Area, particularly where certain property owners have no plans to redevelop their properties and may see little financial incentive to support a new assessment.

Mello-Roos Community Facilities District

Mello-Roos districts are similar to Special Assessment Districts except they must be approved by a two-thirds approval of noticed voters (not proportionate to their assessment). Mello-Roos districts are not special assessments but a special tax used to pay for public facilities and/or services. Within Mello-Roos Districts, the special tax cannot be directly linked to the value of property, but rather is calculated related to the benefit received by the property owner using formulas tied to property characteristics such as road frontage, lot size, and built square footage. A Mello-Roos District is often better than a Special Assessment District in matching taxpayer costs to taxpayer benefits. Similar to an AD, the formation of a Mello-Roos District is difficult in a built out area where property owners may have disparate interests.

Property-Based Business Improvement District (PBID)

PBIDs allow commercial property owners to tax themselves for specific activities clearly detailed in their PBID Service Plans. PBIDs are self-assessed and self-governed by the affected property owners. A PBID may be used to enhance city services but may not be used to replace services already provided by the City. PBIDs normally become a means to improve business conditions by acting as a collective marketing and maintenance district, although they can support capital improvements as well. A PBID can earmark monies for capital improvements consistent with the district's adopted management plan.