

INTRODUCTION

A. PURPOSE

The Pittsburg/Bay Point BART Station Area is a unique area composed of older neighborhoods and newly developing residential and commercial parcels. Generally, the undeveloped and newer areas are located within the City of Pittsburg while older areas are within the unincorporated community of Bay Point in Contra Costa County. The area is undergoing significant change as the previously undeveloped portions within the City of Pittsburg, located south of State Highway 4, are being subdivided and developed as residential communities. This growth, along with the presence of the new Pittsburg/Bay Point BART Station which entered into service as the eastern terminus of BART's Concord line in the Fall of 1996, is also resulting in some new development immediately north of Highway 4.

Recognizing that the BART Station and related transit serving the area represent unique opportunities to increase public transit ridership and reduce traffic congestion on regional roadways, the City of Pittsburg, Contra Costa County and the San Francisco Bay Area Rapid Transit District entered into an agreement to evaluate the alternatives for future change in the vicinity of the station and to formulate policies and standards to provide for continued orderly growth of the area, stimulate revitalization activities in the unincorporated Bay Point community, and capitalize on the special opportunities presented by the BART Station.

The plan has been prepared in recognition that the attractiveness of public transit utilization, the success of businesses in the area and the creation of a rich and fulfilling living environment for existing and future residents depend upon the creation of an overall character, im-

age and land use pattern which emphasizes a unique sense of place independent of governmental jurisdiction.

The purpose of this plan is to establish policies and standards to guide the City of Pittsburg, Contra Costa County and BART in the coming years to achieve that goal, and to assist private property owners in anticipating future changes in the area and in making investment decisions which are supportive of the creation of a community spirit and character which enhances their land values and investment return.

B. REGIONAL SETTING

The Specific Plan Area is located in eastern Contra Costa County, west of central Pittsburg (Figure 1). The plan area is 35 miles northeast of San Francisco and 28 miles northeast of Oakland. Regional access is

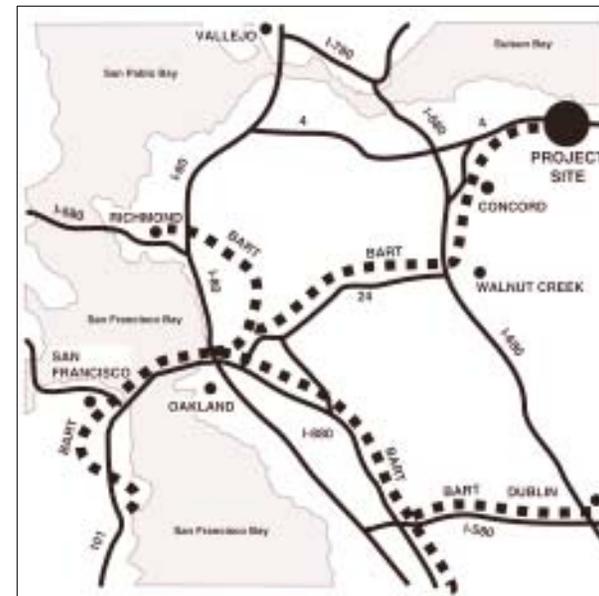


Figure 1 Regional Setting

available along State Highway 4, a major east-west limited access freeway which bisects the plan area and links the plan area to other Bay Area cities. It also provides connections to major routes including Highway 24, Interstate 680 and Interstate 80 and to the cities of Pittsburg, Antioch and Brentwood to the east and to the City of Martinez to the west. Interstate 680, which is approximately 6 miles west of the plan area, provides a connection to the cities along the I-680 corridor including Concord, Walnut Creek, Danville, San Ramon, Dublin and Pleasanton to the south and Benicia to the north.

The Highway 4 corridor is a recent addition to the Bay Area Rapid Transit (BART) system, linking the corridor to Fremont in the South Bay, Millbrae on the San Francisco Peninsula, and Richmond in northern Contra Costa County. BART, which started service in 1972, is a major component in the multi-modal transportation system linking the major urban centers of the San Francisco Bay Area, and is increasingly shaping the living and working patterns of the region.

C. SPECIFIC PLAN AREA

The Pittsburg/Bay Point BART Station Area Specific Plan covers a finite area of approximately 295 acres immediately adjacent to and along major access routes to the BART Station (Figure 2).

The plan area is centered on the Highway 4 / Bailey Road interchange and the Pittsburg / Bay Point BART Station (Figure 3). Willow Pass Road is at the northern edge of the area, and provides access to a mix of residential, retail commercial and industrial uses.

Local Access: Local access to the plan area is currently provided by Highway 4, Willow Pass Road, West Leland Road, Bailey

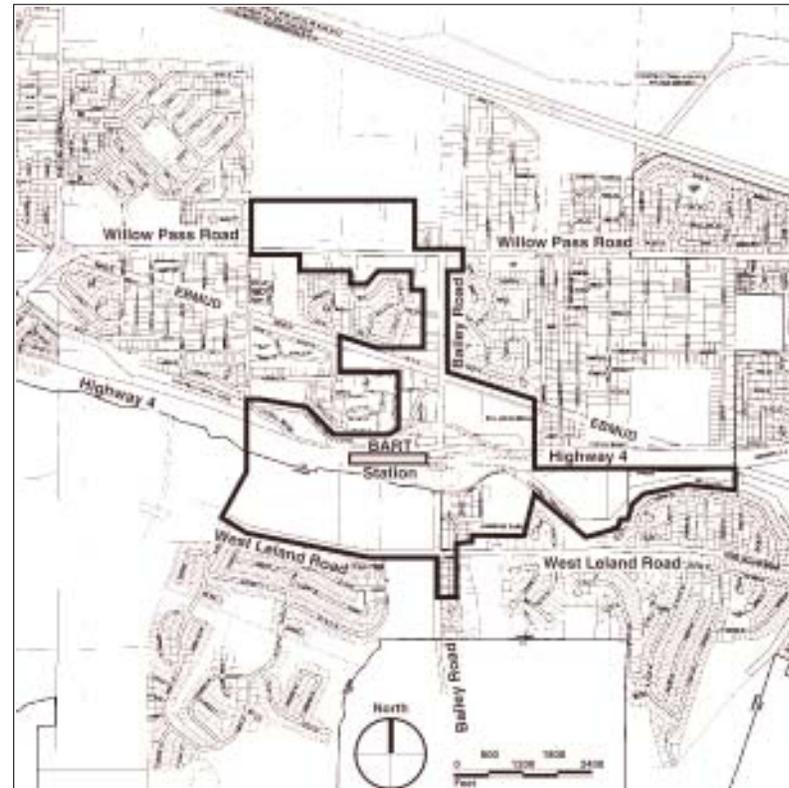


Figure 2 Specific Plan Area

Road and Tri-Valley Transit. Highway 4, Willow Pass Road and West Leland Road traverse the plan area east to west and are the primary means of access from the City of Pittsburg and the Bay Point area of unincorporated Contra Costa County. Bailey Road traverses the area north to south, links Highway 4, Willow Pass Road and West Leland Road and forms the Highway 4 / Bailey Road interchange, which is the primary point of regional and local access. The Pittsburg / Bay Point BART Station is located at the Highway 4 / Bailey Road interchange.

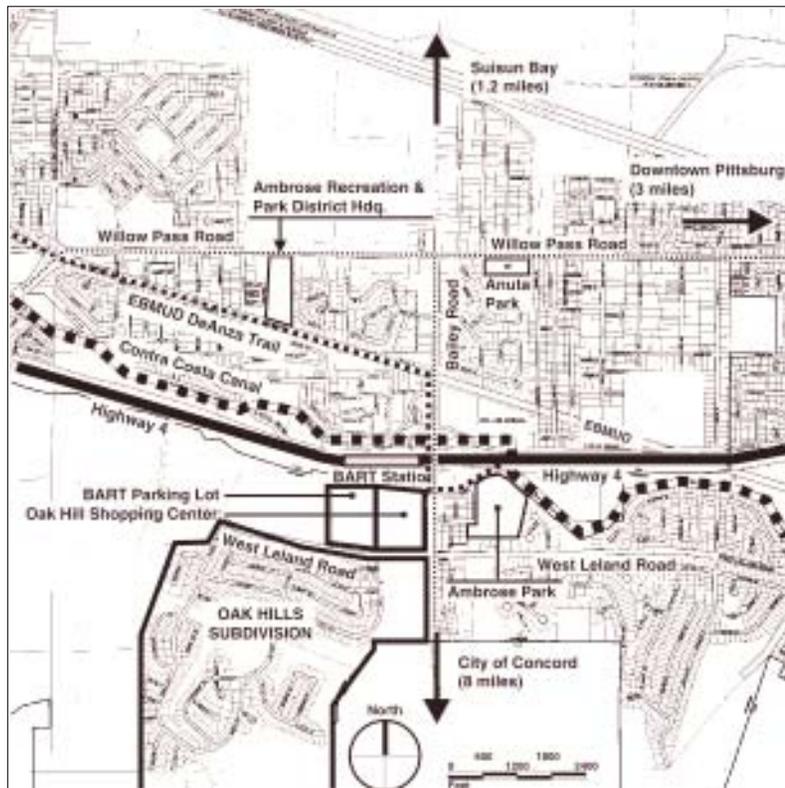


Figure 3 Local Setting

Parks and Public Facilities: Ambrose Park is located south of Highway 4 and east of Bailey Road. Stoneman Park is outside the area immediately to the southeast. The Ambrose Community Center and an adjacent public park are on the south side of Willow Pass Road, west of Bailey Road. Anuta Park is on the south side of Willow Pass Road, one block east of the Bailey Road intersection. Both the East Bay Municipal Utility District (EBMUD) aqueduct and the Contra Costa Canal bisect the plan area on a southeast / northwest alignment. The De Anza trail follows the EBMUD aqueduct through the western half

of the plan area to Bailey Road where it turns south along Bailey Road, crosses under Highway 4 and turns east along the southern edge of Highway 4, terminating at the eastern edge of the plan area adjacent to the Contra Costa Canal. The trail will be extended eastward at a future date.

Residential and Commercial Facilities: The new residential community of Oak Hills, located immediately south of the plan area, includes single-family and multifamily housing. Immediately north of the Oak Hills subdivision is the Pittsburg / Bay Point BART Station and approximately 23 acres of undeveloped land. The Oak Hills Shopping Center abuts the Pittsburg / Bay Point BART Station and parking lot, and is the largest retail commercial development in the plan area.

Specific Plan Context: The area north of State Highway 4 is occupied by single and multifamily housing, industrial uses and retail commercial uses. The area east of the plan area is mostly single and multifamily housing. South of the plan area are rolling, undeveloped hills with active agricultural uses and the Keller Canyon Landfill. The area west of the plan area and south of Highway 4 is open, undeveloped land which will ultimately include the San Marco subdivision of approximately 3000 units. The area west of the plan area and north of Highway 4 is predominately single family residential housing. West of the plan area, approximately 2 miles away, is the Concord Naval Weapons Station and due north of the plan area approximately 1.2 miles is Suisun Bay. East of the plan area approximately 3 miles is downtown Pittsburg.

Land Ownership

The specific plan and immediately surrounding areas are largely characterized by numerous owners of small parcels. There is limited evidence of significant multi-parcel ownership or of the assembly of contiguous parcels. However, there are several large parcels within the area as shown on Figure 4. They include:

- **A:** A large parcel north of Willow Pass Road owned by LP Catalyst Holdings, Inc. The undeveloped portion of the property is approximately 80 acres of which 21.5 acres are within the Specific Plan Area.
- **D-1:** A 1.99 acre parcel along Clearland Drive, immediately south of Willow Pass Road, owned by the Ambrose Recreation and Park District.
- **D-3:** Ambrose Park which is approximately 11 acres in size.
- **E:** One undeveloped property of 3.8 acres north of Canal Road to the east of Alves Road.
- **F:** A large church site north of the Contra Costa Canal along Alves Road.
- **G:** The Far Hills Mobile Home Park which contains 7.2 acres.
- **J:** A vacant parcel totaling 23.5 acres to the west of the BART parking lot owned by West Coast Home Builders, Inc. (a.k.a. Albert D. Seeno Construction Co.).
- **K:** BART parking lot totaling 27.15 acres
- **L:** One vacant parcel of 3.45 acres immediately east of the BART parking lot owned by Sierra Pacific Properties, Inc. (a.k.a. Albert D. Seeno Construction Co.).

- **M:** A large parcel adjacent to Ambrose Park owned by Contra Costa County as mitigation for impacts created by the Highway 4 widening.

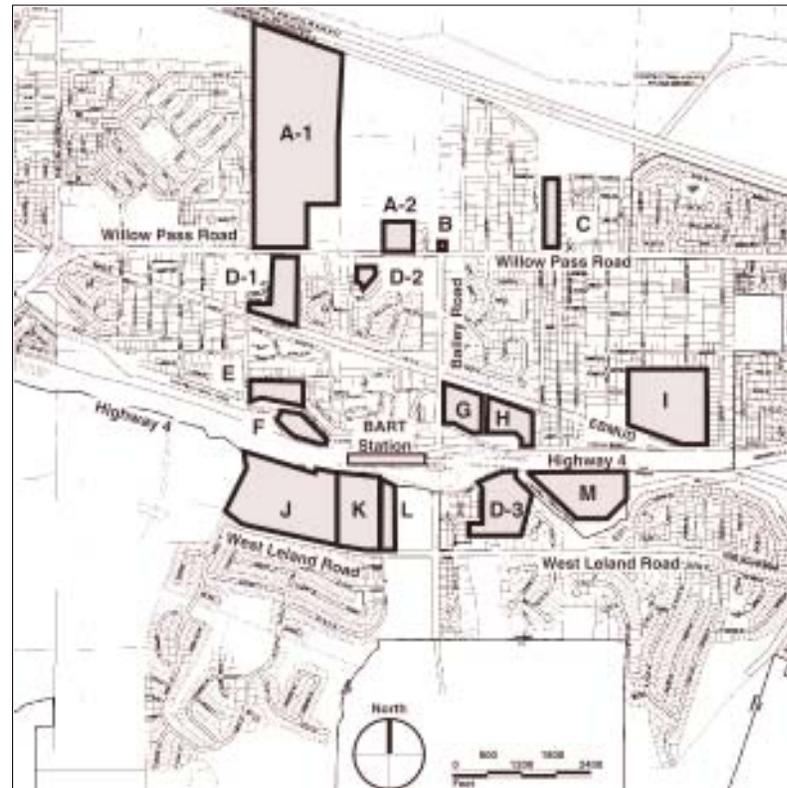


Figure 4 Land Ownership / Large Parcels

A LP Catalyst Holdings, Inc.	H Mt. Diablo Unified School District
B Toby and Aaron Roland	I Davis and Naomi Dobrich
C Mary Sino and The Estate of Horace Sino	J West Coast Home Builders
D Ambrose Recreation and Park District	K BART
E Roman Catholic Bishop of Oakland	L Sierra Pacific Properties, Inc.
F Jack and Christina Edwards	M Contra Costa County
G Far Hills Mobile Home Park	

D. GOVERNMENTAL JURISDICTIONS

The plan area is split between unincorporated Contra Costa County and the City of Pittsburg generally divided by State Highway 4. However, a portion of the area south of the highway is unincorporated as shown on Figure 5. Between the two jurisdictions, adopted Redevelopment Plans cover nearly the entire Specific Plan Area in the vicinity (Figure 6).

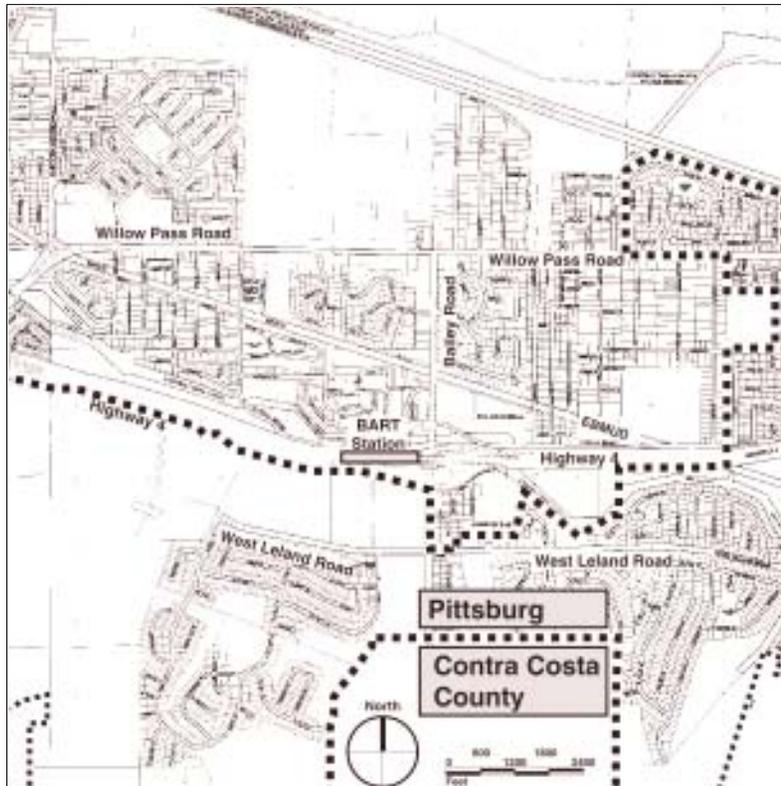


Figure 5 Jurisdictional Boundaries

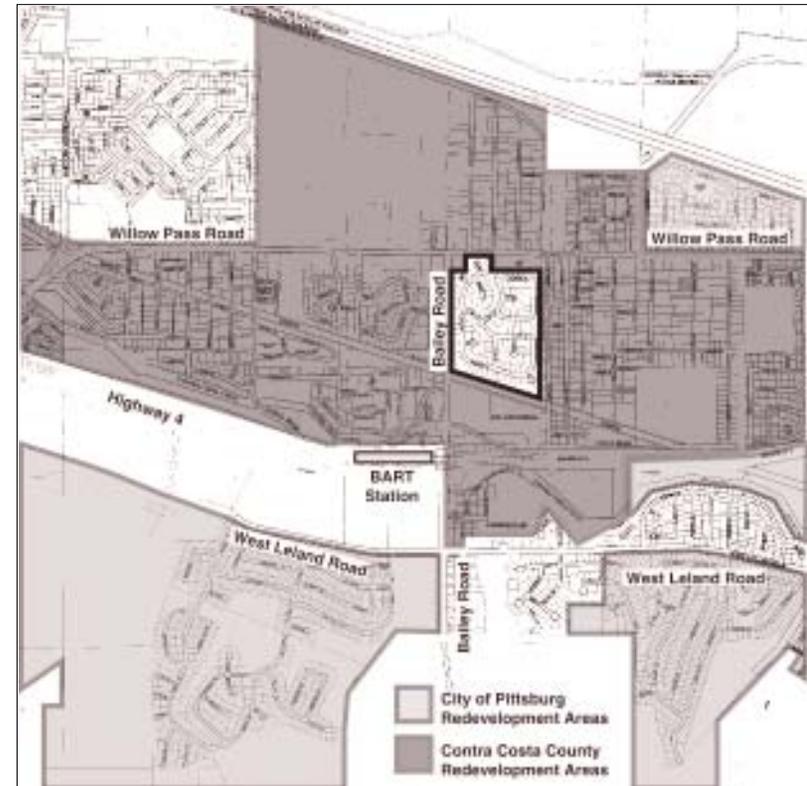


Figure 6 Redevelopment Project Areas

E. SERVICE DISTRICTS

School Districts

Both the Mt. Diablo Unified School District and the Pittsburg Unified School District serve the general area. The dividing line for the two districts is generally along Loftus Road east of the Specific Plan Area. The area west of this line is served by the Mount Diablo Unified School District (MDUSD). The Specific Plan Area is entirely within the MDUSD. The Bel Air Elementary School currently serves the needs of the Specific Plan Area. A future school will be built in the Oak Hills subdivision south of Highway 4 and the BART Station Area. The Mt. Diablo High School, serving students from the area, is part of the Mt. Diablo Unified School District and is located in Concord.

Water Districts

Water service is delivered to the unincorporated area of Bay Point by the California Cities Water Company and to the City of Pittsburg by their own municipal water district.

Sewer Districts

The Delta / Diablo Sanitation District conveys and treats sewage for the Bay Point area, and treats sewage for the City of Pittsburg. The City of Pittsburg Public Services Department oversees the conveyance of sewage from the City to the Delta / Diablo treatment facilities.

Fire District

The Contra Costa County Fire Protection District provides fire protection to the entire plan area.

Police Services

The County Sheriff's Department provides police services to the unincorporated area of Bay Point, and the City of Pittsburg Police

Department provides police services to the City of Pittsburg. The BART police provide security for the transit station and parking areas.

Park Districts

The Ambrose Park and Recreation District has jurisdiction for all park land within the unincorporated Bay Point area. The City of Pittsburg Departments of Leisure Services and Public Services has jurisdiction for all park land within the City of Pittsburg. The De Anza Trail is within the jurisdictional control of the East Bay Regional Parks District. It connects to the Iron Horse Trail to the west of Bay Point and will ultimately follow the Mokelumne aqueduct eastward to Brentwood.

E. PLANNING PROCESS

The Pittsburg/Bay Point BART Station Area Specific Plan was developed over a one-year period with input from a Policy Advisory Committee composed of representatives from community advisory groups; residential property owners and tenants; planning and transportation agencies; major property owners; and recreation, parks and education districts. In addition, a review of Policy Advisory Committee recommendations and direction for major plan components was provided by a Fiscal Policy Committee composed of one elected representative each from the City of Pittsburg City Council, the Contra Costa County Board of Supervisors and the Bay Area Rapid Transit District Board of Directors.

Preliminary evaluations and market studies were followed by a detailed evaluation and comparison of three alternative plan scenarios. The detailed review and discussion of the alternative scenarios by the

Policy Advisory and Fiscal Policy Committees formed the basis for land use, urban design and implementation policies and standards contained within this specific plan.

F. STATUTORY AUTHORITY

Under California Law (Government Code Section 65459 et. Seq.), cities and counties may use specific plans to develop policies, programs, and regulations to implement the jurisdiction's adopted General Plan. The specific plan serves as a bridge between the General Plan and individual development master plans by providing additional policy and plan guidance.

The Pittsburg/Bay Point BART Station Area Specific Plan has been prepared in a manner consistent with the requirements of State Planning and Zoning Law, Article 8, Specific Plans. As prescribed by law, the plan includes text and diagrams which specify the following:

- 1) *The distribution, location and extent of the land uses, including open space, within the area covered by the plan.*
- 2) *The proposed distribution, location, extent and intensity of major components of public and private transportation, sewage, water drainage, solid waste disposal, energy and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.*

Note: Given the finite limits of the specific plan area and the conditions of existing infrastructure sized to serve existing and anticipated future develop-

ment, no significant public infrastructure improvements are anticipated as a part of this specific plan implementation.

3) *Standards and criteria by which development will proceed, and standards for the conservation, development and utilization of natural resources where applicable.*

4) *A program of implementation measures including regulations, programs, public works projects and financing measures necessary to carry out the plan.*

5) *A statement of the relationship of the Specific Plan to the General Plan.*

G. RELATIONSHIP TO OTHER PLANS AND REGULATIONS

The plan area is located within the jurisdiction of both the City of Pittsburg and Contra Costa County. The following City and County Plans and policy documents apply to the plan area:

- City of Pittsburg General Plan
- City of Pittsburg Zoning Ordinance
- Third Amendment to the Los Medanos Community Development Plan, Pittsburg Redevelopment Agency
- Contra Costa County General Plan
- Contra Costa County Zoning Ordinance
- West Pittsburg (Bay Point) Redevelopment Project Area Plan, Contra Costa County
- East Bay Regional Park District Trail Master Plan
- Contra Costa County Congestion Management Plan

The following Bay Area Rapid Transit District plans and programs apply to the Pittsburg/Bay Point BART Station Area:

- 1998 BART Capital Improvement Program
- 1998 BART Strategic Plan
- BART Short-Range Transit Plan

CITY OF PITTSBURG GENERAL PLAN

The specific plan builds upon and amplifies the goals of the City of Pittsburg General Plan. As a part of the Specific Plan approval process, the City of Pittsburg will modify the General Plan to expand the range of the Residential High Density land use designation to accom-

modate the standards of the specific plan. Specifically, the Specific Plan implements the General Plan in the following ways:

1) Community Image

- Promotes design that is not only attractive but which also expresses a distinctive community identity.
- Provides for aesthetically pleasing roadways, lined with trees, that connect Pittsburg neighborhoods.
- Strengthens community identity by establishing standards for design and landscaping.
- Provides public improvements that enhance neighborhood value and stability.

2) Special Management Areas and Specific Plans

- Supports the development of a Specific Plan for the area in cooperation with Contra Costa County.
- Reinforces the policy of providing all neighborhoods with close proximity to and reasonable access to local commercial, recreational and educational facilities.

3) West Pittsburg (Bay Point) Subarea

- Supports the policy of recognizing that the West Pittsburg (Bay Point) area is clearly related to Pittsburg and that the form development takes in the area will affect the image of the City of Pittsburg.

4) Land Use

- Supports the concentration of multifamily development near the Bailey Road/West Leland Road intersection.
- Limits new commercial development which might compete with the General Plan goal of creating a strong Downtown.

- Encourages the redevelopment of marginal strip-commercial uses along Willow Pass Road and upgrading the visual character of businesses remaining in the area.
- Supports the provision of special commercial uses around the BART Station for the provision of transit-related services.

5) Industrial Development

- Supports the encouragement of light-industrial, and research and development facilities.
- Provides for setback, landscaping and screening requirements for industrial development to protect adjacent nonindustrial uses.

6) Open Space for Outdoor Recreation

- Supports General Plan design concepts for the East Bay Municipal Utility District (EBMUD) right-of-way.
- Supports the development of a high-quality public park system for Pittsburg residents.
- Reinforces the policy of minimizing private recreational facilities in favor of public parks in order to ensure permanent availability for use by the entire community.
- Supports the policy of requiring all residential developers, including apartment builders, to provide park and recreation facilities either by reserving sites or by paying a fee in lieu of dedication.
- Encourages the location of child care facilities in residential areas.

7) Traffic and Circulation

- Supports the encouragement of Transportation System Management (TSM) programs to increase the use of transit and car pools by commuters.
- Supports expanded public transit provisions in the City.
- Provides for the encouragement of an increased use of bikes for commute, recreational and other trips.
- Supports the provision of safe, pleasant and convenient pedestrian paths, sidewalks and trails.

8) Housing

- Fosters a variety of housing types to complement the City's other residential areas and increase the range of choice for Pittsburg households.
- Supports the provision of affordable housing.
- Reinforces the policy of recognizing the necessity of maintaining an adequate stock of rental housing within the community.

CONTRA COSTA COUNTY GENERAL PLAN

The specific plan has been formulated to amplify the County General Plan and expand upon the plans and policies of that document. Specifically, the specific plan implements the General Plan in the following ways:

1) Land Use

- Encourages aesthetically and functionally compatible devel-

opment which reinforces the physical character and desired images of the County.

- Provides for higher density development near transportation hubs.
- Expands on the uses and criteria for the Mixed Use - West Pittsburg (M5) land use designation for the portions of the district within the specific plan area.
- Provides more detailed descriptions of acceptable uses and development standards for residential areas near the BART Station.
- Reinforces the upgrading of community appearance by encouraging redevelopment to replace inappropriate uses.
- Provides for a well-defined commercial area oriented to community shopping.
- Promotes the policy of industrial employment centers designed to be unobtrusive and harmonious with adjacent areas and development.
- Supports the upgrading of community appearance by encouraging development of new uses to replace antiquated developments.
- Provides for well designed projects and limited vehicular access to traffic arterials through the assembly of small parcels of land along Willow Pass Road.

2) Transportation and Circulation

- Encourages the use of transit.

- Reinforces the use of alternative transportation systems to reduce peak period traffic congestion.
- Provides for landscaped street medians in appropriate locations.

3) Housing

- Provides for increased residential densities to provide additional choices of housing types and densities in the County.
- Promotes the redevelopment of deteriorated residential areas.

4) Public Facilities

- Encourages the provision of child care facilities.

BAY AREA RAPID TRANSIT DISTRICT (BART)

The specific plan has been prepared to support the district's broad goals and objectives by

- Supporting BART's public transit investments.
- Incorporating policies and plans that are compatible with BART's Joint Development Policy (1984).

H. ADOPTION

This specific plan was prepared under the direction of staff and elected officials of the City of Pittsburg, Contra Costa County and the Bay Area Rapid Transit District. Each jurisdiction will review and adopt the Pittsburg/Bay Point BART Station Area Specific Plan as a policy document to guide their actions in and around the Pittsburg/Bay Point BART Station. From a regulatory standpoint, the City of Pittsburg and Contra Costa County will undertake a program of rezoning their respective areas as Planned Development Districts and utilize the concepts, goals, plans, policies and implementation steps contained within this document as guidance in reviewing and facilitating future development changes in the specific plan area.

The Pittsburg/Bay Point BART Station Area Specific Plan was adopted by the Contra Costa County Board of Supervisors on June 18, 2002, and is applicable to the unincorporated areas of the Plan Area only. As of the printing of this document, adoption of the Plan for the areas within the City of Pittsburg are still pending.

