

LAND USE

A. INTRODUCTION

This section sets forth the general land use concepts underlying the plan, outlines land use policies, establishes land uses and sets forth development standards for the various subareas of the Specific Plan area.

DEVELOPMENT AREAS

For descriptive and regulatory purposes, the Specific Plan area is divided into fourteen development subareas based on property ownership and/or similarity of land use treatment in this plan. (Figure 7).

Their current uses are as follows:

- Area 1:** A single undeveloped parcel of approximately 23.5 acres.
- Area 2:** Two vacant parcels occupied by the current BART Station, the auto drop-off area, a surface passenger parking lot (approximately 27.15 acres), and by a narrow strip of privately owned and undeveloped land (approximately 3.45 acres) backing up to the adjacent Oak Hills Shopping Center.
- Area 3:** The existing Oak Hills Shopping Center.
- Area 4:** The Orbisonia Heights area consisting of older single family homes on approximately 7.6 acres including existing public streets. Vehicular and pedestrian access to Ambrose Park passes through this area.
- Area 5:** The existing Ambrose Park consisting of a swimming pool, tot lot, picnic facilities and play fields.
- Area 6:** A single undeveloped 16.0 acre parcel of land owned by Contra Costa County and partially devoted to wet-

lands replacement related to the widening of State Highway 4.

Area 7: Single family homes fronting onto Bailey Road and West Leland Road.

Area 8: Bel Air Elementary School

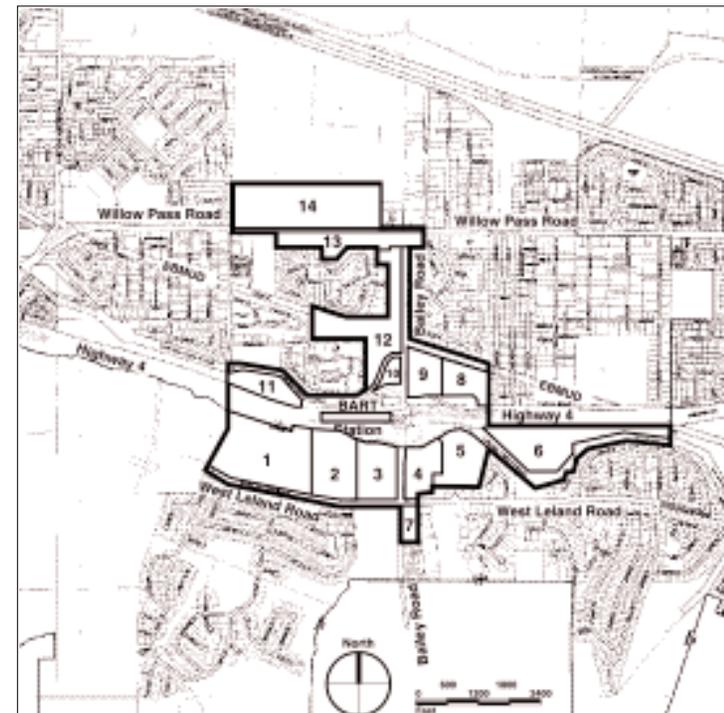


Figure 7 Development Areas

- Area 9:** Two parcels of land consisting of a gasoline service station between State Highway 4 and the west bound off-ramp and a 7.2 acre parcel currently devoted to the Far Hills Mobile Home Park.
- Area 10:** Several parcels containing commercial uses and located between Bailey Road and Canal Road. This is a small vacant assemblage owned by the Contra Costa Redevelopment Agency.
- Area 11:** Four parcels containing undeveloped land and a church..
- Area 12:** A mix of older single family homes, newer apartment complexes and two churches.
- Area 13:** Several commercial uses and some vacant land fronting onto Willow Pass Road.
- Area 14:** A fire substation, a gas service station, an industrial office building, a partially utilized parking lot, and undeveloped land. The latter two uses are part of a larger industrial land holding which extends from Willow Pass Road northward to the Union Pacific Railroad tracks.

DEVELOPMENT ZONES

The Specific Plan area has been divided into four development zones for ease of reference as shown on Figure 8. These zones reflect City and County boundaries as well as the presence of State Highway 4. Zone I is totally within the incorporated limits of the City of Pittsburg. Zones II, III and IV are within unincorporated areas of Contra Costa County except for the small panhandle of land at the far eastern end of Zone II.

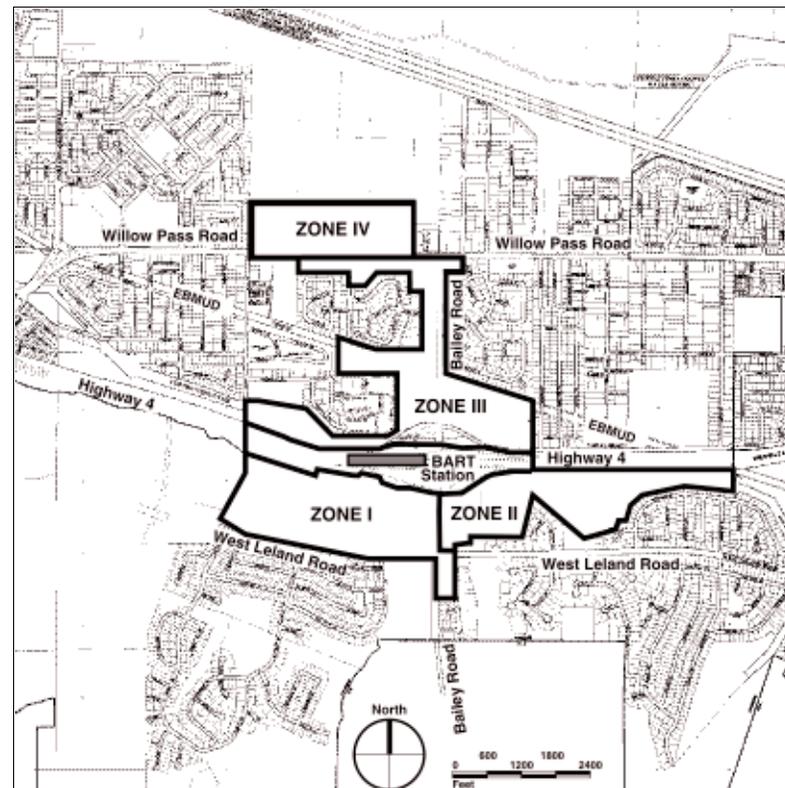


Figure 8 Development Zones

B. LAND USE GOALS AND OBJECTIVES

Goal 1: Promote the Optimum Use of Transit Serving the Area.

Objectives:

- 1.1 Concentrate new development near transit nodes.
- 1.2 Encourage mixed use developments to enhance services available to transit riders.
- 1.3 Encourage increased residential densities within ¼ to ½ mile of the BART Station.
- 1.4 Enhance security at and around the BART Station.
- 1.5 Encourage a variety of housing types to serve a wide range of household incomes and life styles.

Goal 2: Develop a Full Range of Uses to Serve Residents and Commuters.

Objectives:

- 2.1 Create a Bay Point Neighborhood Commercial District.
- 2.2 Enhance the usability and visibility of Ambrose Park.
- 2.3 Minimize travel for work and shopping trips out of the neighborhood.

Goal 3: Improve Employment Opportunities For Local Residents.

Objectives:

- 3.1 Encourage new commercial and industrial development on appropriate sites.

C. LAND USE CONCEPTS

The Specific Plan is intended to provide a framework for the orderly development and redevelopment of the area around and strongly influenced by the Pittsburg/Bay Point BART Station which opened for service in the Fall of 1996. The plan seeks to capitalize on the presence of a significant focus of regional transportation created by the convergence of BART's rail system and Tri-Delta Transit's bus service while at the same time establishing the area as a high quality residential, shopping, entertainment and working environment. Major concepts used in establishing land use plans and policies are as follows:

- 1) Creation of a high intensity mixed use area within easy walking distance of the BART Station emphasizing active ground floor commercial establishments and a resident population contained within a unique "Village Environment".
- 2) Provision of a mix of uses in the immediate vicinity of the BART Station to serve the everyday needs of both the residents and BART commuters.
- 3) Increase of park and recreation amenities in the area to enhance the livability and image of the BART Station area.
- 4) Establishment of a Neighborhood Commercial District

along Willow Pass Road to provide a focus for the Bay Point community and reduce the need for residents to use their automobiles to accomplish regular daily shopping.

- 5) Enhancement of pedestrian and bicycle routes to encourage non-automobile access to the BART Station and utilization of the Delta De Anza trail which runs through the area
- 6) Establishment of urban design elements in conjunction with new development to provide physical and visual linkages among uses and to establish a sense of place and identity.

D. LAND USE POLICIES

The Pittsburg/Bay Point BART Station Area currently contains a wide range of land uses and development quality along with a substantial amount of vacant land and areas suitable for redevelopment and revitalization. The presence of the BART Station itself along with the substantial amount of new residential development proposed nearby in the San Marco subdivision will bring substantial change to the Specific Plan Area in the future.

The policies below are intended to insure that development is mutually supportive, that a high quality environment is maintained to enhance the area residents' quality of life, and that land uses are regulated to take optimum advantage of the area's unique public transportation assets.

GENERAL

Policy LU-1: Mixed residential, office, retail and entertainment projects shall be encouraged.

Mixed use projects can reduce vehicular trips when goods and services are close to residential units, so long as the commercial uses are oriented to the residents' needs. In addition, mixed use developments can assist in lowering peak hour traffic congestion since peak hours are different and flow directions may be different.

Policy LU-2: Shared use of new and existing parking resources shall be encouraged wherever the mix of uses and the physical layout of parking and buildings allow.

Parking peaks vary throughout the day for various uses. To increase development intensity near the BART Station and to limit the amount of land area devoted to vehicular parking, every opportunity to share parking resources should be explored. Developers may request parking reductions by submitting shared use analyses for consideration.

Policy LU-3: Automotive-oriented uses such as large destination retail stores are not encouraged south of State Highway 4 within the Specific Plan Area.

Freeway off-ramp locations are often sought by large retailers. However, the large traffic volumes associated with those uses would be inconsistent with the concept of promoting transit use and in conflict with pedestrian access

within the 1/4 to 1/2 mile radius of the BART Station - the distance acknowledged to be the primary pedestrian precinct for transit facilities.

- Policy LU-4:** **Fast food restaurants and similar uses with drive-through service windows shall be discouraged within 1/4 mile of the BART Station.**

Drive-through uses near the BART Station would conflict with pedestrian movements from nearby residential areas to the station.

- Policy LU-5:** **The status of the Bel Air School as an educational site shall be monitored and provisions made for proper land use planning should its status change.**

There is no current expectation that the Bel Air School site would be available for any other use in the short to midterm. However, given the site's large size and proximity to the BART Station, its future use is very important to the area.

- Policy LU-6:** **Park and recreational uses to serve residents shall be encouraged throughout the Specific Plan area.**

The population of the BART Station Area will increase substantially over the life of this plan. In order to provide a living environment conducive to social interaction and to accommodate the high density residential environment established by the plan, every opportunity to

add new facilities and augment existing ones should be given high priority.

- Policy LU-7:** **Residential projects shall establish Child Care Programs or participate in an established program.**

Utilization of public transit is enhanced when working parents have access to day care facilities within a reasonable distance of the station for both commuters and employees of businesses near the station. On-site child care would further encourage transit use by parents and introduce children to transit. Residential developments within Contra Costa County shall comply with adopted County Child Care Ordinances.

DEVELOPMENT ZONES I AND II

- Policy LU-8:** **Commercial uses serving local residents and transit users shall be given preference over large commercial uses relying primarily on automobile access.**

Auto-oriented commercial uses such as large destination-oriented stores would be in conflict with both BART pedestrian and vehicular traffic, and are better located in other areas along State Highway 4.

- Policy LU-9:** **Educational, recreational and entertainment uses serving the local community, regional residents, and BART commuters shall be encouraged.**

Uses which serve the commuter population and allow

individuals to pause and enjoy themselves or to better utilize their evening time through education, fitness or other activities after arriving at the station and before proceeding home would assist in reducing traffic congestion on State Highway 4.

Policy LU-10: Commercial uses serving pedestrians and local residents shall be encouraged along the ground floor frontage of West Leland Road.

A major linear open space will be developed along the north side of the West Leland Road frontage to encourage pedestrian and bicycle utilization in reaching the BART Station and other support commercial and educational uses south of State Highway 4. The space is also intended to encourage neighbors to meet neighbors in the area. Resident-serving uses along the frontage can assist in this goal while also screening parking structures related to the higher density housing.

Policy LU-11: The minimum residential density for projects in Development Zone 1 shall be 65 units per acre.

Optimum utilization of the BART Station and support for a full range of resident and commuter-serving uses in the area requires density levels higher than supported by current market rents. Minimum levels of development intensity are needed to ensure that the area is not prematurely developed to levels which are less supportive of the major transit node at the BART Station.

Policy LU-12: The minimum residential density for projects between Bailey Road and Ambrose Park shall be 40 units per gross acre.

The area east of Bailey Road is currently occupied by a number of small single family homes. Unlike the vacant parcels in Development Zone I which are designated for a minimum density of 65 units per acre, longer term postponement of development in this area could lead to increasing structural deterioration and hardship on the existing residents. Therefore, a somewhat lower development intensity should be allowed to encourage short to midterm development.

Policy LU-13: Incorporation of Child Care Facilities into new development shall be encouraged.

Child Care Facilities conveniently located in or near residential units and commercial spaces could assist in increasing transit ridership. Developments within Contra Costa County shall comply with adopted County Child Care Ordinances.

Policy LU-14: Parking standards established in this plan shall be periodically reevaluated to insure their applicability to changing conditions. Parking requirements shall be reflective of the transit-orientation of the area.

Parking needs to be adequate to meet residents needs and commercial uses. However, encouraging transit use and less reliance on multiple automobile ownership will allow higher densities and more affordable rents. Since this plan

will likely require many years to fully implement, conditions may very well change and standards should be periodically reviewed and adjusted accordingly.

Policy LU-15: Encouragement shall be given to the exploration of a creative master plan and implementation program involving Ambrose Park and adjacent private parcels.

Ambrose Park is currently under utilized in part because of its lack of visibility from adjacent streets - a feature which has also affected its perceived safety. Future development on the site may involve a reconfiguration of Ambrose Park, with development within the site designated as Park and Recreation.

DEVELOPMENT ZONES III AND IV

Policy LU-16: A mix of neighborhood-oriented uses which are consistent with a Neighborhood Commercial District shall be encouraged along Willow Pass Road.

The Bay Point community currently lacks a focus of commercial activity. Strip commercial areas along Willow Pass Road and at Bailey Road near State Highway 4 offer little continuity and pedestrian orientation. A focused commercial area serving primarily the needs of the local residential community could build on the community focus of the adjacent Ambrose Community Center.

Policy LU-17: The renovation of existing commercial structures and facades along Willow Pass Road shall be encouraged where such structures can contribute to a Neighborhood Commercial District.

The current deteriorated appearance of commercial properties along Willow Pass Road needs to be improved to encourage additional investment in the area, and to improve the livability and image of the adjacent residential neighborhoods.

Policy LU-18: Uses and buildings along the frontage of the industrial parcels fronting on Willow Pass Road shall be compatible with the Neighborhood Commercial District uses encouraged along the south side of the street.

While the Specific Plan recognizes that industrial or business park uses are acceptable on the north side of Willow Pass Road within the Specific Plan Area, the creation of a community focus on Willow Pass Road would greatly benefit by the development of employee-intensive uses on those properties and from uses whose construction would be supportive of the scale and character of small neighborhood commercial buildings.

E. DEVELOPMENT ASSUMPTIONS

The potential for new development in the Specific Plan Area was studied during the course of the Specific Plan preparation to evaluate land uses, development intensities, and potential impacts. Although actual development types and quantities will vary from those shown in Figure 9 and Table 1, the development assumptions assist in understanding the intent and magnitude of development permitted and encouraged by this Specific Plan.

DEVELOPMENT ZONE See Figure 8	LAND USE		
	Commercial	Office	Residential
	Square Feet	Square Feet	Dwelling Units
I *	175,000	465,000	1,190
II	40,000		445
III	193,750		247
IV	14,000		
Totals	422,750	465,000	1,882

* Development Assumptions for Development Zone I are subject to changes, pending adoption by the City of Pittsburg

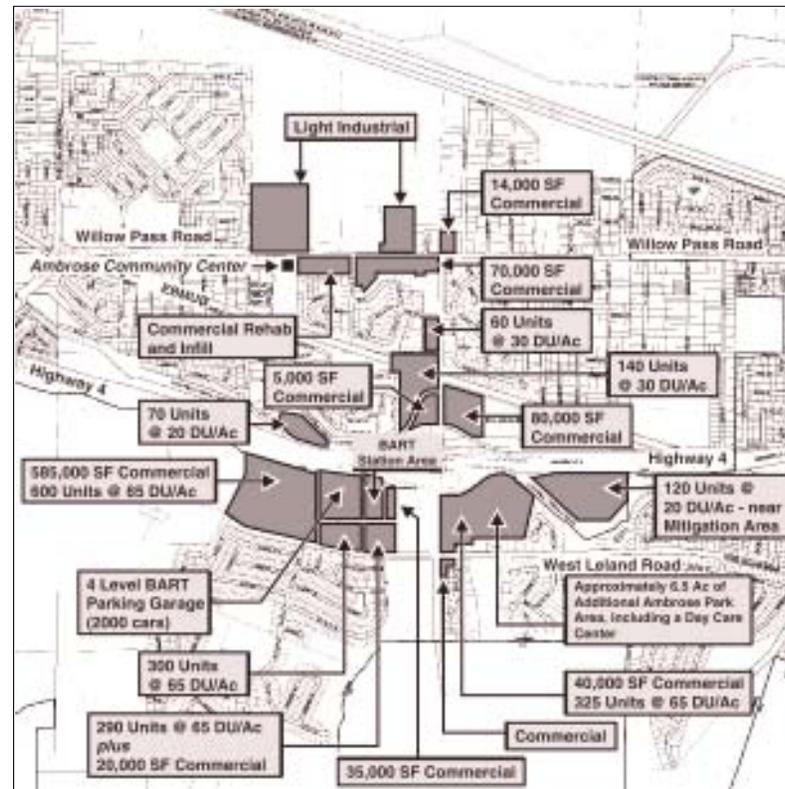


Figure 9 Development Assumptions

F. LAND USE PLAN

LAND USE DESIGNATIONS

Land uses shall be distributed according to the designations shown on Figure 10. These designations and the information provided on the following pages establish the intent of the Specific Plan.

The City and County will each individually review and approve plans within their respective jurisdictions under a Planned Unit Development process for any property falling within a Mixed Use category. For other land use designations (e.g., *Commercial*), the jurisdictions will

utilize their standard General Plan categories for plan implementation, while referring to this document for additional guidance regarding specific uses and standards.

Any proposed land use within the Specific Plan Area with potential for air or water contamination is subject to a land use permit.

BART STATION AREA MIXED USE

Intent

The intent of the BART Station Area Mixed Use designation is to create a unique commercial and residential environment with mutually supportive uses that reinforce the utilization of the BART Station and other transit serving the area. An emphasis is to be placed upon ground floor commercial uses serving the needs of both commuters and local residents, and on the creation of a unified residential neighborhood which will blend comfortably with surrounding residential and commercial development. Land uses favor those which minimize automobile travel over those which would encourage automotive trips apart from those of normal commuter patterns.

New development is anticipated on the vacant properties on either side of the BART Station, and on the BART Station site itself under a future joint development agreement. The existing Oak Hills Shopping Center is expected to remain, and perhaps experience some redevelopment in the future to better address the West Leland Road frontage and provide a stronger linkage to the BART Station area.

Overall, the goal is to produce a cohesive neighborhood rather than a collection of self contained developments.

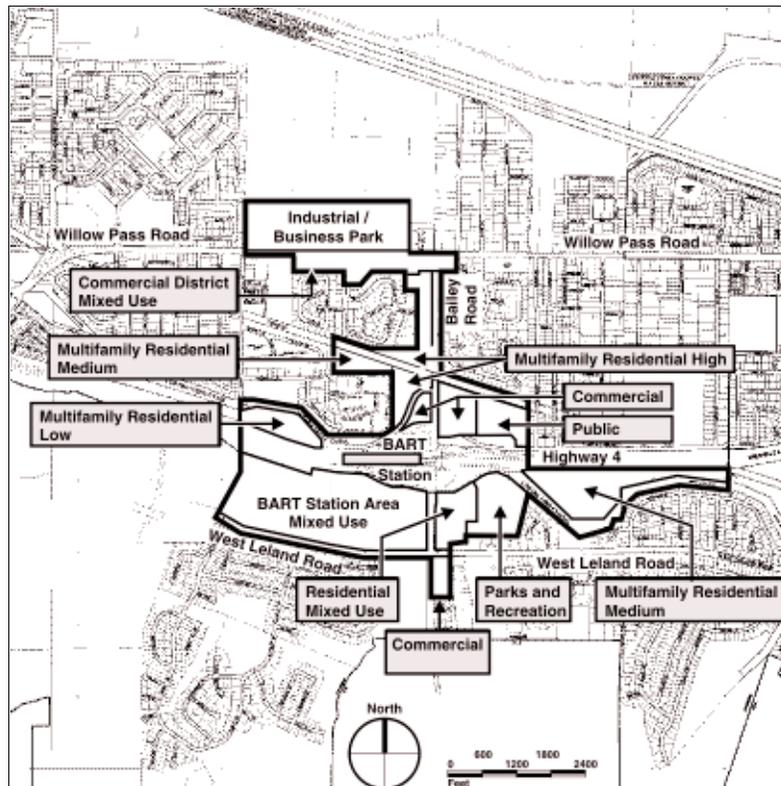


Figure 10 Land Use Designations

Permitted Uses

Primary development emphasis is on residential with support commercial and educational uses serving primarily transit riders and local residents. Permitted uses include the following and other similar uses as determined by the City of Pittsburg:

Residential*Multifamily Residential**Senior Housing****Commercial****Restaurant**Delicatessen**Coffee Shop**Florist**Dry Cleaner**Gift Shop**Food and/or Liquor Shop**Retail Sales (under 10,000 square feet in gross floor area)**Banking Facility**Personal and Business Services**Personal Improvement Service**Fitness Club**Business and Professional Office (under 25,000 square feet in gross floor area)**Office uses would be unconditional uses with Transportation Demand Management requirements**Child care facilities***Conditional Uses**

This area has the potential for the establishment of a regional focal point which could accommodate other special uses appropriate to its strong transit orientation. These uses would require special evaluation and explicit approval by the governing jurisdiction including Conditional Use Criteria as appropriate. Potential uses include those listed below. Other uses will be considered on their individual merits.

Commercial*Hotel**Cinema**Entertainment Use**Retail stores (over 10,000 square feet in gross floor area)**Business and Professional Office (over 25,000 square feet in gross floor area)**Day Care Facility****Governmental and Quasi-public****College, Public or Private**Cultural Institution**Public Safety Facility**Conference Center**Telecommuting Facility*

Any proposed land use within the Specific Plan Area with potential for air or water contamination is subject to a land use permit.

Conditional Use Findings

Approval of any Conditional Use will require that the governing jurisdiction make the following findings:

The proposed use

- 1) is appropriate to a transit center location.
- 2) will not hinder the establishment of a coherent village center with a strong pedestrian orientation.
- 3) will not have traffic generation characteristics which would hinder the area's transit function.

Development Intensity

Residential: Minimum residential density of 65 units per acre

Support commercial uses within residential structures are allowed so long as they do not exceed 25% of the area within a structure exclusive of the area devoted to parking.

Parking Requirements

Residential: Off-street parking of 1.3 to 1.5 spaces per dwelling unit for the entire project shall be provided.

Commercial: Minimum off-street parking requirement of 2.0 spaces per 1,000 square feet of net rentable area.

Maximum off-street parking of 3.3 parking spaces per 1,000 square feet of net rentable area for office uses and 4.5 spaces per 1,000 square feet of net rentable area for retail uses, except for uses known to require greater parking resources (e.g., cinema center) wherein the City of Pittsburg may

require the provision of additional parking above the maximum standard.

Any project proposing more or less parking than the ranges stated above shall require approval by the City of Pittsburg of a Parking Report substantiating the proposed parking ratio.

Joint

Utilization: The joint utilization of parking spaces within this land use district based on differing peak usage characteristics within single parcels or among adjacent parcels is strongly encouraged. Requests for parking requirement reductions shall be accompanied by a Parking Report including an analysis of parking utilization characteristics and letters of agreement in cases where the joint parking is proposed on adjacent parcels.

Setbacks

West Leland Road: 60 feet Minimum

State Highway 4: 25 feet Minimum

Side Property Lines: 15 feet Minimum

Reduced setbacks may be allowed in cases where master plans have been prepared and approved to coordinate the development on adjacent parcels.

Building Heights

Eight stories over parking: ten stories maximum up to a height of 150 feet

Sloped roofs and elements such as chimneys may not extend above the 150 foot limit.

Landscaping

The 60 foot minimum setback along West Leland Road shall be landscaped and maintained according to a Master Plan to be prepared by the City of Pittsburg. Improvements may include benches, lighting and other amenity features in addition to landscape materials.

Due to the mixed uses and development intensity anticipated for this area, the adequacy of other landscaping will be evaluated during the development review process. However, substantial landscaping is expected.

Special Requirements

- 1) A minimum of 50% of the ground floor frontage of any structure along West Leland Road shall be devoted to commercial uses and/or residential units with a strong orientation to West Leland Road.

The intent of this requirement is to shield parking structures from view and to enliven the West Leland Road frontage in support of its function as a neighborhood unifying element and as a strong pedestrian and bicycle link between the BART Station and residential neighborhoods to the west. In addition, direct orientation to West Leland Road (e.g., commercial and/or residential entries) will assist in providing a sense of personal security along the parkway and further encourage its utilization.

- 2) The development of the narrow parcel located between Oak Hills Shopping Center and the BART Station Parcel shall be developed to orient toward and support future de-

velopment on the BART parcel as well as to link the BART Station to surrounding land uses.

The narrowness of the parcel and its relationship to adjacent development makes access and parking difficult. Development of this parcel should be encouraged as a part of the BART parcel development or as a part of a comprehensive redesign of the Oak Hills Shopping Center which improves its orientation to and linkage with the BART Station.

- 3) The Minimum Parcel Size for multifamily residential development shall be 4 acres.

RESIDENTIAL MIXED USE

Intent

The intent of the Residential Mixed Use designation is to encourage a moderately high density, unified residential development which takes advantage of the area’s close proximity to both the BART Station and Ambrose Park. Limited commercial uses are intended as secondary to the residential development and oriented to providing goods and services to neighborhood residents and visitors to Ambrose Park.

Permitted Uses

Primary development emphasis is on residential with support commercial uses. Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Residential

Multifamily Residential

Conditional Uses

This area has the potential for other uses which could provide goods and services to residents and transit riders. These uses would require special evaluation and the explicit approval by the governing jurisdiction including Conditional Use Criteria as appropriate. Potential uses include those listed below. Other uses will be considered on their individual merits.

Commercial*Restaurant**Delicatessen**Coffee Shop**Florist**Dry Cleaner**Gift Shop**Food and/or Liquor Shop**Personal and Business Services**Personal Improvement Service**Fitness Club**Day Care Facility***Governmental and Quasi-public***Parks and Recreation Uses***Conditional Use Findings**

Approval of any Conditional Use will require that the governing jurisdiction make the following findings:

The proposed use

- 1) is appropriate to its location near the BART Station..

- 2) is secondary to and supportive of the residential nature of the area.
- 3) will not have traffic generation characteristics which would hinder the area's transit function.

Development Intensity

Residential: Minimum residential density of 65 units per gross acre

Support commercial uses within residential structures are allowed on the ground level along Bailey Road and West Leland Road.

Parking Requirements

Residential: Off-street parking of 1.3 to 1.5 spaces per dwelling unit for the entire project shall be provided.

Any project proposing more or less parking than the range stated above shall require approval by the Contra Costa County Zoning Administrator of a Parking Report substantiating the proposed parking ratio.

Commercial: 3.3 parking spaces per 1,000 square feet of net rentable area.

Any project proposing parking below the maximum standard (e.g., for uses primarily serving customers already provided for by separate parking requirements) shall submit a Parking Report substantiating the lower requirement to the Contra Costa County Zoning Administrator.

Setbacks

Bailey Road 10 feet Minimum

West Leland

Road: 25 feet Minimum

Side and Rear

Property Lines: 20 feet Minimum

Reduced side and rear setbacks may be allowed in cases where master plans have been prepared and approved to coordinate the development or park use on adjacent parcels.

Building Heights

Four stories over parking: six stories maximum up to a height of 65 feet

Sloped roofs and elements such as chimneys may extend above the 65 foot limit so long as no element exceeds 80 feet in height.

Landscaping

A minimum of 25% of the site shall be devoted to landscaping. Landscape plans shall be designed to integrate the scale and character of development with that of the adjacent Ambrose Park.

Special Requirements

1) A minimum of 50% of the ground floor frontage of any structure along Bailey Road and West Leland Road shall be devoted to commercial uses and/or residential units with a strong orientation to those streets.

The intent of this requirement is to shield parking structures from view and to relate the development to the nearby BART Station Mixed Use Area and to the adjacent residential neighborhoods.

2) Prior to development of this area, an exploration shall be made in cooperation with the Ambrose Park District of opportunities to improve the visibility and access to Ambrose Park and/or expand Ambrose Park and/or better relate the residential development and park uses to each other in order to add value to the residential development and to increase perceived security within the park.

3) The Minimum Project Parcel size for multifamily residential development shall be 2 acres.

4) Landscaping shall be substantial and link the area to Ambrose Park and the Delta De Anza Trail. The existing trail gap should be developed to link the Delta De Anza Trail, Ambrose Park and the BART station.

COMMERCIAL DISTRICT MIXED USE

Intent

The intent of the Commercial District Mixed Use designation is to create a Neighborhood Commercial District as a focal point of the Bay Point community. Uses within the area are intended to serve residents who live nearby or are passing by from the greater neighborhood. The goal is to promote multiple purchases or transactions per visit. The intent is to establish a pedestrian-oriented district with adequate parking but with the placement of parking subservient to the shopping uses' orientation to Willow Pass Road.

Permitted Uses

Primary development emphasis is on resident-serving commercial uses. Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Note: Commercial area southeast of Bailey Road and West Leland Road is within the City of Pittsburg and would be governed by the City.

Commercial

Restaurant

Delicatessen

Coffee Shop

Grocery Store

Drug Store

Pharmacy

Florist

Dry Cleaner

Gift Shop

Food Shop

Retail Sales

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Residential

Multifamily Residential

Senior Housing

Commercial

Financial Institution

Real Estate Office

Personal and Business Service

Personal Improvement Service

Liquor Store

Tavern

Entertainment Use

Business and Professional Offices

Any use with drive-through facilities

Any use with takeout food

Conditional Use Findings

Approval of any Conditional Use will require that the governing jurisdiction make the following findings:

The proposed use

1) is supportive of the creation of a Neighborhood Commercial District.

2) will have a scale and character appropriate to a Neighborhood Commercial District.

3) *will not create vehicular/pedestrian conflicts to the detriment of pedestrian circulation,*

Coverage

Commercial: Maximum coverage of 0.40

Parking Requirements

Commercial: 3.3 parking spaces per 1,000 square feet of gross building area.

Residential: Minimum off-street parking of 1.0 space per dwelling unit.

Senior citizen housing may be granted lower parking requirements..

Maximum off-street parking of 1.5 spaces per dwelling unit.

Setbacks

Willow Pass Road: Minimum setback of 0 feet
Maximum setback of 10 feet

Bailey Road and

Clearland Drive: 3 feet minimum

Rear Yard: 3 feet minimum for parking lots
10 feet minimum for structures

Building Heights

Three stories up to a maximum height of 50 feet

COMMERCIAL

Intent

The intent of the Commercial Use designation is to provide for compact concentrations of goods and services to meet the needs of local residents and BART patrons. Further, the intent is to reinforce rather than disrupt pedestrian movement between the BART Station and nearby residential neighborhoods.

Permitted Uses

Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Commercial

Restaurant

Delicatessen

Coffee Shop

Grocery Store

Drug Store

Pharmacy

Florist

Dry Cleaner

Gift Shop

Food Shop

Retail Sales

Financial Institution

Real Estate Office

Home Improvement Sales and Services

Business and Professional Offices

Personal and Business Service

Personal Improvement Service

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Residential

Multifamily Residential

Commercial

Liquor Store

Tavern

Entertainment Use

Automotive Service Stations

Any use with drive-through facilities

Any use with takeout food

Coverage

Commercial: Maximum coverage of 0.40

Parking Requirements

Commercial: 4.0 parking spaces per 1,000 square feet of gross building area.

Residential: Minimum off-street parking of 1.0 space per dwelling unit.

Senior citizen housing may be granted lower parking requirements..

Maximum off-street parking of 1.5 spaces per dwelling unit.

Setbacks

Bailey Road: Development Area 9 (*Far Hills Mobile Home Site*):
No setback required.

However, a minimum of 50% of the frontage shall be devoted to commercial uses with a setback no greater than 10 feet and with entries and display windows oriented to Bailey Road.

Development Area 7: 10 feet

West Leland

Road: 15 feet Minimum

Canal Road: 5 feet Minimum

Other Yards: 15 feet Minimum

EBMUD

Right of Way: 5 feet Minimum

Building Heights

Development Area 9: Three stories up to a maximum height of 50 feet

Development Area 7: Two stories up to a maximum height of 30 feet

Special Requirements

- 1) Residential development approved prior to January 1, 1998 shall be considered a permitted use.
- 2) A convenient pedestrian and bicycle connection shall be made between commercial development in Development Area 9 and the adjacent EBMUD right of way.

MULTIFAMILY RESIDENTIAL MEDIUM

Intent

The intent of the Multifamily Residential Medium Use designation is to provide for residential infill development in the Specific Plan Area at a density which is supportive of transit usage.

Permitted Uses

Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Residential

Multifamily Residential

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Commercial

Day Care Facility

Governmental and Quasi-public

Church

Convalescent Facility

Development Intensity

Residential: Minimum residential density of 12.0 units per net acre
 Maximum residential density of 20.9 units per net acre

Parking Requirements

Residential:

- Studio - 1 space per unit
- One Bedroom - 1 ½ spaces per unit
- Two or more Bedrooms - 2 spaces per unit

Plus

1/4 space per unit for guest parking

Setbacks

Front: 10 feet Minimum

Side: 10 feet Minimum

Garages and other accessory structures may have a minimum setback of 3 feet when located at least 50 feet from the front property line.

Rear: 20 feet Minimum

Garages and other accessory structures may have a minimum setback of 3 feet.

Building Heights

Maximum height of 30 feet

Structures shall not exceed 20 feet in height within 50 feet of abutting single family residential districts.

Coverage

Maximum coverage of 35% of the lot area.

MULTIFAMILY RESIDENTIAL HIGH**Intent**

The intent of the Multifamily Residential High Use designation is to provide for residential infill development in the Specific Plan Area at a density which is supportive of transit usage and appropriate to adjacent development and environmental conditions.

Permitted Uses

Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator or the City of Pittsburg according to the jurisdiction:

Residential

Multifamily Residential

Attached Single Family Dwellings

Detached Single Family Dwellings

Duplexes

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Commercial

Day Care Facility

Active and Passive Recreation Uses

Governmental and Quasi-public

Church

Convalescent Facility

Development Intensity

Residential: Minimum residential density of 21 units per net acre
Maximum residential density of 29.9 units per net acre

Parking Requirements

Residential:

Studio - 1 space per unit

One Bedroom - 1 ½ spaces per unit

Two or more Bedrooms - 2 spaces per unit

Plus

1/4 space per unit for guest parking

Setbacks

Front: 10 feet Minimum

Side: 10 feet Minimum

Garages and other accessory structures may have a minimum setback of 3 feet when located at least 50 feet from the front property line.

Rear: 20 feet Minimum

Garages and other accessory structures may have a minimum setback of 3 feet.

Building Heights

Maximum height of 45 feet in height
 Structures shall not exceed 25 feet in height within 50 feet of abutting single family residential districts

Coverage

Maximum coverage of 25% of the lot area.

Special Requirements

- 1) Preservation or replacement of the wetlands mitigation area in Development Area 6 will be required for any residential development on that parcel.

LIGHT INDUSTRY / BUSINESS PARK

Intent

The intent of the Light Industry / Business Park designation is to allow light industrial, office and other uses which will be compatible with the Commercial Mixed Use Area on the south side of Willow Pass Road. This land use designation is applicable to the first 600 feet of lot depth from Willow Pass Road and does not effect current General Plan or Zoning classifications for the remainder of properties north of this 600 foot strip.

Permitted Uses

Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Industrial

Administrative Offices

Light Manufacturing

Research Laboratory

Professional Laboratory

Commercial

Business and Professional Offices

Medical and Dental Offices

Financial Institution

Real Estate Office

Personal and Business Service

Medical and Dental Clinics

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Industrial

Warehouse as an accessory use

Commercial

Retail Store

Automotive Service Stations

Any use with drive-through facilities

Any use with takeout food

Any surface parking uses located along the Willow Pass Road frontage

Development Intensity

Maximum Floor Area Ratio of 0.67.

Parking Requirements

Office:	5.0 parking spaces per 1,000 square feet of gross building area.
Laboratory:	2.0 parking spaces per 1,000 square feet of gross building area.
Commercial:	4.0 parking spaces per 1,000 square feet of gross building area..
Warehouse:	1.0 parking spaces per 1,000 square feet of gross building area

Setbacks

Front:	25 feet Minimum
Side:	50 feet Minimum
Rear:	50 feet Minimum

No minimum setback is required when adjacent to property under the same ownership and dedicated to compatible uses.

Building Heights

Three stories up to a maximum height of 50 feet

PARKS AND RECREATION**Intent**

The intent of the Parks and Recreation designation is to preserve and enhance Ambrose Park as a significant amenity to the community.

Permitted Uses

Permitted uses include the following and other similar uses as determined by the Contra Costa County Zoning Administrator:

Governmental and Quasi-public

Passive Recreation Uses

Active Recreation Uses

Ancillary Commercial Uses

Conditional Uses

Potential uses include those listed below. Other uses will be considered on their individual merits.

Residential

Multifamily Residential Units

Residential Recreation Uses

Residential uses shall be deemed acceptable as a Conditional Use only within the context of a Master Plan involving Ambrose Park and adjacent Development Area 4 and/or 6.

Commercial

Commercial Child Care Facilities

Development Standards

To be determined during project submittal review.

PUBLIC

Intent

The intent of the Public designation is to insure that any potential conversion of the Bel Air School Site is subject to appropriate public review.

Permitted Uses

Those uses for which the properties are currently utilized and similar and compatible uses as determined by the Contra Costa County Zoning Administrator.

Development Standards

To be determined during project submittal review.

OTHER DEVELOPMENT STANDARDS

All development shall conform to performance, landscaping and other standards as regularly applied to development within the respective jurisdictions of the City of Pittsburg and Contra Costa County, and with special requirements as may be set forth for individual projects.