

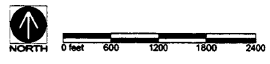
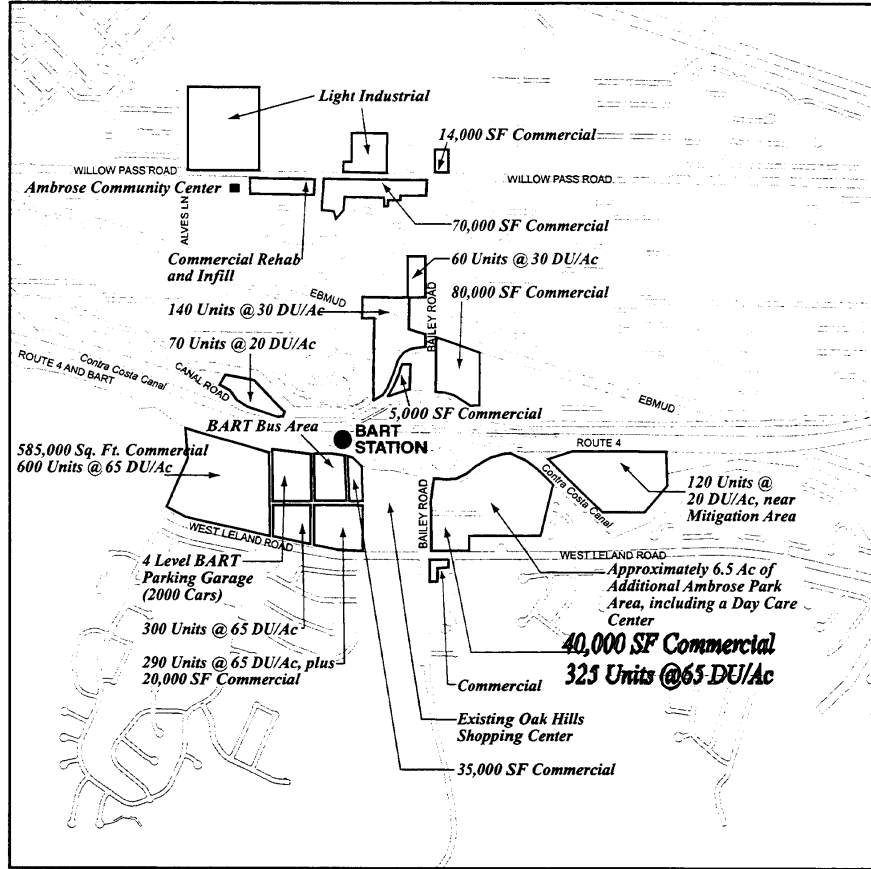
## APPENDIX B

The following modifications to the Specific Plan have been proposed since its release in November 1997. These modifications are a result of corrections to the Specific Plan, urban design changes to better reflect a New Urbanist design concepts, and changes recommended to be incorporated due to the staff recommended Alternative.

Following is a summary of the recommended Specific Plan revisions:

Page Number	Item	Revision or Errata
<b>INTRODUCTION</b>		
1.1	Regional Setting and Figure 1	Add identification and description of the BART system to both text and graphic
1.3	Figure 3, Local Setting	Add separate graphic identifying local bus routes serving the station
1.5	Figure 4	Parcel "L" is a 3.45-acre vacant parcel adjacent to the existing BART parking lot
	Sixth bullet	Change "Ambrose Park (D-2) ..." to "Ambrose Park (D-3)..."
	First paragraph	Change sentence with "there are several large parcels..." to "there are several parcels ..."
1.9	Relationship to Plans	Add two plans as documents that apply to the area: East Bay Regional Park District Trail Master Plan and Contra Costa County Congestion Management Plan
1.12	BART Plans	Add subsection on BART: BART Public Transit Investment to section on Relationship to Other Plans and Regulations. Include (a) general statement about Specific Plan's support for public transit investment, and (b) specific statement about Specific Plan's compatibility with BART's adopted Joint Development Policy (1984).
1.12	Paragraph 6	Add BART plans to list as noted below: <ul style="list-style-type: none"> <li>• 1998 BART Capital Improvement Program</li> <li>• 1998 BART Strategic Plan</li> <li>• BART Short-Range Transit Plan</li> </ul>
<b>LAND USE</b>		
2.1	Paragraph 7	Change Area 2 text from "Two vacant land parcels..." to "Two vacant parcels..."
2.6	Child Care Ordinance	Add "On-site child care facility would further encourage transit use by parents and introduce children to transit."
2.8	Policy LU -15	The policy should be revised as follows: 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 underutilized in part because of its lack of visibility from adjacent streets – a feature which has also affected its perceived safety. <u>Future development on the site may involve a reconfiguration of Ambrose Park, with development within the site designated as Park and Recreation</u>

Delete "Alves Lane Road Extension over Highway 4 to West Leland". Replace existing Figure 9 with Figure on following page to reflect staff recommended alternative:



Source: Contra Costa County  
 Community Development Department, February 2001

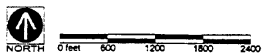
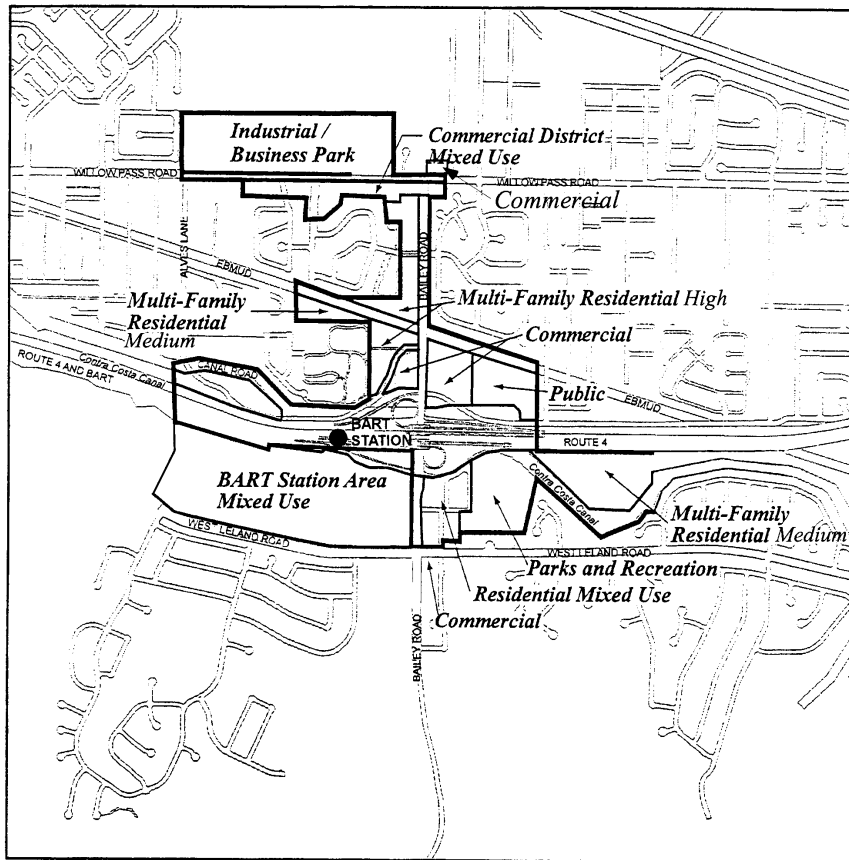
Development Assumptions

Alternative 6  
 (Hybrid)

2.11 Table 1 Change Table as follows to reflect the development assumptions of the staff recommended alternative:

TABLE 1		DEVELOPMENT ASSUMPTIONS		
<i>Development Zone</i>	<i>Commercial (sq. ft.)</i>	<i>Office (sq.ft.)</i>	<i>Residential (DU)</i>	
I	175,000	465,000	1,190	
II	40,000	0	445	
III	193,750	---	247	
IV	14,000		---	
	<b>422,750</b>	<b>465,000</b>	<b>1,882</b>	

2.12 Figure 10 Replace the existing Figure 10 - Land Use Designation with the following figure to reflect the staff recommended alternative:



Staff Recommended Alternative (Alternative 6)  
Land Use Designations

Source: Pittsburg/Bay Point BART Station Area Specific Plan Public Review Draft, November 1997

- 2.13 Office Uses Add: "Office uses would be unconditional uses with Transportation Demand Management requirements."
- 2.13 Childcare Uses Child care facilities would be unconditional uses
- 2.15 Building Heights Change as follows:  
~~Eight~~ Four stories over parking; ~~ten~~ six stories maximum up to a height of ~~150~~ 65 feet  
 Sloped roofs and elements such as chimneys may not extend above the ~~150~~ 65 foot limit ~~so long as no element exceeds 80 feet in height.~~
- 2.18 Development Intensity Change as follows:  
 Minimum residential density of ~~65~~ 40 units per gross acre.
- 2.19 Building Heights Change as follows:  
~~Four~~ Three stories over parking; ~~six~~ four stories maximum up to a height of ~~65~~ 45 feet.
- 2.19 Special Requirement #4 Add: "The existing trail gap should be developed to link the Delta De Anza Trail, Ambrose Park, and the BART Station."
- 2.21 Development Intensity This section should be changed as follows:  
~~Coverage~~ Development Intensity  
 Commercial: Maximum coverage ~~Floor Area Ratio~~ of 0.40, ~~excluding any upper level residential use.~~
- 2.21 Setbacks Change as follows:  
 Willow Pass Road: Maximum setback of ~~10~~ 15 feet
- 2.22 Commercial Land Uses Revise: "Commercial area southeast of Bailey Road and West Leland Road is within the City of Pittsburg and would be governed by the City."
- 2.23 Development Intensity This section should be changed as follows:  
~~Coverage~~ Development Intensity  
 Commercial: Maximum coverage ~~Floor Area Ratio~~ of 0.40, ~~excluding any upper level residential use.~~
- 2.23 Setbacks: Change as follows:  
 Bailey Road: ... However, a minimum of 50% of the frontage shall be devoted to commercial uses with a setback no greater than ~~10~~ 15 feet and with entries ...
- 2.24 Setbacks Change as follows:  
 Front: ~~10~~ 25 feet Minimum  
 Side: ~~10~~ 20 feet Minimum
- 2.26 and 2.27 Multi-Family Residential Low This section shall be replaced with the "Multi-Family Residential High". The standards for the Multi-family Residential High shall be the same as the Multi-family Residential Medium, except as follows:
- Development Intensity:**  
 Residential: Minimum residential density of 21 units per net acre  
 Maximum residential density of 29.9 units per net acre
- Setbacks:**  
 Front: ~~10~~ 25 feet Minimum  
 Side: ~~10~~ 20 feet Minimum
- Building Heights:** Maximum height of ~~45~~ 30 feet  
 Structures shall not exceed ~~25~~ 20 feet in height within 50 feet of abutting single-family residential districts

---

**CIRCULATION**

---

3.1	BART Extension	Add: "The next phase of the BART extension is based on the 20-year, 1998 <i>Regional Transportation Plan</i> ."
3.2	New Objectives 2.5 and 2.6	Add: "Objective 2.5 Promote multi-family residential development within walking distance of the BART Station."  Add: "Objective 2.6 Promote transit-oriented employment opportunities within walking distance of the BART Station."
3.3	Policy C-1	Policy C-1 correctly states that Bailey Road should not be widened; Figure 15 incorrectly shows the widening of Bailey Road.
3.4	BART station amenities	Add: "Services that currently exist at the station area: walkways to the station entrance, bicycle lockers, drop-off areas for various modes of travel, facilities and equipment for modal transfers, and information on local transit service."
3.4	Policy C-4	Add: "Because existing park-and-ride lots are lightly used, BART has recently adopted a policy to allow non-BART van and carpools to use these lots."
3.4	Policy C-5	Add: "The East Bay Regional Park District and Tri-Delta Transit also participate in the Pathfinder Implementation Program."
3.4	Policy C-6	Add: "Contra Costa County and the City of Pittsburg will participate in promoting the eastward expansion of the BART line as a local planning priority. An eastward extension would reduce traffic and parking impacts within the Specific Plan area."  Add: "The Major Investment Study being prepared by CCTA for State Route 4, east of Railroad Avenue to Highway 160, will lay out a transportation investment strategy for the entire corridor for the next 30 years and would be considered in the environmental review process of Specific Plan projects."
3.5	Policy C-10	Add: "The Delta De Anza Trail should maintain its separated, Class I status wherever possible."
3.6	Policy C-11	Add: "Local development patterns have impeded pedestrian mobility and bus travel. The Specific Plan policies and improvements are designed to improve this situation."
3.6	Policy C-14	Clarify: "The purpose of the policy is to attract businesses to locate near transit. Such businesses would be expected to cooperatively develop transportation demand management with the City to minimize single occupant vehicle use. Businesses located away from rail transit would be required to comply with TSM ordinances."
3.10	Paragraph 3, Line 5	Change "64 feet wide" to "76 feet wide"
	Paragraph 3, Line 9	Change "...but would narrow the lanes" to ", and would maintain the existing 11-foot lane widths with a 12-foot wide..."
3.11	Figure 14	Replace with Revised Figure 14 with correct dimensions for Existing Willow Pass Road–West of Bailey Road

3.12 Figure 15 Replace with Revised Figure 15 with “Street Widening And...” deleted at Bailey Road at West Leland Road

---

**URBAN DESIGN**

---

Add: The following Principles of New Urbanism and Transit-Oriented Development

- The Station Area is well connected to the surrounding neighborhoods and to the region. A continuous network of streets and paths provide a choice of safe, convenient, and interesting routes within and without the station area.
- The Station Area’s streets, parks, trails and other public areas become the community’s outdoor living rooms. They are safe, convenient, and comfortable places in which to spend time. No major pedestrian route should be through desolate parking lot or through a lifeless street. These outdoor rooms become the places where the chance meetings of people occur on a daily basis and provide the space of support for the formation of the community bonds.
- The station area has a mix of uses, where people live, work, shop, and recreate, resulting in a safe twenty-four hour place.
- A choice of housing types allows people of different incomes and ages to live in the station area, supporting a healthy and diverse culture.
- The station area plan supports choice between walking, biking and transit. The benefit is a measure of independence for those who cannot drive, especially the young and the old.
- The architecture of the station area should represent diverse yet harmonious groupings of buildings respectful of historic architectural traditions.
- The station area will be well connected to a local and regional bicycle and pedestrian trail system.

4.1 Objective 1.2 Change “urbane” to “urban”

4.2 Figure 18 Figure 18-Conceptual Urban Design Plan would be modified to allow the construction of more than one BART parking structure, with the same number of spaces proposed. The concept could include the orientation of the parking structure(s) in such a way that BART patrons have to walk through a commercial area to get to the trains. This will liven up the commercial area and turn BART patrons into retail customers. The creation of smaller blocks in the area would be encouraged and commercial uses directed in areas where it be located on both sides of the street, creating some synergy. The circulation in the multiple-family residential area in Development Zone 1 would be modified to include more, smaller blocks. The buildings would be perimeter buildings, brought up to the street. The private space and the parking would also be located at the interior of the block. On-street (teaser) parking would be allowed throughout this area to encourage patronage to commercial areas.

4.2	Figure 18	Figure 18 (Conceptual Urban Design Plan) would be further modified to allow multiple-family residential units fronting the park, similar to a square. The single-family residences currently backing up to the park would then back up against other residences. Lining the perimeter of the park would add security to the park. This potential modification was addressed in the Recirculated DEIR (pg. 17-36) and noted that any development on park property would require equal replacement of park land for development within the park district.
		The concept of bringing multiple-family residential development up to the street, and avoiding clustering of the units, would also be incorporated in the Canal Road portion of the Specific Plan (Development Zone 3). Development Zone 4 would be modified by breaking up the area with additional streets, thereby creating an “industrial neighborhood”.
4.13	Figure 25	(Figure 25-Willow Pass Road Urban Design Improvements) would be modified to eliminate the median island in some areas of Willow Pass Road and the width used instead for on-street parking.
4.14	Figure 26	Figure 26-West Leland Road Urban Design Improvements): The urban design Improvements would be modified to straighten the sidewalks and avoid meanders.
4.15	Guideline G-2	Add: Separate the sidewalk from the parking lot with a short masonry wall topped with a wrought iron fence or other appropriate materials.
4.16 & 4.17	Guidelines G6 & G7	Modify to encourage simple, high quality design, and avoid to many plane changes because it makes the building look too busy.
4.18	Guideline G-10	Add: encourage liner buildings, instead of blank walls.
4.18	Guideline G-11	Add: encourage garage access via an ally.
4.18	Guideline G-13	Modify Guideline G-13 to acknowledge that fences, such as picket fences and wrought iron fences, that define the public space are encouraged.
4.19	Guideline G-18	Add the following: Tall, shady trees should be used for commercial areas and lower trees in residential areas.
4.22	Guideline BSA 7	Change the reference of “Residential Units as Buffer” to “Residential Units as Liner”
4.25	Guideline CD 1	Suggests changing “Commercial buildings should be sited near the sidewalk”

---

**IMPLEMENTATION**

---

5.3	BART Responsibilities	Add (as next numbered item) to the responsibilities of the County, City and BART: “Support for the eastward extension of BART.”
-----	-----------------------	---

Add: "The CCTA is the agency responsible for inclusion of a BART extension in the corridor in the *Regional Transportation Plan* as well as identification of funding for construction of a parking structure."

Add: "The Pathfinder Signing Program."