

## IMPLEMENTATION

### A. INTRODUCTION

This plan will require a number of years to implement in accordance with the goals and objectives established in the course of the planning process. In order to realize development intensities consistent with the optimum utilization of the BART Station Area's focus on public transit, current residential rental rates will need time to reach levels adequate to justify the increased cost of parking structures needed to support the higher density housing. And, time will be needed to seek additional funding sources for the relocation of existing BART surface parking into a parking structure in order to free up land area for additional development adjacent to the Station.

Implementation of the plan will require substantial consultation and cooperation between the City of Pittsburg and Contra Costa County as well as the active participation of the Bay Area Rapid Transit District. Special challenges will be created by the fact that the Specific Plan land areas with the greatest development and tax generation potential lie largely within the City of Pittsburg while a significant portion of the needed public improvements and land parcels requiring redevelopment assistance to achieve plan goals are solely within the adjacent unincorporated County area. While under separate governmental jurisdictions, these two areas are closely linked in that the ultimate success of the BART Station area as a regional focal point, as a highly liveable mixed use area, and as a major source of public revenues to support community services depends upon the upgrading of the broader area around the BART Station.

The following implementation section establishes a general framework to identify implementation tasks and responsibilities. While this

framework focuses primarily on the responsibilities and activities of the City of Pittsburg, Contra Costa County and the Bay Area Rapid Transit District, private land owners and investors will be largely responsible for development envisioned in this plan. The role of public agencies will be to coordinate development, leverage private investments and, where possible, assist in land assembly to achieve the goals of this plan. As implementation proceeds, both the City and County will give strong consideration to utilizing public funding and other mechanisms to accelerate the pace of implementation of those uses where market rental rates limit development intensities to levels below those required by this plan.

## B. IMPLEMENTATION GOALS AND OBJECTIVES

**Goal 1: Cooperatively utilize the resources of City, County and BART to optimize economic development potentials and community continuity.**

Objectives:

- 1.1 Encourage greater intensity of development on the BART parking lot property.
- 1.2 Utilize redevelopment tools to insure coherent and timely development of significant properties.
- 1.3 Accelerate development implementation through incentives and active public involvement whenever possible.
- 1.4 Encourage County and City cooperation in funding public improvements and amenities.
- 1.5 Encourage property revitalization improvements.
- 1.6 Seek grant opportunities to finance public improvements such as parking structures.

## C. IMPLEMENTATION RESPONSIBILITIES

The following outlines general responsibilities for the implementation of the Bay Point / Pittsburg BART Station Area Specific Plan. Consultation among the responsible agencies will be required on a regular basis to coordinate activities and to join forces in capitalizing on special development and funding opportunities.

### CONTRA COSTA COUNTY

Contra Costa County will be responsible for the following:

1. Urban Design Improvements within the unincorporated area.
2. Redevelopment planning and action in the Orbisonia Heights/ Ambrose Park area.
3. Redevelopment planning and action in the Neighborhood Commercial District
4. Renovation and facade improvements to existing commercial properties on Willow Pass Road.
5. Residential renovation and infill development in areas adjacent to the Specific Plan area.

### CITY OF PITTSBURG

The City of Pittsburg will be responsible for the following:

1. Urban Design Improvements within the City.
2. Assistance in overall park and recreation improvements in the Specific Plan area.
3. Assistance to BART in seeking parking structure funding.
4. Detailed master plan coordination of properties adjacent to the BART Station.

**BAY AREA RAPID TRANSIT DISTRICT (BART)**

BART will be responsible for the following:

1. Parking structure funding.
2. Joint development of the BART Station parcel.
3. Coordination of improved transit linkages to the BART Station.
4. Assistance in developing improved pedestrian and bicycle linkages to the BART Station.
5. Feasibility investigation of land acquisition of property adjacent to the station for parking lot expansion and future joint development.
6. Support for the eastward extension of BART.
7. The CCTA is the agency responsible to inclusion of a BART extension in the corridor in the *Regional Transportation Plan* as well as identification of funding for the construction of a parking structure.
8. The Pathfinder Signing Program

**D. IMPLEMENTATION TASKS****TASK 1: REDEVELOPMENT PLANNING**

Two areas of potential redevelopment action within the Specific Plan Area have been identified:

**Residential Mixed Use Area**

The area at the northeast corner of Bailey Road and West Leland Road has been designated as a high density residential area with

supporting commercial uses. This area, currently known as Orbisonia Heights, is composed of a number of small single family lots. To facilitate the orderly development of this area in a timely fashion and at residential densities appropriate to the area's close proximity to the BART Station, the area will be designated as a Redevelopment Target Area. Assistance will be provided, as necessary, to assist in the assembly of individual parcels into one or more larger parcels which can be developed according to the Specific Plan's Land Use Element. A single developer will be sought to implement development in the area.

As a part of the detailed planning of this area, a study of the feasibility and desirability of adding an additional traffic lane between State Highway 4 and West Leland Road will be evaluated as recommended in the Circulation Section of this document.

**Commercial District Mixed Use Area**

The Specific Plan encourages the establishment of a Neighborhood Commercial District on the south side of Willow Pass Road between Bailey Road and Clearland Drive. The area is currently composed of a number of separately owned commercial and vacant parcels. In order to create a strong focal point for the Bay Point community and to create a synergy of uses in a pedestrian-oriented environment, the area will be designated as a Redevelopment Target Area. Assistance will be provided, as necessary, to assist in the assembly of individual parcels into one or more larger parcels which can be developed according to the Specific Plan's Land Use Element and Urban Design Guidelines.

Responsibility: Contra Costa County Redevelopment Agency

Funding Options: Redevelopment Tax Increments  
 Private Contributions  
 State/Federal Grants  
 Business Improvement District

**TASK 2: WEST LELAND ROAD MASTER PLAN**

The Urban Design section of this plan sets forth a concept for a linear park/open space along the north side of West Leland Road from Bailey Road to the Specific Plan’s western boundary. The intent is that this linear parkway will be extended as a strong pedestrian, bicycle and visual connection to the BART Station as new development occurs to the west outside the Specific Plan Area.

A Master Plan will be developed to determine appropriate uses within the linear parkway, define urban design and landscaping standards, and establish a funding plan for the improvements. It is anticipated that the implementation of the plan will involve substantial funding and involvement in construction and maintenance by adjacent property owners.

Responsibility: City of Pittsburg

Funding Options: Redevelopment Tax Increments  
 General Fund  
 Capital Improvement Program  
 Private Contributions  
 Tree Planting Grant Program  
 Federal Transit and Transportation Funds

**TASK 3: AMBROSE PARK MASTER PLAN**

Implementation of the Bay Point / Pittsburg BART Station Area Specific Plan at the density levels specified will result in 4,000 to 5,000 new residents being added to the area. Additional parks and recreation facilities are needed to serve this population and to encourage the social interaction necessary to a sense of neighborhood. The Urban Design section of this plan sets forth a concept of expanding Ambrose Park to assist in meeting these needs and of integrating the park development with adjacent residential development. A plan for future park improvements and possible future expansion in conjunction with the adjacent redevelopment target area and/or the adjacent undeveloped area to the east will be studied, and a funding strategy will be developed. On-going maintenance funds will be addressed as a part of the Master Plan.

Critical to this plan will be the participation of the City of Pittsburg since the bulk of the new Specific Plan residential population will occur within City boundaries.

Responsibility: Contra Costa County (Lead)  
 Ambrose Park District  
 City of Pittsburg

Funding Options: Park Dedication Fees (City and County)  
 Redevelopment Tax Increments  
 Development Assessments  
 Assessment District  
 General Fund

**TASK 4: BART STATION MASTER PLAN**

The BART Station parcel is currently located between two undeveloped parcels of land. The parcel to the east is limited to approximately 150 feet in frontage along West Leland Road. For the development of a mixed use Transit Plaza to be fully realized, the planning of that narrow parcel needs to be integrated into future plans for the BART Station parcel. The Fiscal Policy Committee for the Bay Point / Pittsburg BART Station Area Specific Plan has asked the BART Board of Directors to investigate the purchase of the property. BART will carry out that investigation and will include the parcel, whether the purchase is completed or not, in future master plans for the joint utilization of their parcel.

BART will also participate with the City of Pittsburg and private property owners in future joint master planning for the area between West Leland Road and State Highway 4 between Bailey Road and the Specific Plan's western boundary to insure that development in the area is coordinated to achieve the goals and objectives of this Specific Plan. Such master plan may be initiated at any time by either BART or the owners of adjacent parcels, but in any event must be carried out prior to the development of any of the properties in the area, including the BART parcel.

Responsibility: BART  
City of Pittsburg  
Private Property Owner(s)

Funding Options: BART  
Private Contributions  
Redevelopment Tax Increments

Federal Transit and Transportation Funds  
General Fund

**TASK 5: WILLOW PASS ROAD BEAUTIFICATION PLAN**

Improvements along Willow Pass Road and at the Neighborhood Commercial District are described in the Urban Design section of this plan. Design and construction plans along with a funding plan will be developed for the installation of beautification improvements and other measures to improve pedestrian safety along Willow Pass Road.

Responsibility: Contra Costa County

Funding Options: Redevelopment Tax Increments  
Assessment District  
Lighting and Landscape District  
Capital Improvement Program  
Tree Planting Grant Program

**TASK 6: BAILEY ROAD BEAUTIFICATION PLAN**

Street trees, improved pedestrian crosswalks, special lighting and other urban design improvements are envisioned to improve the overall character of the area, encourage pedestrian traffic along Bailey Road and to link the two sides of State Route 4. While the improvements will fall within the jurisdiction of both the City and County, most of them will occur within the County. Detailed design and construction plans and a funding plan will be developed. As a part of the detailed planning for these improvements, a study of the feasibility of improving pedestrian access across the Highway 4 on and off ramps will be carried out.

Responsibility: Contra Costa County (Lead)  
 City of Pittsburg

Funding Options: City and County Redevelopment Tax Increments  
 Assessment District  
 Lighting and Landscape District  
 Capital Improvements Program  
 Tree Planting Grant Program  
 Federal Transit and Transportation Funds  
 General Fund  
 Keller Canyon Host Mitigation Fund

Funding Options: Federal Transit and Transportation Funds  
 Redevelopment Tax Increments  
 Private Development Funds  
 Grant Programs

**TASK 7: BART PARKING STRUCTURE**

Full realization of the goals of this Specific Plan is dependent upon redevelopment of the current BART parking lot with more intensive uses which are supportive of the transit village nature of the Specific Plan. In order to achieve that goal, the existing parking must be relocated to a parking structure to free up land area for other uses. The structure may serve only BART patrons or may include parking for other uses to be placed on the site. The current policy of the BART Board of Directors is that any developer seeking development rights on a BART parcel must replace all lost parking spaces at no cost to BART. In order to facilitate development of the BART parcel and to limit development types and intensities to those appropriate to the residential nature of the area, additional funding will be sought for the replacement parking structure.

Responsibility: BART (Lead)  
 City of Pittsburg

**E. DEVELOPMENT REVIEW AND APPROVAL PROCESS**

The City of Pittsburg and Contra Costa County will each independently process development applications for proposals within their respective jurisdictions. Each will keep the other and BART apprised of applications which have been filed. For projects which are substantially different than the development set forth in this Specific Plan, a preliminary review will be required by a Planning Committee composed of the City of Pittsburg Planning Manager, the Contra Costa County Deputy Community Development Director (Redevelopment), and the BART Joint Development Manager. In the event that any one member of that committee feels that the project is inconsistent with this Specific Plan, a meeting of the Fiscal Policy Committee composed of one member each of the Pittsburg City Council, Contra Costa County Board of Supervisors, and the BART Board of Directors shall be convened for review and disposition.

In the event that the City of Pittsburg, Contra Costa County or BART feels that the Specific Plan should be amended, they shall notify the others by a letter containing a draft Memorandum of Understanding formalizing the plan amendment process. Amendments shall be carried out in accordance with State Law governing Specific Plans and shall include public outreach to include residents of the community, local business and effected public agencies.