# Table of Contents

## Introduction
- Contents
- General Plan Overview

## 1.0 Land Use and Growth
- 1.1 Land Use
- 1.2 Demographic and Housing Trends

## 2.0 Transportation
- 2.1 Background and Regulatory Framework
- 2.2 Existing Setting

## 3.0 Community Services and Facilities
- 3.1 Water Services
- 3.2 Wastewater
- 3.3 Stormwater
- 3.4 Solid Waste
- 3.5 Electricity and Natural Gas
- 3.6 Public Safety
- 3.7 Parks and Recreation
- 3.8 Schools, Libraries, and Other Public Facilities

## 4.0 Hazards, Safety, and Noise
- 4.1 Hazardous Materials and Waste
- 4.2 Emergency Response and Evacuation Routes
- 4.3 Air Traffic
- 4.4 Wildfire Hazards
- 4.5 Flooding
- 4.6 Noise

## 5.0 Conservation
- 5.1 Cultural and Historic Resources
- 5.2 Biological Resources
- 5.3 Air Quality
- 5.4 Geology, Soils, and Seismicity
- 5.5 Mineral and Energy Resources
6.0 **Climate Change**

- **6.1** Background and Regulatory Framework
- **6.2** Existing Conditions and Climate Change Scenarios

7.0 **Environmental Justice**

- **7.1** Background and Regulatory Framework
- **7.2** Disadvantaged Communities
- **7.3** Environmental Justice Topics in Pittsburg

**Tables**

- Table 1.1-1: City of Pittsburg Land Use Designations in City Limits, SOI, and Planning Area
- Table 1.1-2: Contra Costa County Land Use Designations in Planning Area and SOI
- Table 1.1-3: Assessed Land Uses by Acreage– City of Pittsburg
- Table 1.1-4: Pending, Approved, and Under Construction Residential Projects
- Table 1.1-5: Pending, Approved, and Under Construction Commercial/Institutional and Industrial Projects
- Table 1.2-1: Regional Housing Needs Allocation
- Table 1.2-2: Population and Household Growth
- Table 1.2-3: Housing Units
- Table 2.2-1: Work Commute Characteristics
- Table 2.2-2: Place of Work
- Table 2.2-3: Mean Travel Time
- Table 2.2-4: Roadway Classification & Street Design Characteristics
- Table 2.2-5: Street Network Miles by Classification
- Table 2.2-6: Street Ownership Information
- Table 2.2-7: Daily Traffic Volumes, Number of Lanes & Posted Speed Limit Comparison
- Table 2.2-8: Level of Service Definition for Signalized Intersections (Motor Vehicles)
- Table 2.2-9: Motor Vehicle Traffic Level of Service at Key Intersections
- Table 2.2-10: Designated Bikeway Network Miles by Type of Facility
- Table 2.2-11: Total Number of Reported Collisions by Crash Severity (2013-17)
- Table 2.2-12: Fatal and Severe Crashes by Mode of Travel
- Table 3.1-1: Water Supplies – Actual (AFY)
- Table 3.1-2: Projected Water Supplies (AFY)
- Table 3.1-3: Groundwater Volume Pumped (AFY)
- Table 3.1-4: Recycled Water Uses (AFY)
- Table 3.1-5: Normal Year and Single Dry Year Supply and Demand Comparison (AFY)
- Table 3.1-6: Multiple Dry Years Supply and Demand Comparison (AFY)
- Table 3.1-7: Stages of Water Shortage Contingency Planning
- Table 3.2-1: Hazardous Waste Accepted
- Table 3.2-2: Solid Waste Generation Rates
- Table 3.2-3: City of Pittsburg Waste Disposal Rate Targets (Pounds/Day)
- Table 3.6-1: Pittsburg Police Department’s Patrol Division Statistics
Table 3.6-2: Pittsburg Police Department Traffic Unit Statistics 3-36
Table 3.6-3: Pittsburg Police Department Code Enforcement Division Statistics (2018) 3-37
Table 3.6-4: Pittsburg Crime Statistics (2014-2018) 3-37
Table 3.7-1: Summary of Local Park Facilities 3-42
Table 3.7-2: Summary of Regional Parks and Recreational Areas 3-43
Table 4.1-1: Pittsburg Site Cleanup and Hazardous Facilities List (Envirostor) 4-5
Table 4.1-2: Pittsburg LUST Cleanup Sites 4-15
Table 4.1-3: Pittsburg Cleanup Program Sites 4-17
Table 4.1-4: CIWMB Facilities/Sites 4-18
Table 4.2-1: Area-wide Hazard Mitigation Actions 4-25
Table 4.2-2: Natural Hazards Risk Ranking 4-29
Table 4.2-3: Natural Hazards for Delta Diablo Service Area 4-30
Table 4.2-4: Hazard Risk Ranking for Delta Diablo Service Area 4-30
Table 4.6-1: Typical Noise Levels 4-52
Table 4.6-2: Predicted Existing Traffic Noise Levels 4-57
Table 4.6-3: Railroad Noise Measurement Results 4-58
Table 4.6-4: Approximate Distances to the Railroad Noise Contours 4-59
Table 4.6-5: Typical Stationary Source Noise Levels 4-60
Table 4.6-6: Existing Continuous 24-Hour Ambient Noise Monitoring Results 4-61
Table 4.6-7: Existing Short-Term Community Noise Monitoring Results 4-61
Table 5.1-1: Resources Listed With The Northwest Information Center File Directory 5-10
Table 5.1-2: Buildings Listed on the Contra Costa County Historic Property Data File Directory 5-14
Table 5.1-3: Buildings Listed on the Contra Costa County Community Development Department Historic Resources Inventory (Draft) 2010 5-20
Table 5.2-1: Cover Types - California Wildlife Habitat Relationship System 5-29
Table 5.2-2: Special Status Plants Present Or Potentially Present (One Mile) 5-33
Table 5.2-3: Special Status Plants Present Or Potentially Present (15 Mile) 5-34
Table 5.2-4: Special Status Animals Present Or Potentially Present (One Mile) 5-36
Table 5.2-5: Special Status Animals Present Or Potentially Present (15 Mile) 5-37
Table 5.3-1: Federal and State Ambient Air Quality Standards 5-52
Table 5.3-2: State and National Attainment Status 5-53
Table 5.3-3: SFBAAB Ambient Air Quality Monitoring Data Summary - Ozone 5-55
Table 5.3-4: SFBAAB Ambient Air Quality Monitoring Data Summary - PM 2.5 5-56
Table 5.3-5: SFBAAB Ambient Air Quality Monitoring Data Summary - PM 10 5-56
Table 5.3-6: Ambient Air Quality Monitoring Data (Concord [2975 Treat Boulevard]) 5-56
Table 5.3-7: Los Medanos Energy Center Emissions (2016) 5-57
Table 5.3-8: Keller Canyon Landfill Emissions (2016) 5-58
Table 5.3-9: NRG Delta, LLC, Emissions (2016) 5-58
Table 5.3-10: Delta Energy Center Emissions (2016) 5-59
Table 5.3-11: Criterion Catalysts Company Emissions (2016) 5-60
Table 5.3-12: USS-POSCO Industries Emissions (2016) 5-60
Table 5.3-13: Dow Chemical Company Emissions (2016) 5-61
Table 5.3-14: K2 Pure Solutions Nocal Emissions (2016) 5-61
Table 5.4-1: Planning Area Soils 5-69
Table 5.4-2: Fault Activity Rating 5-72
Table 5.4-3: Richter Magnitudes and Effects 5-73
Table 5.4-4: Modified Mercalli Intensity Scale for Earthquakes 5-73
Table 5.4-5: Significant Earthquakes in the Region 5-74
Table 5.5-1: Mineral Resources Classification System 5-82
Table 5.6-1: State Watershed Hierarchy Naming Convention 5-89
Table 6.2-1: City of Pittsburg Community GHG Emissions with Regional Sources - 2005 6-24
Table 6.2-2: City of Pittsburg Community GHG Emissions Projections - 2020 6-25
Table 6.2-3: City of Pittsburg Municipal Operations GHG Emissions - 2005 6-26
Table 6.2-4: City of Pittsburg Municipal Operations GHG Emissions Projections - 2020 6-26
Table 7.2-1: Population Characteristics by Sensitive Population and Socioeconomic Factor Indicators in the DACs 7-6
Table 7.3-1: Pollution Burden by Pollution Indicators in the DACs 7-8
Table 7.3-2: Hazardous Materials and Toxics Sites within or Adjacent to a DAC 7-8
Table 7.3-3: Car Ownership 7-12
Table 7.3-4: 2008 Housing Stock Conditions Survey 7-13
Table 7.3-5: Overcrowding by Tenure 7-14
Table 7.3-6: Housing Affordability 7-15
Table 7.3-7: Commuting Transportation Modes 7-16
Table 7.3-8: Planning Area Park Facilities 7-17
Table 7.3-9: Resident Age 7-20
Table 7.3-10: Languages Spoken at Home 7-21
Table 7.3-11: Educational Attainment 7-22

Charts

Chart 1.2-2: City of Pittsburg Population by Age (2017) 1-22
Chart 1.2-3: City of Pittsburg Household Income (2017) 1-23
Chart 1.2-4: Housing Units by Type (2019) 1-24
Chart 1.2-5: City of Pittsburg Owner-Occupied Housing Prices (2017) 1-24
Chart 2.2-1: Travel Time to Work 2-9
Chart 2.2-2: Vehicle Ownership 2-9
Chart 2.2-3: Monthly Ridership Trend at Pittsburg/Bay Point BART Station (2018-19) 2-17
Chart 2.2-4: Violation Categories by Crash Severity 2-21
Chart 2.2-5: Collisions Involving Bicycles or Pedestrians 2-22

Figures

Figure 1.1-1: Pittsburg City Limits, SOI, and General Plan Land Use Map 1-27
Figure 1.1-2: Planning Subareas 1-28
Figure 1.1-3: Contra Costa County Land Use Map 1-29
Figure 1.1-4: Assessed Land Use Map 1-30
Figure 1.1-5: Development Trends
Figure 1.1-6: Development Projects
Figure 1.1-7: City of Antioch General Plan Land Use
Figure 1.1-8: City of Clayton General Plan Land Use
Figure 1.1-9: City of Concord General Plan Land Use
Figure 2-1: Regional Setting
Figure 2-2: Roadway Network
Figure 2-3: Truck Route and Railway Network
Figure 2-4: Transit System
Figure 2-5: Bikeway Network
Figure 2-6: Pedestrian Constraints and Gaps
Figure 2-7: Reported Collision Locations (2013-2017)
Figure 2-8: Types of Reported Collisions by Location
Figure 2-9: Reported Bicycle and Pedestrian Collision Locations (2013-2017)
Figure 3.1-1: ECCC IRWM Region
Figure 3.1-2: Water Service Areas
Figure 3.7-1: Parks and Public Facilities
Figure 4.1-1: Hazardous Waste Sites with an Active Cleanup Status
Figure 4.3-1: Nearby Airports
Figure 4.4-1: Fire Hazard Severity Zones
Figure 4.4-2: Fire Threat to People
Figure 4.5-1: FEMA Flood Zone Designations
Figure 4.5-2: Dam Inundation Map
Figure 4.6-1: Noise Measurement Sites
Figure 5.2-1: Land Cover Types
Figure 5.2-2: California Natural Diversity Database 9-Quad Search
Figure 5.2-3: California Natural Diversity Database 1-Mile Radius Search
Figure 5.3-1: CARE Program Areas
Figure 5.3-2: Major Emitters
Figure 5.4-1: USGS Topographic Map
Figure 5.4-2: Soil Map
Figure 5.4-3: Earthquake Fault Map
Figure 5.4-4: Liquefaction Map
Figure 5.5-1: Mineral Resource Zones
Figure 5.6-1: Watersheds Map
Figure 6.2-1: Sea Level Rise Scenarios
Figure 6.2-2: Sea Level Rise Scenarios
Figure 7.3-1: Public Improvements
Figure 7.3-2: Public Services
Figure 7.3-3: Community Facilities
Figure 7.3-4: Food Access
Figure 7.3-5: Parks and Recreation Facilities
Appendix

Appendix A: Noise Data
The City of Pittsburg General Plan identifies the community's vision for the future and provides a framework to guide decisions on growth, development, and conservation of open space and resources in a manner consistent with the quality of life desired by residents and other stakeholders. This General Plan Existing Conditions Report provides an overview of Pittsburg’s physical, environmental, economic, and demographic setting based on available information as of mid-2019. City staff and the General Plan Update consultant team (De Novo Planning Group and its consultants) have worked together to ensure that this is an accurate and reliable source of information. This document is intended to serve as a comprehensive reference for community members, policymakers, staff, and the consultant team throughout the General Plan Update process. The City of Pittsburg’s General Plan Update is a multi-year process that will include a comprehensive review and revision of the City’s existing General Plan, which establishes a vision for the future of the City. This process also includes the preparation of an Environmental Impact Report (EIR), which investigates the possible impacts of the General Plan Update policy changes to the surrounding physical environment. This Existing Conditions Report document provides information about these components and establishes the existing setting for the EIR.
CONTENTS

To prepare a meaningful General Plan, existing conditions must be understood and documented. The Existing Conditions Report identifies development patterns, natural resources, socioeconomic conditions, and environmental constraints in the City and identifies the regulatory environment for each topic. This report will be a resource for the City Council, Planning Commission, City staff, and the De Novo Planning Group team throughout the process of preparing the General Plan Update and Environmental Impact Report. The Existing Conditions Report makes extensive use of maps, graphics, and user-friendly non-technical terms to help make it accessible to the general public. The Existing Conditions Report provides background data and will serve as a technical framework, while the General Plan will focus on goals, policies, and implementation programs. The information collected for the Existing Conditions Report will also be used as the basis for the "existing setting" sections of the General Plan EIR. The following topic areas are addressed in the Existing Conditions Report:

Chapter 1 Land Use and Growth

The Land Use and Growth Chapter addresses land use planning topics, including issues related to current General Plan land use patterns, existing (on-the-ground) land uses, and demographical information. The information in this Chapter provides both a historical and current perspective on land use and is intended to assist the General Plan Update process by providing both historical context and a baseline of existing land use information. This information will be used when formulating and considering amendments to the City’s current land use pattern, or when considering alternate growth and land use scenarios for the City and population and housing implications.

Chapter 2 Transportation

The Transportation Chapter provides an overview of the existing level of multimodal accessibility, connectivity, safety and provision of complete streets. This includes descriptions of the regulatory, physical, and operational characteristics affecting Pittsburg’s transportation system. An overview of the regulatory framework is presented first, followed by an assessment of the circulation network’s setting, multimodal accessibility, and connectivity.

Chapter 3 Community Services and Facilities

The Community Services and Facilities Chapter describes the existing conditions and regulatory context regarding community services and utilities, including water, wastewater, drainage and flood control, public safety services, parks and recreational, schools, and other civic facilities within the City. These facilities and services provide a framework that supports growth and development in the City. This chapter describes existing service levels, available resources, and planned expansion of services and infrastructure.

Chapter 4 Hazards, Safety, and Noise

The Hazards, Safety, and Noise Chapter addresses key significant issues that will ultimately guide the preparation of the Safety Element of the General Plan. This Chapter provides a summary of the existing setting and conditions associated with natural and man-made hazards that may pose a danger to city residents, employees, and visitors including: dangers from hazardous materials sites (i.e., landfills, superfund sites, pipelines and sites with the potential for chemical explosion); fire hazards; aircraft hazards; and flood hazards. Additionally, this Chapter includes descriptions of the characteristics of sound and noise and a description of transportation-related and stationary noise sources within the City’s Planning Area.
Chapter 5 Conservation

The Conservation Chapter discusses conservation issues related to air quality, biological resources, geologic and mineral resources, hydrology and water quality, and cultural and visual resources in and around the City. This Chapter also discusses open space as it relates to the preservation of natural resources as part of the biological resources discussion, open space associated with managed production of surface water and groundwater resources as part of the hydrology discussion, and open space associated with public health related to geologic and hydrologic hazards as part of the geologic resources and hydrology discussions, respectively.

Chapter 6 Climate Change

The Climate Change Chapter discusses the regulatory setting and background conditions associated with climate change, the City’s 2005 greenhouse gas emissions, and climate change considerations, such as extreme temperatures, sea level rise and high tides, changes to precipitation patterns, wildfire potential, water supply effects, and public health implications, under future climate change scenarios associated with the Planning Area.

Chapter 7 Environmental Justice

The Environmental Justice Chapter analyzes the role of disadvantaged communities (DACs) and addresses a wide range of topics related to the health and well-being of City residents and workers. A community’s overall health depends on many factors, including the environment in which people live and work. A healthy living environment reduces risks and facilitates healthy lifestyles. Critical determinants of healthy living environment are addressed for the City and/or DACs, including environmental quality (clean air, clean water, and, hazardous concerns), public health indicators (vulnerable populations, asthma, obesity, diabetes, and chronic disease), active lifestyle opportunities (walking and bicycling to services and availability of recreational facilities), housing indicators (housing burdens and affordability), and healthy lifestyle factors (local foods, healthy shopping options, number of fast food restaurants). This section also includes a summary description of current efforts that the City is undertaking to promote sustainability and healthy community strategies.

General Plan Overview

Contents

State law requires every city and county in California to prepare and maintain a planning document called a General Plan. A General Plan is a "constitution" or "playbook" for the future physical and economic development of a county or city. All future planning decisions and project approvals must be consistent with the General Plan. The General Plan provides general guidance for future land use, transportation, infrastructure, environmental, and resource decisions.

The Envision Pittsburg General Plan will be a focused update of the City’s General Plan to address the community’s vision for its future, reflect successful plans and programs, and address requirements of State law. Current policies and approaches that continue to be relevant and appropriate will be retained and new or revised policies and programs will be developed to ensure the General Plan continues to provide a path forward to reach the community’s collective vision for the future.

To reach this envisioned future, the General Plan will include goals, policies, and implementation programs that address both near-term and long-term needs. The General Plan Update will look ahead approximately 20 years, while also recognizing that things can change over time and the City must be able to adapt accordingly. The General Plan Update will provide a coordinated set of policies and implementation programs that enable landowners, businesses, and industry to be more certain about how future planning decisions will be made and implemented.
A General Plan covers a wide range of social, economic, infrastructure, and natural resource issues. There are eight State mandated topics that General Plans must cover including: land use, environmental justice, circulation, housing, conservation, open space, safety, and noise. The Envision Pittsburg General Plan will include goals, policies and implementation programs to address the state-mandated topics and will continue to have components that address optional topics, including growth management, urban design, downtown, economic development, youth and recreation, and public facilities. While the final format is subject to change, the Envision Pittsburg General Plan is expected to include the following elements:

- Land Use
- Growth Management
- Urban Design
- Downtown
- Economic Development
- Transportation
- Open Space, Youth and Recreation
- Environmental Justice
- Resource Conservation
- Health and Safety
- Public Facilities
- Noise
- Housing

**USING THE GENERAL PLAN**

The General Plan is used by the City Council, appointed Boards, Commissions, and Committees, and City staff on a regular basis to make decisions with direct and indirect land use implications. It also provides a framework for inter-jurisdictional coordination of planning efforts among officials and staff of the City and other government agencies such as the County, State and Federal agencies.

The General Plan is the basis for a variety of regulatory mechanisms and administrative procedures. California planning law requires consistency between the General Plan and its implementation programs. Implementation programs and regulatory systems of the General Plan include zoning and subdivision ordinances, capital improvement programs, specific plans, environmental impact procedures, and building and housing codes.

Over time, the City's population will change, its goals will be redefined, and the physical environment in which its residents live and work will be altered. For the General Plan to be a useful document, it must be monitored and periodically revised to respond to and reflect changing conditions and needs. As such, a General Plan should be comprehensively updated approximately every 15-20 years to reflect current conditions and emerging trends. The City's General Plan should also be user-friendly. To this end, the Pittsburg General Plan Update will be divided into two primary documents: the Existing Conditions Report and the Envision Pittsburg General Plan (Goals and Policies Document). As described above, this Existing Conditions Report provides a summary of a range of conditions in Pittsburg as they exist in mid-2019, and provides the baseline framework for the development of the General Plan's goals, policies, and implementation programs. It contains the goals and policies that will guide future decisions within the City. It also identifies a full set of implementation programs that will ensure the goals and policies in the General Plan are carried out.
CHAPTER 1

LAND USE AND GROWTH

This chapter examines the land use and development patterns in Pittsburg, as well as the City's demographics and housing profile. The information and analysis are intended to inform the General Plan Update process by providing both historical context and a baseline of existing land use, demographic, and housing development information.
1.0 LAND USE AND GROWTH

1.1 LAND USE

This section describes land use and development patterns in Pittsburg and identifies the regulatory framework associated with land use. Existing land use conditions, including land uses by General Plan designation and assessed land uses, are described. This chapter provides an overview of existing land use patterns, types and location of development in the City, and approved and pending projects.

**Key Terms**

**City Limits:** The City limits include the area within the City's corporate boundary, over which the City exercises land use authority and provides public services.

**Sphere of Influence:** A Sphere of Influence (SOI) is the probable physical boundary and service area of a local agency, as adopted by a Local Agency Formation Commission (LAFCO). An SOI includes both incorporated and unincorporated areas within which a City or special district will have primary responsibility for the provision of public facilities and services.

**Planning Area:** For the purposes of the Pittsburg General Plan Update, the Planning Area is defined as all lands within the City limits and Pittsburg SOI, as well as land south of the southern boundary of the Pittsburg SOI, generally west of Somersville Road, east of Bailey Road, and north of Clayton.

Figure 1.1-1 shows the Pittsburg City Limits, the adopted SOI, and the General Plan Planning Area.

**Regulatory Framework**

The regulatory framework discussion describes laws and regulations that guide land use decisions. Adopted plans that pertain to the City are also described.

**State**

**California General Plan Law**

Government Code Section 65300 requires that each county and city adopt a General Plan "for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning."

The General Plan is a comprehensive long-term plan for the physical development of the county or city and is considered a "blueprint" for development. The General Plan provides a statement of the community's development, economic, circulation, and environmental goals and includes diagrams and text setting forth objectives, standards, policies, and programs. The General Plan must contain seven State-mandated elements: Land Use, Open Space, Conservation, Housing, Circulation, Noise, and Safety. It may also contain any other elements that the City wishes to include. The land use element designates the general location and intensity of designated land uses to accommodate housing, business, industry, open space, education, public buildings and grounds, recreation areas, and other land uses.

The 2017 General Plan Guidelines, established by the Governor's Office of Planning and Research (OPR) to assist local agencies in the preparation of their general plans, further describe the mandatory land use element as a guide to planners, the general public, and decision makers prescribing the ultimate pattern of development for the city. The General Plan Guidelines provide guidance to cities and counties in the preparation of their local general plans and serve as the "how to" resource for drafting a general plan, including statutory requirements, legislative changes, policy recommendations, and additional resources.
California Environmental Quality Act
The California Environmental Quality Act (CEQA) was developed to protect the quality of the environment and the health and safety of persons from adverse environmental effects. Discretionary projects are required to be reviewed consistent with the requirements of CEQA to determine if there is potential for the project to cause a significant adverse effect on the environment. Depending on the type of project and its potential effects, technical traffic, noise, air quality, biological resources, and geotechnical reports may be needed. If potential adverse effects can be mitigated, a mitigated negative declaration is required. If potentially adverse effects cannot be mitigated, an environmental impact report is required. These documents have mandated content requirements and public review times.

LOCAL
City of Pittsburg General Plan
The City's current General Plan was last comprehensively updated in 2001, and an update to the Housing Element was completed in 2015. The General Plan Diagram embodies several ideas and principles, including:

- **Compact urban form.** All growth, with the exception of the Bay Point unincorporated community and a small amount of clustered low-density residential hillside development, is contiguous to existing City limits.
- **Promotion of Downtown as a focus of activity.** Plan policies seek to increase Downtown population, as well as non-residential activity, to enhance vitality and provide a market for commercial uses. Policies that promote development standards that build on Downtown’s traditional urban pattern are identified.
- **Modulated development intensities that reflect accessibility.** Development intensities are modulated to reflect accessibility to transit and services. The General Plan designates highest intensities in Downtown and around the Pittsburg/Bay Point BART Station, and lowest intensities in the constrained hillside areas.
- **Promotion of infill development.** In order to minimize encroachment into the hillsides, reverse and prevent blight, promote economic development, and efficiently provide services, the Plan encourages use and revitalization of vacant and underutilized sites. These include areas in and around Downtown (West Tenth Street and Harbor Street), around Railroad Avenue and East Leland Road, the Pittsburg/Bay Point BART Station, and complementary and viable uses on vacant sites in existing neighborhoods.
- **Increased connectivity between and within neighborhoods.** Major arterial streets are designated to result in increased connectivity between neighborhoods in different subareas. In addition, policies for locating local streets are included to ensure neighborhood-level connections while providing flexibility to project developers.
- **Designation of mixed-use and pedestrian-oriented activity centers.** New neighborhood centers are envisioned in the form of mixed-use pedestrian-oriented centers. Designated centers include the area surrounding the West Leland Road/San Marco Boulevard intersection. In addition, mixed-use or multi-use development is encouraged surrounding the Pittsburg Center BART Station, between East Leland Road and State Route 4.
- **Increased diversity in housing types.** The General Plan seeks to expand the range of housing types currently available in Pittsburg through designation of sites for low-density hillside development, as well as higher-density residential development in selected locations. This allows for a diverse range of housing opportunities for residents of different social/economic sectors. Plan policies also provide for increased flexibility in single-family development by encouraging small-lot (Downtown and arterial corridors) or executive-style and custom/estate (Southern Hills) housing design.
- **Protection of ridgelines and creeks, and expansion of the trail and park network.** The General Plan identifies major and minor ridgelines, and establishes development guidelines to protect them. Additionally, the Plan identifies a
1.0 LAND USE AND GROWTH

network of open space along creeks in new growth areas that will be realized over time. These open space areas will also facilitate development of a network of bikeways and pedestrian trails.

- **Flexibility and mixed-use areas.** To provide flexibility and encourage mixed-use development, the use and intensity regulations provide variable development standards and incentives for mixed-use development in locations such as Downtown and neighborhood centers.

Land uses in Pittsburg have been developed based on the Land Use Map, goals, and policies established by the City’s General Plan. The City’s General Plan includes broad goals that guide land use and planning decisions within the City. The goals most related to the topic of land use include:

**Land Use Element**

GOAL 2-G-1: Maintain a compact urban form within the City's projected municipal boundary. Ensure that hillside lands not environmentally suitable for development are maintained as open space.

GOAL 2-G-2: Promote large-scale office/business development, and reserve sites for Business Commercial uses in designated locations accessible from regional transportation systems.

GOAL 2-G-3: Emphasize concentrated commercial development, rather than linear commercial strips.

GOAL 2-G-4: Provide a range of development intensities, with the highest intensities in Downtown and in areas accessible to transit and services, and lower intensities in hillsides and at the City’s southern edge.

GOAL 2-G-5: Promote a diversity of housing types, including opportunities for hillside estate development, as well as smaller lot, infill, and high-density housing.

GOAL 2-G-6: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites.

GOAL 2-G-7: Promote flexibility and diversity in land use arrangements, including mixed-use development in appropriate areas.

GOAL 2-G-8: Ensure that hillside development enhances the built environment, improves safety through slope stabilization, is respectful of topography and other natural constraints, and preserves ridgelines and viewsheds.

GOAL 2-G-9: Exercise leadership in securing development and preserving open space consistent with the General Plan in portions of the Planning Area that will ultimately be inside the city boundaries.

**Growth Management Element**

GOAL 3-G-1: Manage the City’s growth to balance development of housing options and job opportunities, protection of open space and habitat areas, construction of transportation improvements, and preservation of high quality public facilities.

GOAL 3-G-2: Realize the opportunities afforded by establishment of the Voter Approved Urban Limit Line to allow the City to grow in such a way as to diversify and expand the employment base, develop a range of housing opportunities, increase the depth of municipal fiscal resources, enhance the quality of urban life for all Pittsburg residents and prohibit urban development beyond the Voter Approved Urban Limit Line.
GOAL 3-G-3: Provide a range of development intensities, with the highest intensities in Downtown and in areas approximate to transit and services, and lower intensities in hillsides and at the City’s southern edge.

GOAL 3-G-4: Maintain programs and provide incentives for use of vacant infill land and reuse and revitalization of underutilized sites. (Land Use Goal 2-G-6)

GOAL 3-G-5: Ensure that new residential, commercial and industrial growth within the Voter-Approved Urban Limit Line pays its share of the costs for the construction of facilities needed to serve that growth.

**Land Use Designations**

Table 1.1-1 summarizes the City’s General Plan land use designations for areas within the City limits, SOI, and Planning Area by acreage. Land use designations on the adopted General Plan Land Use Map, as amended through May 2019, are shown on Figure 1.1-1. A brief description of each of the adopted General Plan land use designations is provided below.

**Table 1.1-1: City of Pittsburg Land Use Designations in City Limits, SOI, and Planning Area**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreages</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>City Limits</td>
</tr>
<tr>
<td>Business Commercial</td>
<td>275.85</td>
</tr>
<tr>
<td>Community Commercial</td>
<td>133.07</td>
</tr>
<tr>
<td>Downtown Commercial</td>
<td>10.18</td>
</tr>
<tr>
<td>Downtown High Density Residential</td>
<td>14.07</td>
</tr>
<tr>
<td>Downtown Low Density Residential</td>
<td>52.78</td>
</tr>
<tr>
<td>Downtown Medium Density Residential</td>
<td>124.59</td>
</tr>
<tr>
<td>High Density Residential</td>
<td>224.12</td>
</tr>
<tr>
<td>Hillside Low Density Residential</td>
<td>152.65</td>
</tr>
<tr>
<td>Industrial</td>
<td>1,603.52</td>
</tr>
<tr>
<td>Low Density Residential</td>
<td>2,640.12</td>
</tr>
<tr>
<td>Marine Commercial</td>
<td>30.97</td>
</tr>
<tr>
<td>Medium Density Residential</td>
<td>357.77</td>
</tr>
<tr>
<td>Mixed Use</td>
<td>179.69</td>
</tr>
<tr>
<td>Open Space</td>
<td>1,390.38</td>
</tr>
<tr>
<td>Park</td>
<td>1,318.09</td>
</tr>
<tr>
<td>Public/Institutional</td>
<td>417.39</td>
</tr>
<tr>
<td>Regional Commercial</td>
<td>200.95</td>
</tr>
<tr>
<td>Roadway</td>
<td>8.21</td>
</tr>
<tr>
<td>Service Commercial</td>
<td>87.69</td>
</tr>
<tr>
<td>Utility/Right of Way</td>
<td>278.44</td>
</tr>
<tr>
<td>Water</td>
<td>221.71</td>
</tr>
<tr>
<td>Landfill</td>
<td>--</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>9,722.23</strong></td>
</tr>
</tbody>
</table>

*Sources: City of Pittsburg, 2019; De Novo Planning Group, 2019.*

**Hillside Low Density Residential** - Single-family (attached or detached) residential development in the southern hills built at a density of less than 5 units per gross acre. Maximum densities should be allowed only in flatter, natural slope areas or non-environmentally sensitive level areas. An open, natural character is encouraged by clustering homes and minimizing cut-and-
fill of natural hillsides. The average density assumed for General Plan buildout calculations in this classification is 3 units per gross acre.

*Low Density Residential* - Single-family residential units built at a density of 1 to 7 units per gross acre. Typical lots would be 6,000 square feet; the Zoning Ordinance may permit lots smaller than 6,000 square feet, if the proposed development meets specified community design standards in specific neighborhoods, such as Downtown, to promote compact development. This classification is mainly intended for detached single-family dwellings, but attached single-family units in selected or all areas may be permitted, provided that each unit has ground-floor living area, and private or common outdoor open space. The average density assumed for General Plan buildout calculations is 6 units per gross acre.

*Medium Density Residential* - Housing at densities from 7 to 14 units per gross acre. Dwelling types may include one- or two-story garden apartments, townhouses, and attached or detached single-family residences. The Zoning Ordinance may permit zero lot-line or small-lot detached residential units in some or all areas. The average density assumed for General Plan buildout calculations is 12 units per gross acre.

*High Density Residential* - Residential development at densities ranging from 14 to 25 units per gross acre. Subject to design review by the Planning Commission, additional discretionary density increases, up to a maximum project density of 40 units per gross acre, may be granted to projects that fulfill community objectives. A wide range of housing types, from single-family attached units to multi-family complexes are permitted. The average density assumed for General Plan buildout calculations is 20 units per gross acre.

*Downtown Low Density Residential* - Housing densities from 4 to 12 units per gross acre. Dwelling types may include attached or detached single-family housing and townhouses. The average density assumed for General Plan calculations is 8 units per gross acre.

*Downtown Medium Density Residential* - Residential development at densities ranging from 12 to 18 units per gross acre. Dwelling types may include attached or detached single family townhouses, garden apartments, and other forms of multi-family housing. The average density assumed for General Plan buildout calculations is 16 units per gross acre.

*Downtown High Density Residential* - Residential development at densities ranging from 18 to 30 units per gross acre. New high-density projects within Downtown should have transit-oriented amenities (such as covered bus stops at project entrance, where appropriate) and reduced parking requirements to encourage use of alternative modes of transportation. The average density assumed for General Plan buildout calculations is 24 units per gross acre. Subject to design review by the Planning Commission, additional discretionary density increases, up to a maximum project density of 40 units per gross acre, may be granted to projects that fulfill community objectives.

*Regional Commercial* - Provides commercial acreage for large-scale retailers and big-box retail centers and auto dealerships, designed to attract shoppers from a wide market area. The Zoning Ordinance will provide adequate sites for regional commercial uses to ensure visibility and access from major transportation corridors, such as State Route 4, which are necessary for establishing a regional clientele.

*Community Commercial* - Intended to provide sites for retail shopping areas (primarily in shopping centers) containing a wide variety of businesses, including retail stores, eating and drinking establishments, commercial recreation, service stations, automobile sales and repair services, financial, business and personal services, motels, educational and social services. The Zoning Ordinance may limit certain commercial areas to neighborhood stores or non-automotive establishments.
Downtown Commercial - Accommodates specialty retail, personal services, restaurants, offices, financial organizations, institutions, and other businesses serving the daily needs of Downtown residents. Upper-story residential and mixed commercial/residential ground-floor uses are permitted, subject to appropriate design standards. The maximum allowable FAR is 2.0, with a maximum 1.0 for non-residential uses. Limitations on the size and location of parking, coupled with building orientation and design standards, will ensure that a pedestrian-oriented environment is created.

Business Commercial - Intended to provide sites for administrative, financial, business, professional, medical, research and development, and public offices, as well as custom manufacturing, limited assembly, light manufacturing, warehousing and distribution, and support commercial uses. The maximum allowable FAR is 1.0. The Zoning Ordinance will identify areas appropriate for office/business uses vs. industrial parks. Limits on retail activities will be specified in the Zoning Ordinance, in addition to potential specific locations for hospitals, extended care and other similar facilities. Development standards and buffering requirements will prevent significant adverse effects on adjacent residential uses.

Marine Commercial - Business and professional services, offices, convenience sales, restaurants, public marketplaces, repair services, specialty retail (such as boat sales and repair), hotel/motel with a coastal orientation, recreational facilities, research and development, custom manufacturing, and marinas are all accommodated. Maximum allowable FAR is 0.5 for retail, recreation facilities, marinas, and eating and drinking establishments, 1.0 for offices, and 1.5 for hotels—for all (commercial and residential) uses; no separate residential density is specified.

Service Commercial - Intended to provide sites for commercial business not appropriate in other commercial areas because of high volumes of vehicle traffic and potential adverse impacts on other uses. Also, residential uses may be permitted above ground floor commercial uses (such as office and retail). The maximum allowable FAR is 0.5 for all (commercial and residential) uses; no separate residential density is specified. Allowable uses include automobile sales and services, building materials, nurseries, equipment rentals, contractors, wholesaling, warehousing, storage, and similar uses. Offices, retail uses, restaurants, and convenience stores should be allowed as ancillary uses.

Industrial - Manufacturing, wholesale, warehousing and distribution, commercial and business services, research and development, and storage uses are permitted, in addition to agricultural, food and drug, and industrial processing. Only small restaurant and ancillary commercial uses would be appropriate, subject to appropriate design standards. The maximum FAR is 0.5, and increases in the maximum FAR may be permitted up to 0.8, for uses with low employment intensities. Performance standards in the Zoning Ordinance will minimize potential environmental impacts.

Public/Institutional - Intended to provide for schools, government offices, transit sites, public utilities, and other facilities that have a unique public character. Religious facilities are not called out separately on the General Plan Diagram; these facilities may or may not be specifically delineated on the Zoning Map.

Parks/Recreation - Provides for parks, recreation complexes, community fields, public golf courses, stadiums, and greenways. Local and regional trail network is also accommodated. Ancillary facilities such as concession stands, clubhouses, and equipment rental are also allowed.

Open Space - Much of the City's Planning Area is rural privately-owned land that falls within the open space designation. This classification accommodates any greenbelts and/or urban buffer areas that may be designated in the future. Greenbelts are open space, parkland, and agricultural areas located outside urban areas, as opposed to urban parks located within developed areas. Generally, there are two primary criteria that identify lands as open space:
1.0 LAND USE AND GROWTH

- **Resource Conservation.** Includes sites with environmental and/or safety constraints, such as riparian corridors, sensitive habitats, and wetlands. Development is limited to one housing unit per existing legal parcel, and no construction is allowed on land within the parcel that is unsuitable for development.

- **Agriculture and Resource Management.** Includes orchards and cropland, grasslands, incidental agricultural or related sales, and very low-density rural residential areas, not to exceed one housing unit per 20 acres. One housing unit may be built on each existing parcel, and agriculture is allowed with fewer restrictions on keeping animals than in the residential classifications. Permitted residential development may be clustered in locations with little or no environmental constraints. However, land area with the open space designation is not to be used in calculating allowable density.

*Utility/ROW - Intended to designate land area dedicated to utilities, infrastructure or road right-of-way.*

*Planning Subareas*

The City's current General Plan defines 15 subareas, as shown in Figure 1.1-2. The City's subareas are defined geographically, following either major transportation routes, such as Highway 4 or the BNSF railroad, or City/neighborhood boundaries. Subareas 1 to 11 are within existing City limits; however, the northern portion of Subarea 8 (Woodlands) is within the existing City limits, the southern portion is outside the City limits, and the southernmost portion is outside of Pittsburg's SOI. Subareas 12 (Northwest River) and 13 (Bay Point) are outside the City limits but inside the SOI. Subareas 14 (South Hills) and 15 (Black Diamond) include unincorporated lands outside of Pittsburg's SOI but within the Planning Area.

The subareas include:

1. **Downtown.** Retail, commercial office, and mixed use development lines Railroad Avenue, north of East Tenth Street. Service commercial uses are located along East Tenth Street, the old County highway. Residential neighborhoods surround the commercial corridors, with newer, higher density developments located near the waterfront.

2. **Northeast River.** Northeast River is characterized by large-scale heavy industrial operations and vacant land. USS-Posco, Corteva, and the Delta Diablo Wastewater Treatment Plant are some of the facilities located in this subarea. Wetlands comprise a small portion of the northeastern corner where Kirker Creek meets the Sacramento River. Browns Island, located across New York Slough, is a Regional Shoreline Preserve.

3. **Loveridge.** Large industrial uses and vacant sites constitute a majority of Loveridge, adjacent to the Loveridge Road/State Route 4 interchange. A variety of land uses line East Leland Road, including a community commercial center, business commercial complex, service commercial node, and several multi-family housing developments. Between the BNSF railroad tracks and State Route 4, heavy industry and business commercial parks are planned. Land dedicated to regional commercial (big-box) retailers is concentrated along Century Boulevard.

4. **East Central.** Located east of Railroad Avenue and north of State Route 4, East Central contains some of the City's older neighborhoods; most notably the traditional Central Addition, where many industrial executives resided in decades past. Residential uses comprise more than half of the net land area. Neighborhood commercial establishments can be found on Railroad Avenue and adjacent to State Route 4, and commercial offices on Railroad Avenue and Harbor Street. Pittsburg High School is also located in this subarea.

5. **Railroad Avenue.** The City's major commercial corridor also serves as a major north-south arterial connecting Downtown to the southern City limits. Services and business commercial uses line the corridor north of State Route
4, while community commercial activities constitute the southern portion of the corridor. Pittsburg’s Civic Center is also located in this subarea, along with City Park, one of the City’s major recreational areas.

6. **East Leland.** Similar to Downtown, East Leland is characterized by a diverse mix of uses. However, its commercial establishments, offices, and business/industrial parks have been developed at a much larger scale, reflecting a less dense suburban land use pattern. A proposed mixed-use, business commercial node comprises nearly all land north of East Leland Road, adjacent to the Pittsburg Center BART Station. Multi-family residential uses are clustered along East Leland Road and Delta De Anza Trail in the southeastern portion of the subarea. Small World Park and Los Medanos Community College are also located within the area.

7. **Buchanan.** Located along the City’s southeastern City limit boundary, the Buchanan subarea consists of many newer single-family residential subdivisions. Additionally, this subarea features a multi-unit senior community along Kirker Creek. Two parks and three schools are located here, along with a few commercial establishments.

8. **Woodlands.** Like Buchanan, Woodlands contains many newer single-family housing developments. A small park and one elementary school serve the subarea. Clustered, low-density neighborhoods are located adjacent to Kirker Creek.

9. **West Central.** Residential neighborhoods comprise the primary use in West Central. Two small neighborhood commercial uses (including Parkside Market) serve the subarea. A mobile home park (Meadows Mobile Home Community) also lies within the area, adjacent to the PG&E transmission corridor. Business commercial, services, and industrial parcels adjacent to and north of the BNSF railroad tracks have potential for redevelopment opportunities.

10. **West Leland.** West Leland is dominated by single-family residential neighborhoods, the City’s former Golf Course, and the Stoneman Park recreational facility. Additional public facilities include Del Monte Community Center, an elementary school, and a fire station.

11. **Southwest Hills.** This subarea was annexed by the City in 1990. The San Marco Planned Development area, which includes both low and high-density residential units, is located in the northwestern portion of this subarea. The Oak Hills, Alves Ranch, San Marco Meadows, and Bailey Estates residential developments are also located within this subarea. The Faria/Southwest Hills Annexation and Master Plan project is located adjacent City limits in the southwest portion of this subarea. The Pittsburg/Bay Point BART Master Plan area also lies within this subarea.

12. **Northwest River.** Two major uses are located in the Northwest River subarea: the former NRG Energy Power Plant, and a small portion of the former Concord Naval Weapons Station. The remainder of Northwest River consists of marshland.

13. **Bay Point.** Located west of the Pittsburg City limits, the unincorporated community of Bay Point consists primarily of residential neighborhoods. Multi-family housing is concentrated along Bailey Road north of the Pittsburg/Bay Point BART Station, and commercial activities line the Willow Pass Road corridor. A large swath of industrial land lies along the railroad tracks. The Mount Diablo Unified School District operates two elementary schools within the community. The majority of the developed portion of Bay Point, while unincorporated, is nevertheless within Pittsburg’s SOI and Planning Area.

14. **South Hills.** South of the City limit, South Hills consists of undeveloped, rolling hills. The Keller Canyon Landfill is in the northwestern portion of the South Hills subarea, and is surrounded by an open space buffer.
15. **Black Diamond.** Located in the far southeastern corner of the City's Planning Area, the Black Diamond subarea features undeveloped, rolling hills of primarily rural, privately-owned grazing land. The Black Diamond Mines Regional Preserve offers a variety of recreational opportunities, such as trails and picnic areas, and includes ranching operations.

**City of Pittsburg Zoning Ordinance**

Title 18 of the Pittsburg Municipal Code is the City's Zoning Ordinance. The Zoning Ordinance carries out the policies of the General Plan by classifying and regulating the uses of land and structures within the City, consistent with the General Plan. The purpose of the Zoning Ordinance is to protect and promote the public health, safety, and general welfare, and to implement the policies of the City's General Plan. More specifically, the Zoning Ordinance is intended to:

- **A.** Provide a precise guide for the physical development of the city in order to:
  1. Preserve the character and quality of residential neighborhoods,
  2. Foster convenient, harmonious and workable relationships among land uses, and
  3. Achieve the arrangement of land uses described in the general plan;
- **B.** Promote economic stability of existing land uses that are consistent with the General Plan and protect them from intrusions by inharmonious or harmful land uses;
- **C.** Prevent excessive population densities and overcrowding of land or buildings;
- **D.** Ensure the provision of adequate open space for light, air and fire safety;
- **E.** Permit the development of office, commercial, industrial, and related land uses that are consistent with the General Plan, in order to strengthen the city's economic base;
- **F.** Conserve and enhance the city's architectural and cultural resources;
- **G.** Conserve and enhance key visual features of Pittsburg's setting, including the riverfront and major ridgelines, consistent with the general plan;
- **H.** Require adequate off-street parking and loading facilities, and promote a safe, effective traffic circulation system;
- **I.** Ensure that service demands of new development will not exceed the capacities of streets, water and utilities, and other public services;
- **J.** Encourage a built environment of the highest design and architectural quality.

Division III of the Zoning Ordinance outlines the base district regulations, Division IV outlines the overlay district regulations, and Division V outlines the general land use regulations.

**Railroad Avenue Specific Plan**

The Railroad Avenue Specific Plan (RASP) was adopted by the City Council in 2009 to implement the goals for the Railroad subarea of the General Plan. The RASP envisions a vibrant, walkable, mixed-use, and transit-oriented activity center around the Pittsburg Center BART Station complete with housing options, neighborhood retail, public amenities, open space, and strong employment uses.

**Pittsburg/Bay Point Master Plan**

The Pittsburg/Bay Point Master Plan was adopted in October 2011. The Plan guides the future development of approximately 50.6 acres adjacent to the Pittsburg/Bay Point BART Station over the course of 20 years. This Master Plan describes allowed land uses and densities, transportation and circulation improvements, pedestrian pathways and improvements, urban design guidelines and standards, infrastructure development and financing, and phasing and implementation strategies and
guidelines. The Master Plan establishes the nature, character, and intensity of development in order to create a successful transit-oriented community, integrated with the existing neighborhood context.

**Contra Costa Local Agency Formation Commission**

In 1963, the State Legislature created a LAFCO for each county, with the authority to regulate local agency boundary changes. Subsequently, the State has expanded the authority of a LAFCO. The goals of a LAFCO include preserving agricultural and open space land resources and providing for efficient delivery of services. The Contra Costa LAFCO has authority over land use decisions in Contra Costa County affecting local agency boundaries. Its authority extends to the incorporated cities, including annexation of County lands into a city, and special districts within the County. LAFCO has the authority to review and approve or disapprove the following:

- Annexations to or detachments from cities or districts;
- Formation or dissolution of districts;
- Incorporation or disincorporation of cities;
- Consolidation or reorganization of cities or districts;
- Extensions of service beyond an agency’s jurisdictional boundaries;
- Development of, and amendments to, Spheres of Influence (SOI). The SOI is the probable physical boundary and service area of each local government agency. This may extend beyond the current service area of the agency; and
- Provision of new or different services by districts.

In addition, LAFCO conducts Municipal Service Reviews (MSRs) for services within its jurisdiction. An MSR typically includes a review of existing municipal services provided by a local agency and its infrastructure needs and deficiencies. It also evaluates financing constraints and opportunities, management efficiencies, opportunities for rate restructuring and shared facilities, local accountability and governance, and other issues.

Legislation, including Assembly Bill 1555 and Senate Bill 244, has been enacted to encourage the identification and annexation of islands, which are unincorporated areas substantially surrounded by a city or cities. There are currently no unincorporated islands within the City’s corporate boundaries.

**Contra Costa County General Plan**

Contra Costa County adopted its General Plan in January 2005. The County’s General Plan provides a comprehensive set of goals, policies, and implementation measures to guide the County’s growth through the year 2020.

The County’s General Plan establishes allowed land uses within the City’s SOI, the Planning Area, and the unincorporated areas surrounding the City, SOI, and Planning Area. While the City’s General Plan Land Use Map identifies planned land uses within the SOI, Contra Costa County has ultimate land use planning and project approval authority within the SOI unless the lands are annexed to the City. The County’s land use designations for areas within the Planning Area and SOI are summarized in Table 1.1-2 and the County’s land use designations for the unincorporated area around the City are shown on Figure 1.1-3.

**Table 1.1-2: Contra Costa County Land Use Designations in Planning Area and SOI**

<table>
<thead>
<tr>
<th>Land Use</th>
<th>Acreage</th>
<th>Planning Area</th>
<th>SOI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural Lands</td>
<td>3,402.37</td>
<td>1,103.04</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>--</td>
<td>34.44</td>
<td>34.44</td>
</tr>
</tbody>
</table>
1.0 LAND USE AND GROWTH

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CITY LIMITS</th>
<th>SOI</th>
<th>PLANNING AREA</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commercial Recreation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Heavy Industry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Landfill</td>
<td>1,440.74</td>
<td>2.36</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Light Industry</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Willow Pass Road Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Willow Pass Road Commercial Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bay Point Residential Mixed Use</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family Residential - High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family Residential - Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Multiple Family Residential - Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Open Space</td>
<td>1,148.14</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Parks and Recreation</td>
<td>1,448.10</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Public and Semi-Public</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Residential - High</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Residential - Low</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single Family Residential - Medium</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Water</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>7,439.35</td>
<td></td>
<td>14,633.47</td>
<td></td>
</tr>
</tbody>
</table>

*Source: Contra Costa County, 2019; De Novo Planning Group, 2019.*

**Existing Setting**

**Land Use Patterns**

When discussing land use, it is important to distinguish between planned land uses and existing land uses. The General Plan land use designations identify the long-term planned use of land but do not present a complete picture of existing land uses. The Contra Costa County Assessor's office maintains a database of existing land uses on individual parcels, which is used as the basis for property tax assessments. The acreages for each assessed land use within the City, SOI, and Planning Area are summarized in Table 1.1-3 and depicted on Figure 1.1-4.

**Table 1.1-3: Assessed Land Uses by Acreage – City of Pittsburg**
## 1.0 LAND USE AND GROWTH

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CITY LIMITS</th>
<th>SOI</th>
<th>PLANNING AREA</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multiple and commercial, misc. improvement</td>
<td>8.88</td>
<td>5.02</td>
<td>--</td>
<td>13.91</td>
</tr>
<tr>
<td>Auto Agency</td>
<td>30.81</td>
<td>--</td>
<td>--</td>
<td>30.81</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>386.39</td>
<td>165.54</td>
<td>--</td>
<td>551.93</td>
</tr>
<tr>
<td><strong>INDUSTRIAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Industrial park, with structures</td>
<td>95.14</td>
<td>30.59</td>
<td>--</td>
<td>125.73</td>
</tr>
<tr>
<td>Research and development</td>
<td>1.28</td>
<td>--</td>
<td>--</td>
<td>1.28</td>
</tr>
<tr>
<td>Light industrial</td>
<td>229.29</td>
<td>18.04</td>
<td>--</td>
<td>247.33</td>
</tr>
<tr>
<td>Heavy industrial</td>
<td>697.58</td>
<td>69.63</td>
<td>--</td>
<td>767.21</td>
</tr>
<tr>
<td>Mini-warehouse, public storage</td>
<td>37.63</td>
<td>--</td>
<td>--</td>
<td>37.63</td>
</tr>
<tr>
<td>Misc. improvements</td>
<td>15.13</td>
<td>595.71</td>
<td>--</td>
<td>630.59</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>1,076.04</td>
<td>138.02</td>
<td>595.71</td>
<td>1,809.77</td>
</tr>
<tr>
<td><strong>INSTITUTIONAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Intermediate care facility, rehabilitation center</td>
<td>4.82</td>
<td>--</td>
<td>--</td>
<td>4.82</td>
</tr>
<tr>
<td>Churches</td>
<td>62.82</td>
<td>20.14</td>
<td>--</td>
<td>82.96</td>
</tr>
<tr>
<td>Schools</td>
<td>333.21</td>
<td>84.41</td>
<td>--</td>
<td>417.62</td>
</tr>
<tr>
<td>Cemetery, mortuary</td>
<td>2.27</td>
<td>--</td>
<td>--</td>
<td>2.27</td>
</tr>
<tr>
<td>Fraternal/service orgs</td>
<td>9.13</td>
<td>--</td>
<td>--</td>
<td>9.13</td>
</tr>
<tr>
<td>Parks and playgrounds</td>
<td>35.64</td>
<td>4.47</td>
<td>534.82</td>
<td>574.93</td>
</tr>
<tr>
<td>Government-owned with/without buildings</td>
<td>1,672.00</td>
<td>753.83</td>
<td>2,033.55</td>
<td>4,459.38</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>2,119.90</td>
<td>862.85</td>
<td>2,568.38</td>
<td>5,551.12</td>
</tr>
<tr>
<td><strong>MULTIPLE-FAMILY RESIDENTIAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Duplex</td>
<td>30.30</td>
<td>5.53</td>
<td>--</td>
<td>35.82</td>
</tr>
<tr>
<td>Triplex</td>
<td>1.24</td>
<td>0.72</td>
<td>--</td>
<td>1.96</td>
</tr>
<tr>
<td>Fourplex</td>
<td>12.09</td>
<td>3.30</td>
<td>--</td>
<td>15.39</td>
</tr>
<tr>
<td>Combinations</td>
<td>3.80</td>
<td>6.82</td>
<td>--</td>
<td>10.62</td>
</tr>
<tr>
<td>Apartments, 5-12 units</td>
<td>9.39</td>
<td>7.45</td>
<td>--</td>
<td>16.84</td>
</tr>
<tr>
<td>Apartments, 13-24 units</td>
<td>5.08</td>
<td>4.90</td>
<td>--</td>
<td>9.98</td>
</tr>
<tr>
<td>Apartments, 25-59 units</td>
<td>3.11</td>
<td>5.67</td>
<td>--</td>
<td>8.77</td>
</tr>
<tr>
<td>Apartments, 60+ units</td>
<td>233.79</td>
<td>32.96</td>
<td>--</td>
<td>266.75</td>
</tr>
<tr>
<td>Condominiums, Cooperatives</td>
<td>7.96</td>
<td>2.04</td>
<td>--</td>
<td>10.00</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>306.76</td>
<td>69.41</td>
<td>--</td>
<td>376.14</td>
</tr>
<tr>
<td><strong>SINGLE-FAMILY RESIDENTIAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Single-family residential, 1 residence on 1 site</td>
<td>2,255.51</td>
<td>467.19</td>
<td>--</td>
<td>2,722.70</td>
</tr>
<tr>
<td>Single-family residential, 1 residence on 2/+ sites</td>
<td>3.81</td>
<td>23.16</td>
<td>3.13</td>
<td>30.11</td>
</tr>
<tr>
<td>Single-family residential, 2/+ residence on 1/+ sites</td>
<td>11.07</td>
<td>22.64</td>
<td>--</td>
<td>33.71</td>
</tr>
<tr>
<td>Single-family residential, on non-single family land</td>
<td>99.97</td>
<td>79.02</td>
<td>--</td>
<td>178.98</td>
</tr>
<tr>
<td>Misc. improvement, including trees/vines</td>
<td>27.42</td>
<td>1.24</td>
<td>--</td>
<td>28.66</td>
</tr>
<tr>
<td>Single-family residential, attached residential/condo/duet</td>
<td>56.93</td>
<td>26.73</td>
<td>--</td>
<td>83.65</td>
</tr>
<tr>
<td>Single-family residential, detached with common area</td>
<td>99.93</td>
<td>26.50</td>
<td>--</td>
<td>126.43</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>2,554.63</td>
<td>646.49</td>
<td>3.13</td>
<td>3,204.24</td>
</tr>
<tr>
<td><strong>RURAL AND AGRICULTURAL LAND</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rural res, improved, 1-10 ac</td>
<td>--</td>
<td>5.79</td>
<td>10.05</td>
<td>15.84</td>
</tr>
<tr>
<td>Rural res, w/wo misc. structures, 1-10 ac</td>
<td>25.81</td>
<td>40.41</td>
<td>26.65</td>
<td>92.86</td>
</tr>
<tr>
<td>Urban acreage, 10-40 ac</td>
<td>126.92</td>
<td>64.59</td>
<td>--</td>
<td>191.51</td>
</tr>
</tbody>
</table>
1.0 LAND USE AND GROWTH

<table>
<thead>
<tr>
<th>LAND USE</th>
<th>CITY LIMITS</th>
<th>SOI</th>
<th>PLANNING AREA</th>
<th>GRAND TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Urban acreage, 40+ ac</td>
<td>398.92</td>
<td>613.53</td>
<td>--</td>
<td>1,012.44</td>
</tr>
<tr>
<td>Dry farming, farming, grazing, pasture, 10-40 ac</td>
<td>22.86</td>
<td>15.30</td>
<td>14.75</td>
<td>52.91</td>
</tr>
<tr>
<td>Dry farming, farming, grazing, pasture, 40+ ac</td>
<td>236.20</td>
<td>--</td>
<td>1,283.28</td>
<td>1,519.48</td>
</tr>
<tr>
<td>Agricultural preserve</td>
<td>--</td>
<td>482.81</td>
<td>1,892.79</td>
<td>2,375.60</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>810.70</strong></td>
<td><strong>1,222.42</strong></td>
<td><strong>3,227.52</strong></td>
<td><strong>5,260.64</strong></td>
</tr>
<tr>
<td><strong>VACANT</strong></td>
<td><strong>971.24</strong></td>
<td><strong>111.94</strong></td>
<td>--</td>
<td><strong>1,083.18</strong></td>
</tr>
<tr>
<td>Vacant - Commercial</td>
<td>354.48</td>
<td>203.62</td>
<td>831.93</td>
<td>1,390.02</td>
</tr>
<tr>
<td>Vacant - Industrial</td>
<td>117.00</td>
<td>20.57</td>
<td>--</td>
<td>137.57</td>
</tr>
<tr>
<td>Vacant - Multiple Family Residential</td>
<td>51.81</td>
<td>1.12</td>
<td>--</td>
<td>52.93</td>
</tr>
<tr>
<td>Vacant, Unbuildable - Single-Family Residential</td>
<td>111.99</td>
<td>6.76</td>
<td>--</td>
<td>118.76</td>
</tr>
<tr>
<td>Vacant - Residential, 2/+ sites</td>
<td>58.80</td>
<td>356.06</td>
<td>--</td>
<td>414.86</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>1,665.32</strong></td>
<td><strong>700.07</strong></td>
<td><strong>831.93</strong></td>
<td><strong>2,114.14</strong></td>
</tr>
<tr>
<td><strong>NON-TAXABLE / MISCELLANEOUS</strong></td>
<td><strong>8.19</strong></td>
<td><strong>0.52</strong></td>
<td>--</td>
<td><strong>8.71</strong></td>
</tr>
<tr>
<td>Private Road</td>
<td>7.08</td>
<td>2.08</td>
<td>--</td>
<td>9.16</td>
</tr>
<tr>
<td>Pipelines, canals</td>
<td>376.02</td>
<td>937.38</td>
<td>158.19</td>
<td>1,471.58</td>
</tr>
<tr>
<td>State board assessed parcels</td>
<td>2.54</td>
<td>0.26</td>
<td>--</td>
<td>2.80</td>
</tr>
<tr>
<td>Public and private parking</td>
<td>147.28</td>
<td>33.62</td>
<td>4.59</td>
<td>185.50</td>
</tr>
<tr>
<td>Taxable, municipally-owned property (Sec. 11)</td>
<td>124.06</td>
<td>68.55</td>
<td>--</td>
<td>192.61</td>
</tr>
<tr>
<td>Common area parcels in PUDs</td>
<td><strong>665.17</strong></td>
<td><strong>1,042.41</strong></td>
<td><strong>162.78</strong></td>
<td><strong>1,870.36</strong></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>137.13</strong></td>
<td><strong>121.44</strong></td>
<td>--</td>
<td><strong>258.57</strong></td>
</tr>
<tr>
<td><strong>NO USE CODE / UNCATEGORIZED</strong></td>
<td><strong>137.13</strong></td>
<td><strong>121.44</strong></td>
<td>--</td>
<td><strong>258.57</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>9,722.03</strong></td>
<td><strong>4,968.63</strong></td>
<td><strong>7,389.44</strong></td>
<td><strong>22,080.09</strong></td>
</tr>
</tbody>
</table>

**Source:** Contra Costa County Assessor’s Office, 2019; De Novo Planning Group, 2019.

Existing land uses refer to the existing built environment, which may be different from the land use or zoning designations applied to land for planning purposes. Existing land uses are based on data provided by the County Assessor and are described below.

**Commercial**

Commercial uses, as identified by the County Assessor, are varied. The predominant type of commercial land use, based on the percent of total acres, is vacant commercial land, which accounts for 1,083.2 acres (including the City limits, SOI, and Planning Area). Motels, hotels, and mobile home parks (174.4 acres), shopping centers (including future shopping centers) (160.0 acres), boat harbors (51.5 acres), and commercial stores (not supermarkets) (47.5 acres) also represent a large portion of the commercial uses within the City limits and SOI. Other commercial uses include auto repair, multiple commercial uses, service stations and car washes, office buildings, and restaurants. As shown on Figure 1.1-4, many of the City’s commercial uses are located in and around the downtown and waterfront areas, and along Highway 4, Willow Pass Road, Leland Road, and Railroad Avenue.

**Industrial**

Industrial uses make up 3,199.8 acres (including the City limits, SOI, and Planning Area). The predominant type of industrial land use, based on the percent of total acres, is vacant industrial land, which accounts for 1,390.0 acres (including the City
1.0 LAND USE AND GROWTH

limits, Planning Area and SOI). Heavy industrial uses (767.21 acres), miscellaneous industrial improvements (including light and heavy industrial) (630.6 acres), and industrial parks (125.7 acres) also represent a large portion of the industrial uses in the City limits, SOI, and Planning Area. Other industrial uses include research and development and mini ware-house or public storage. As shown on Figure 1.1-4, most of the industrial uses in the City limits, SOI, and Planning Area are located in and around the waterfront area, in the southwestern foothill area, and near Highway 4 generally in the eastern portion of the SOI.

Institutional
Institutional uses include intermediate care facilities, rehabilitation centers, churches, schools, cemeteries, mortuaries, fraternal service organizations (such as the Masonic Center and Elks Lodge), parks and playground, and government-owned facilities. The majority of non-residential development in the City limits, SOI, and Planning Area is institutional, which includes 5,551.1 acres. Institutional uses represent the second largest category of development. Government-owned facilities (4,459.4 acres), parks and playgrounds (574.9 acres), and schools (417.6 acres) represent a large portion of the institutional uses in the City limits, SOI, and Planning Area. Institutional uses are located throughout the Planning Area as shown on Figure 1.1-4.

Residential
Residential uses in Pittsburg include single-family and multiple-family developments.

*Single family residential* refers to parcels that contain one housing unit per parcel. Single family residential accounts for 14.5 percent of the Planning Area (3,204.2 acres total, including the City limits, SOI, and Planning Area). Single family residential land uses are generally located throughout the City, as shown on Figure 1.1-4. The majority of single family residential units are typical single family residences, with one residence located on one parcel.

*Multiple-family residential* refers to parcels that contain more than one housing unit, including duplexes, triplexes, fourplexes, condominiums, townhomes, and apartment buildings. Multifamily residential accounts for 1.7 percent of the Planning Area (376.1 acres total, including the City limits, SOI, and Planning Area). The predominate type of multifamily development are apartment complexes with 60 or more units, which account for 266.75 acres. Multifamily uses are generally located near major roadways and arterials (such as Highway 4, Willow Pass Road, Leland Road, and Railroad Avenue), as shown on Figure 1.1-4.

Rural and Agricultural Land
The rural and agricultural land category includes rural residential uses, urban land, dry farming, farming, grazing, pasture, and agricultural preserves. This category accounts for approximately 23.8 percent of the land area in the Planning Area. Most of this rural and agricultural land is agricultural preserve land (2,375.6 acres), followed by dry farming, farming, grazing, and pasture uses over 40 acres in size (1,519.5 acres). Rural and agricultural uses are primarily located in the southern portion of the Planning Area within the SOI, south of the City limits, and south of the SOI, as shown on Figure 1.1-4. Rural and agricultural uses represent the second largest category of development, after institutional.

Vacant
The vacant land category includes vacant commercial, industrial, and residential land. The City limits, SOI, and Planning Area contains 2,114.1 acres of vacant uses.
1.0 LAND USE AND GROWTH

Non-Taxable / Miscellaneous
The non-taxable category includes non-taxable public-owned land, private roads, pipelines, canals, public and private parking, etc. The City limits, SOI, and Planning Area contains 1,870 acres of non-taxable uses.

No Use Code / Uncategorized
The no use code category identifies land without a use code assigned. The City, SOI, and Planning Area contain 258.57 acres without a use code assignment.

Development Trends
The City was incorporated in June 1903. The area which currently contains the City of Pittsburg began to grow with the advent of commercial industries (such as commercial fishing, ranching, and manufacturing), and stores and other commercial buildings began to be built in the downtown core. The name of the community of Black Diamond was changed to Pittsburg in 1911. Downtown Pittsburg, consisting of buildings dating to 1914 to 1930, became designated a historical district in 1981 as the “New York Landing Historical District.”

During the 19030s, development within the City was generally located along the waterfront area, north of the Pittsburg-Antioch Highway and opposite Browns Island. After World War II started, the U.S. Army determined the need for a base for staging personnel and materials to be sent to overseas operations. Grazing land in Pittsburg was selected for the development of Camp Stonemn, with construction of the camp beginning February 1942. The base was utilized throughout the war, and for a few years following to the War’s end, processing discharges. The camp was also used during the Korean conflict from 1950 to 1953. Camp Stoneman closed in 1954, with the barracks torn down and the land sold back to the City, with only a few storage buildings remaining intact. The closing of the camp appears to have contributed to the decline of business in the City’s downtown.

The growth of the Bay Area in the last two decades has brought many changes to the Pittsburg region, including residential and commercial development. Pittsburg has grown outward from the downtown area since the 1990s. Residential development in the southwestern portion of the City, generally south of Leland Road, took place between 1991 and 2001. Infill commercial development along Highway 4 occurred between 2001 and 2003. The expansion of BART to serve Bay Point provided opportunities for transit and redevelopment in Pittsburg. See Figure 1.1-5.
**Pending, Approved, and Under Construction Projects**

Table 1.1-4 lists recently approved and pending residential development projects and Table 1.1-5 lists recently approved and pending commercial/institutional and industrial development projects in the City. Figure 1.1-6 shows the location of these projects.

As shown in Table 1.1-4, there are 5,816 approved, pending, and under construction residential units in the City, including 842 multi-family units and 4,974 single-family units. Of the 842 multi-family units, 295 are under construction, 98 are pending approval, and 449 are approved. Of the 4,974 single-family units, 365 are under construction, 57 are approved, 2,700 are approved applications with subsequent projects or phases pending design review, 352 are submitted applications pending approval, and 1,500 are proposed outside of the City limits and are pending annexation and design review.

As shown in Table 1.1-5, there are 1,300,687 square feet of approved, pending, and under construction development projects in the City, including 905,829 square feet of commercial/institutional development and 394,858 square feet of industrial development. Of the 905,829 square feet of commercial/institutional development, 51,204 square feet are under construction, 378,272 square feet are pending approval, and 476,353 square feet are approved. Of the 394,858 square feet of industrial development, 110,548 square feet are pending approval and 284,310 square feet are approved.

### Table 1.1-4: Pending, Approved, and Under Construction Residential Projects

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Number of Lots / Units</th>
<th>Status</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Multi-Family</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Alturas Single Family by Discovery Builders</td>
<td>9</td>
<td>Approved</td>
</tr>
<tr>
<td>Alturas Triplexes</td>
<td>15</td>
<td>Approved</td>
</tr>
<tr>
<td>Beacon Villas</td>
<td>57</td>
<td>Approved</td>
</tr>
<tr>
<td>Black Diamond Terraces</td>
<td>77</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Burlessas Building Rehabilitation</td>
<td>8</td>
<td>Approved</td>
</tr>
<tr>
<td>Edgewater Apartments</td>
<td>62</td>
<td>Under Construction</td>
</tr>
<tr>
<td>Edgewater Apartments Expansion Project</td>
<td>12</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Galloway Multiplex</td>
<td>12</td>
<td>Approved</td>
</tr>
<tr>
<td>Green Builders, LLC</td>
<td>9</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Veteran’s Square Housing</td>
<td>30</td>
<td>Approved</td>
</tr>
<tr>
<td>Esperanza at San Marco</td>
<td>318</td>
<td>Approved</td>
</tr>
<tr>
<td>Sante Fe Triplex</td>
<td>3</td>
<td>Under Construction</td>
</tr>
<tr>
<td>Stoneman Apartments</td>
<td>230</td>
<td>Under Construction</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td><strong>842</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Single-Family</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>70 and 78 Alturas Avenue</td>
<td>6</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Alves Ranch (2018)</td>
<td>346</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Bancroft Gardens II</td>
<td>28</td>
<td>Approved Project, Pending Design Review</td>
</tr>
<tr>
<td>Faria/Southwest Hills Annexation and Master Plan</td>
<td>1,500 (maximum)</td>
<td>Pending Annexation and Design Review</td>
</tr>
<tr>
<td>Lawlor Estates</td>
<td>50</td>
<td>Under Construction</td>
</tr>
<tr>
<td>Liberty Residential Subdivision</td>
<td>57</td>
<td>Approved</td>
</tr>
<tr>
<td>Positano at San Marco</td>
<td>233</td>
<td>Under Construction</td>
</tr>
<tr>
<td>San Marco - Single Family (Villages B, C, N, O)</td>
<td>989</td>
<td>Approved Project, Pending Design Review</td>
</tr>
<tr>
<td>Montreux</td>
<td>351</td>
<td>Approved Project, Pending Design Review</td>
</tr>
<tr>
<td>Sky Ranch II</td>
<td>415</td>
<td>Approved Project, Pending Design Review</td>
</tr>
</tbody>
</table>
1.0 LAND USE AND GROWTH

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>NUMBER OF LOTS / UNITS</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Tuscany Meadows</td>
<td>917</td>
<td>Approved Project, Pending Design Review</td>
</tr>
<tr>
<td>Waterstone by Discovery Builders</td>
<td>82</td>
<td>Under Construction</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>4,974</td>
<td></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>5,816</td>
<td><strong>Grand Total</strong></td>
</tr>
</tbody>
</table>

**SOURCE:** CITY OF PITTSBURG, 2019.

### Table 1.1-5: Pending, Approved, and Under Construction Commercial/Institutional and Industrial Projects

<table>
<thead>
<tr>
<th>PROJECT NAME</th>
<th>SIZE / SQUARE FOOTAGE</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>COMMERCIAL/INSTITUTIONAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Shell Building at 1611 Railroad Avenue</td>
<td>7,920 SF</td>
<td>Approved</td>
</tr>
<tr>
<td>Commercial Shell Building 2108 Railroad Avenue</td>
<td>3,000 SF</td>
<td>Under Construction</td>
</tr>
<tr>
<td>Avila Storage Yard</td>
<td>390 mini storage units</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Courtyard by Marriott Hotel</td>
<td>68,821 SF</td>
<td>Approved</td>
</tr>
<tr>
<td>Hamilton Memorial Church Phase 2</td>
<td>8,454 SF addition</td>
<td>Under Construction</td>
</tr>
<tr>
<td>LMK PETRO Mini-Mart, Gas Station and Car Wash</td>
<td>5,372 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Making Waves Academy</td>
<td>399,612 SF</td>
<td>Approved</td>
</tr>
<tr>
<td>Nazari Rezoning for Contractor Yard &amp; Use Permit Amendment</td>
<td>--</td>
<td>Approved</td>
</tr>
<tr>
<td>Pittsburg Civic Center Offices</td>
<td>102,538 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Pittsburg Disposal Relocation</td>
<td>67,405 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Public Storage at 1275 California Avenue</td>
<td>39,750 SF</td>
<td>Under Construction</td>
</tr>
<tr>
<td>Public Storage at 525 California Avenue</td>
<td>151,392 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>San Marco Commercial Center</td>
<td>35,148 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Solomon Temple Baptist Church Addition</td>
<td>16,417 net SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td><strong>Subtotal – Net Commercial Development</strong></td>
<td>905,829 SF, 390 storage units</td>
<td></td>
</tr>
<tr>
<td><strong>INDUSTRIAL</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Diablo Energy Storage, LLC</td>
<td>186,000 SF (max.)</td>
<td>Approved</td>
</tr>
<tr>
<td>DOW Air Compressor Project</td>
<td>701 SF and 1,041 SF</td>
<td>Approved</td>
</tr>
<tr>
<td>Dow Modernization Project</td>
<td>248 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>K2 Pure Chlorine Rail Transportation Curtailment</td>
<td>--</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Los Medanos Industrial Park</td>
<td>109,900 SF</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Marine Express Site Improvements</td>
<td>168 SF</td>
<td>Approved</td>
</tr>
<tr>
<td>McCampbell Analytical Commercial Cannabis</td>
<td>Existing (no change)</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Mt. Diablo Resource Recovery Park Expansion</td>
<td>86,855 SF addition</td>
<td>Approved</td>
</tr>
<tr>
<td>Number One Concrete</td>
<td>400 SF storage</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Pittsburg Technology Park</td>
<td>TBD</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Ramar Foods Cold Storage Expansion</td>
<td>9,545 SF addition</td>
<td>Approved</td>
</tr>
<tr>
<td>SFBA Carbon Capture and Mineralization Project</td>
<td>Existing (no change)</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td>Stoneman Lab - Commercial Cannabis</td>
<td>Existing (no change)</td>
<td>Application Submitted, Pending Approval</td>
</tr>
<tr>
<td><strong>Subtotal – Net Industrial Development</strong></td>
<td>394,858 SF</td>
<td><strong>Subtotal – Net Industrial Development</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td>1,300,687 SF, 390 storage units</td>
<td><strong>Grand Total</strong></td>
</tr>
</tbody>
</table>

**SOURCE:** CITY OF PITTSBURG, 2019.
**SURROUNDING LAND USES**

The land uses within the Cities of Antioch, Clayton, and Concord that surround the City of Pittsburg to the east, south, and west are discussed in detail below.

**City of Antioch**

Figure 1.1-7 shows the City of Antioch land use map. As shown in the figure, the land uses adjacent east of the City of Pittsburg include Open Space, Business Park, Low Density Residential, Medium Low Density Residential.

**City of Clayton**

Figure 1.1-8 shows the City of Clayton land use map. As shown in the figure, the land uses adjacent south of the City of Pittsburg include Kirker Corridor, Private Open Space, Public Park/Open Space/Open Space and Recreational, Rural Estate, Single Family Low Density, Single Family Medium Density, Single Family High Density, Multifamily Low Density, and Multifamily Medium Density.

**City of Concord**

Figure 1.1-9 shows the City of Concord land use map. As shown in the figure, the land uses adjacent west of the City of Pittsburg include Wetland Resource Conservation, Rural Conservation, Military, and Low Density Residential.

**References**


1.2 DEMOGRAPHICS AND HOUSING TRENDS

This section summarizes the City’s demographics and housing profile. More detailed information regarding population and housing, including population and household characteristics and a housing needs assessment, is provided in the City’s Housing Element.

REGULATORY FRAMEWORK

The regulatory framework discussion describes laws and regulations that guide land use decisions. Adopted plans that pertain to the City are also described.

STATE

California General Plan Law

Government Code Section 65300 requires that each county and city adopt a General Plan, as described in Section 1.1.

Housing element law (Government Code Sections 65580 through 65589.8) requires local governments to adopt a Housing Element that addresses existing and projected housing needs, including their share of the regional housing need. A Housing Element must include an analysis of existing and projected housing needs, identification of governmental and non-governmental constraints to the provision of housing, an inventory of sites appropriate to accommodate the City’s housing needs, identification of resources available to assist with meeting housing needs, a review of the effectiveness of the previous Housing Element, and a plan to address the identified housing needs and constraints.

LOCAL AND REGIONAL

Regional Housing Needs Plan

California General Plan law requires each city and county to have land zoned to accommodate a fair share of the regional housing need. The share is known as the Regional Housing Needs Allocation (RHNA) and is based on a Regional Housing Needs Plan (RHNP) developed by councils of government. The Association of Bay Area Governments (ABAG) is the lead agency for developing the RHNP for the Contra Costa County area. Pittsburg’s fair share of the adopted RHNA for 2015-2023 is summarized in Table 1.2-1.

The City is not required to ensure that adequate development to accommodate the RHNA occurs; however, the City must facilitate housing production by ensuring that land is available and that unnecessary development constraints have been removed. The City’s Housing Element, adopted in 2015, provides for the accommodation of the 2015-2023 RHNA that has been assigned to the City of Pittsburg.

<table>
<thead>
<tr>
<th></th>
<th>Extremely Low Income</th>
<th>Very Low Income</th>
<th>Low Income</th>
<th>Moderate Income</th>
<th>Above Moderate Income</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2015 - 2023</td>
<td>0</td>
<td>392</td>
<td>254</td>
<td>316</td>
<td>1,063</td>
<td>2,025</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>SOURCE: ABAG, 2015-2023 REGIONAL HOUSING NEEDS PLAN (RHNP).</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

City of Pittsburg General Plan Housing Element

The City’s Housing Element, one of the seven mandated General Plan elements, was adopted May 4, 2015. The Housing Element establishes the following five goals related to the development of housing in Pittsburg:
1. Foster development of a variety of housing types, densities, and prices to balance the City's housing stock and to meet Pittsburg’s regional fair share housing needs for people of all income levels.

2. Promote the expansion of the city's affordable housing stock, including that which accommodates special needs households.

3. Eliminate housing discrimination.

4. Improve and preserve the existing affordable housing stock where feasible and appropriate.

5. Enhance the visual quality of Pittsburg’s residential neighborhoods.

**Existing Setting**

**Population and Households**

Historical population growth trends in Pittsburg are depicted in Chart 1.2-1. Table 1.2-2 summarizes the population and household data for Pittsburg and Contra Costa County from 1980 through 2019.

**Chart 1.2-1: City of Pittsburg and Contra Costa County Population Trends (1980-2019)**

**Table 1.2-2: Population and Household Growth**

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Pittsburg</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>33,034</td>
<td>48,276</td>
<td>56,769</td>
<td>63,926</td>
<td>72,541</td>
<td>72%</td>
<td>28%</td>
<td>3.1%</td>
</tr>
<tr>
<td>Households</td>
<td>11,087</td>
<td>15,852</td>
<td>17,741</td>
<td>19,785</td>
<td>21,069</td>
<td>60%</td>
<td>19%</td>
<td>2.3%</td>
</tr>
<tr>
<td>Persons per household</td>
<td>2.97</td>
<td>3.02</td>
<td>3.17</td>
<td>3.20</td>
<td>3.42</td>
<td>7%</td>
<td>8%</td>
<td>0.4%</td>
</tr>
<tr>
<td><strong>Contra Costa County</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Population</td>
<td>656,380</td>
<td>803,732</td>
<td>948,816</td>
<td>1,049,025</td>
<td>1,155,879</td>
<td>45%</td>
<td>22%</td>
<td>1.9%</td>
</tr>
<tr>
<td>Households</td>
<td>241,418</td>
<td>300,288</td>
<td>344,129</td>
<td>375,364</td>
<td>389,597</td>
<td>43%</td>
<td>13%</td>
<td>1.6%</td>
</tr>
<tr>
<td>Persons per household</td>
<td>2.69</td>
<td>2.64</td>
<td>2.72</td>
<td>2.77</td>
<td>2.94</td>
<td>1.1%</td>
<td>8.1%</td>
<td>0.2%</td>
</tr>
</tbody>
</table>

**Source:** Bay Area Census; U.S. Census QuickFacts; California DOF, Report E-5, 2019; Pittsburg General Plan Draft EIR.
The City was officially incorporated in June 1903 and by 1910, the US Census Bureau recorded the population at 2,372. After a dramatic population increase from post-World War I prosperity, the City’s population reached 9,610 by 1930. World War II brought new industry and population inflow to Pittsburg. By 1950, the City’s population grew to 12,763.

From 1980 to 2000, the City’s population increased by 72 percent from 33,034 to 56,769 persons. During the 2000s and 2010s, Pittsburg experienced population growth increasing by approximately 3 percent per year from 56,769 in 2000 to 72,541 in 2019. Similarly, Contra Costa County’s total population increased by approximately 22 percent during the 2000s and 2010s. Between 1980 and 2019, Pittsburg’s population growth rate averages 3.1 percent per year, while that of Contra Costa County is an average of 1.9 percent per year. As of June 2019, Pittsburg’s population was estimated to be 72,541.

Households have increased at a rate slower than Pittsburg’s population. Households increased by 60 percent between 1980 and 2000 (compared to 72 percent for the population) and by 19 percent between 2000 and 2019 (compared to 28 percent for the population). Over the years, the average household size has fluctuated slightly with a high of 3.14 in 2019 and a low of 2.97 in 1980. In recent years, household size has increased slightly with an average of 3.2 persons per household in 2010 and 3.42 persons per household in 2019.

**Population by Age**

The median age of Pittsburg residents is 35 years, while the median age of Contra Costa County residents is 39.2 years. As shown in Chart 1.2-2, 37 percent of the City is 20 to 44 years old. Of the 27 percent of the City ages 0 to 20 years, 7 percent are under 5 years, 7.5 percent are 5 to 9 years, and 12.6 percent are 10 to 19 years. Additionally, 11 percent of the City is 64 years or older, which includes 1 percent of the City 85 years or older.

**Chart 1.2-2: City of Pittsburg Population by Age (2017)**

![Chart showing population age distribution]

*Source: U.S. Census Bureau American FactFinder, 2017.*
Household Income
The median household income of Pittsburg residents is $66,739, while the median household income of Contra Costa County residents is $88,456. As shown in Chart 1.2-3, 30 percent of the City has a median household income of $35,000 to $74,999. Of this, 10 percent of Pittsburg households have an income of $35,000 to $49,999, and 20 percent have an income of $50,000 to $74,999. Additionally, 25 percent of Pittsburg household incomes are below $35,000 and 30 percent are above $100,000.

CHART 1.2-3: CITY OF PITTSBURG HOUSEHOLD INCOME (2017)

Housing Units
As shown in Table 1.2-3, the number of housing units in Pittsburg has increased at rates lower than the population. In 2019, there were 23,126 housing units in the City. From 1990 to 2000, housing units increased from 16,857 to 18,000, a nine percent increase.

TABLE 1.2-3: HOUSING UNITS

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Pittsburg</td>
<td>16,857</td>
<td>18,300</td>
<td>21,060</td>
<td>23,126</td>
<td>9%</td>
<td>26%</td>
<td>1.2%</td>
</tr>
<tr>
<td>Contra Costa County</td>
<td>316,170</td>
<td>354,577</td>
<td>400,263</td>
<td>416,062</td>
<td>12%</td>
<td>17%</td>
<td>1.0%</td>
</tr>
</tbody>
</table>

As shown in Chart 1.2-4, the majority of the housing are single family detached, which account for 70.0 percent of housing units. The remaining housing types include single family attached (6.0 percent), multi-family duplexes through fourplexes (5.0 percent), multi-family apartments with five or more units (16.0 percent), and mobile homes (3.0 percent).

In Contra Costa County, the majority of the housing are single family detached, which account for 81 percent of housing units. The remaining housing types include single family attached (9.0 percent), multi-family duplexes through fourplexes (2.0 percent), multi-family apartments with five or more units (5.0 percent), and mobile homes (2.0 percent). The housing types
in Contra Costa County are similar to those found in the City, although the amount of single family housing makes up a greater share of the housing stock in the County than in the City. Additionally, the City has a larger share of multifamily housing compared to the County.

**Chart 1.2-4: Housing Units by Type (2019)**

<table>
<thead>
<tr>
<th>Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Singly Family Detached</td>
<td>70%</td>
</tr>
<tr>
<td>Single Family Attached</td>
<td>16%</td>
</tr>
<tr>
<td>Two to Four Units</td>
<td>6%</td>
</tr>
<tr>
<td>Five Plus Units</td>
<td>5%</td>
</tr>
<tr>
<td>Mobile Home or Other</td>
<td>3%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau American FactFinder, 2017.*

**Housing Prices**

The median owner-occupied housing unit value is $324,500 in Pittsburg compared to $522,300 in Contra Costa County. Chart 1.2-5 shows the values of owner-occupied housing units in the City.

**Chart 1.2-5: City of Pittsburg Owner-Occupied Housing Prices (2017)**

<table>
<thead>
<tr>
<th>Price Range</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>$99,999 or less</td>
<td>48%</td>
</tr>
<tr>
<td>$100,000 to $199,999</td>
<td>25%</td>
</tr>
<tr>
<td>$200,000 to $299,999</td>
<td>11%</td>
</tr>
<tr>
<td>$300,000 to $499,999</td>
<td>7%</td>
</tr>
<tr>
<td>$500,000 or more</td>
<td>10%</td>
</tr>
</tbody>
</table>

*Source: U.S. Census Bureau American FactFinder, 2017.*
Tenure
Of the 21,069 households in the City, 56.1 percent are owner-occupied and 43.9 percent are renter-occupied. This compares to 65.5 percent owner-occupied and 34.5 percent renter-occupied in Contra Costa County.

REFERENCES


This page left blank intentionally.
Figure 1.1-1:

PITTSBURG
CITY LIMITS, SOI, AND GENERAL PLAN LAND USE MAP

Legend
- Pittsburg City Limits
- Pittsburg Sphere of Influence
- Downtown Sub-Area
- Planning Area
- Neighboring City

General Plan Land Use Designation
- Hillside Low Density Residential
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Business Commercial
- Community Commercial
- Service Commercial
- Regional Commercial
- Marine Commercial
- Industrial
- Landfill
- Mixed Use
- Open Space
- Park
- Public/Institutional
- Utility/ROW
- Downtown Low Density Residential
- Downtown Med Density Residential
- Downtown High Density Residential
- Downtown Commercial
- Water

Figure 1.1-2: PLANNING SUBAREAS

Legend
- Pittsburg City Limits
- Pittsburg Sphere of Influence
- Planning Area
- Neighboring City

Planning Subareas
1. Downtown
2. Northeast River
3. Loveridge
4. East Central
5. Railroad Avenue
6. East Leland
7. Buchanan
8. Woodlands
9. West Central
10. West Leland
11. Southwest Hills
12. Northwest River
13. Bay Point
14. South Hills
15. Black Diamond

Sources: City of Pittsburg, Contra Costa County. Map date: July 1, 2019.

[Map showing various subareas with numbered labels and city limits]
Figure 1.1-3:
CONTRA COSTA COUNTY LAND USE MAP

Legend
- Pittsburg City Limits
- Planning Area
- Neighboring City

Contra Costa County Land Use Designation
- Agricultural Lands
- Single-Family Residential: Low Density
- Single-Family Residential: Medium Density
- Single-Family Residential: High Density
- Multi-Family Residential: Low Density
- Multi-Family Residential: Medium Density
- Multi-Family Residential: High Density
- Commercial
- Commercial Recreation
- Bay Point Residential Mixed Use
- Light Industry
- Heavy Industry
- Landfill
- Open Space
- Parks and Recreation
- Public and Semi-Public
- Water
- Willow Pass Business Park Mixed Use
- Willow Pass Road Commercial Mixed Use
- Willow Pass Road Mixed Use

Sources: City of Pittsburg, Contra Costa County. Map date: April 18, 2019.
Figure 1.1-4: ASSESSED LAND USE MAP

Legend
- Pittsburg City Limits
- Pittsburg Sphere of Influence
- Planning Area
- Neighboring City

Assessed Land Uses
- Single Family Residential
- Single Family Residential - Vacant
- Multi-Family Residential
- Multi-Family Residential - Vacant
- Commercial
- Commercial - Vacant
- Industrial
- Industrial - Vacant
- Institutional
- Land
- Miscellaneous
- Uncategorized

Sources: City of Pittsburg, Contra Costa County. Map date: June 21, 2019.
DEVELOPMENT TRENDS

Figure 1.1-5:

Legend
- Pittsburg City Limits
- Pittsburg Sphere of Influence
- Planning Area
- Neighboring City

Decade Built
- Pre-1950
- 1950’s
- 1960’s
- 1970’s
- 1980’s
- 1990’s
- 2000’s
- 2010’s
- Vacant
- Data Unavailable

Sources: City of Pittsburg, Contra Costa County. Map date: September 11, 2019.
Figure 1.1-6:

DEVELOPMENT PROJECTS

Legend
- Pittsburg City Limits
- Pittsburg Sphere of Influence
- Planning Area
- Neighboring City

Development Projects
- Pending Approval
- Approved
- Approved, Pending Design Review
- Under Construction

<table>
<thead>
<tr>
<th>ID</th>
<th>Project Name</th>
<th>Project Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Alturas Single Family by Discovery Builders</td>
<td>Commercial Shell Building 2106 Railroad Avenue</td>
</tr>
<tr>
<td>2</td>
<td>Alturas Triplexes</td>
<td>Aula Storage Yard</td>
</tr>
<tr>
<td>3</td>
<td>Beacon Villas</td>
<td>Courtyard by Marriott Hotel</td>
</tr>
<tr>
<td>4</td>
<td>Black Diamond Terraces</td>
<td>Hamilton Memorial Church Ph 2</td>
</tr>
<tr>
<td>5</td>
<td>Sunnyside Building Rehabilitation</td>
<td>LEV PETRO Mini-Mart, Gas Station and Car Wash</td>
</tr>
<tr>
<td>6</td>
<td>Edgewater Apartments</td>
<td>Making Waves Academy</td>
</tr>
<tr>
<td>7</td>
<td>Edgewater Apartments Expansion</td>
<td>Nazari Rezoning for Contractor Yard &amp; Use Permit Amendment</td>
</tr>
<tr>
<td>8</td>
<td>Gateway Multiplex</td>
<td>Pittsburg Civic Center Offices</td>
</tr>
<tr>
<td>9</td>
<td>Green Builders, LLC</td>
<td>Pittsburg Disposal Relocation</td>
</tr>
<tr>
<td>10</td>
<td>Volunteer’s Square Housing</td>
<td>Public Storage at 1287 California Avenue</td>
</tr>
<tr>
<td>11</td>
<td>Experience at San Marco</td>
<td>Public Storage at 525 California Avenue</td>
</tr>
<tr>
<td>12</td>
<td>Santa Fe Triplex</td>
<td>San Marco Commercial Center</td>
</tr>
<tr>
<td>13</td>
<td>Stoneman Apartments</td>
<td>Solomon Temple Baptist Church Addition</td>
</tr>
<tr>
<td>14</td>
<td>70 and 71 Alturas Avenue</td>
<td>Diablo Energy Storage, LLC</td>
</tr>
<tr>
<td>15</td>
<td>Avila Ranch (2018)</td>
<td>DOW Air Compressor Project</td>
</tr>
<tr>
<td>16</td>
<td>Bancroft Gardens II</td>
<td>Geo Modernization Project</td>
</tr>
<tr>
<td>17</td>
<td>Fair/Southwest Hills Annexation and Master Plan</td>
<td>K2 Pure Chlorine Rail Transportation Curtailment</td>
</tr>
<tr>
<td>18</td>
<td>Lawlor Estates</td>
<td>Los Medanos Industrial Park</td>
</tr>
<tr>
<td>19</td>
<td>Liberty Residential Subdivision</td>
<td>Marine Express Site Improvements</td>
</tr>
<tr>
<td>20</td>
<td>Montecito Residential Subdivision</td>
<td>McCampbell Analytical Commercial Cannabis</td>
</tr>
<tr>
<td>21</td>
<td>Poplars at San Marco</td>
<td>Mt. Diablo Resource Recovery Park Expansion</td>
</tr>
<tr>
<td>22</td>
<td>San Marco - Single Family (Villages B, C, N &amp; O)</td>
<td>Number One Concrete</td>
</tr>
<tr>
<td>23</td>
<td>Sky Ranch I</td>
<td>Pittsburg Technology Park</td>
</tr>
<tr>
<td>24</td>
<td>Tuscany Meadows</td>
<td>Ramars Foods Cold Storage Expansion</td>
</tr>
<tr>
<td>25</td>
<td>Waterstone by Discovery Builders</td>
<td>SFBAC Carbon Capture and Mineralization Project</td>
</tr>
<tr>
<td>26</td>
<td>Commercial Shell Building at 1811 Railroad Avenue</td>
<td>StoneMan Lab - Commercial Cannabis</td>
</tr>
</tbody>
</table>

Sources: City of Pittsburg, Contra Costa County. Map date: October 8, 2019.
Figure 1.1-7:
CITY OF ANTIOCH
GENERAL PLAN
LAND USE

Legend

Boundaries
- Sphere of Influence
- Planning Area
- City Limits

Focus Areas
- A Street Interchange Focus Area
- Western Antioch Commercial Focus Area
- Sand Creek Focus Area
- Roddy Ranch Focus Area
- Western Gateway Focus Area
- Hilcrest Focus Area
- Ginochio Focus Area
- Eastern Waterfront Employment Focus Area
- East Lone Tree Focus Area
- Downtown Focus Area

GPLU
- Business Park
- Convenience Commercial
- Estate Residential
- High Density Residential
- Low Density Residential
- Medium Density Residential
- Medium Low Density Residential
- Mixed Use
- Neighborhood Community Commercial
- Office
- Open Space
- Public/Institutional
- Water
Figure 1.1-8:
CITY OF CLAYTON
GENERAL PLAN
LAND USE

Legend
- RESIDENTIAL
  - RURAL ESTATE
  - SINGLE FAMILY LOW DENSITY
  - SINGLE FAMILY MEDIUM DENSITY
  - SINGLE FAMILY HIGH DENSITY
  - MULTIFAMILY LOW DENSITY
  - MULTIFAMILY MEDIUM DENSITY
  - MULTIFAMILY HIGH DENSITY
  - INSTITUTIONAL DENSITY
- COMMERCIAL
  - TOWN CENTER
  - HIGHWAY CORRIDOR
  - CONVENIENCE COMMERCIAL
- COMMUNITY FACILITIES
  - CULTURAL CENTER
  - PUBLIC/PRIVATE-PUBLIC
  - INTERMEDIATE SCHOOL
  - ELEMENTARY SCHOOL
  - PRIVATE SCHOOL
- OPEN SPACE
  - PRIVATE OPEN SPACE
  - PUBLIC PARK/OPEN SPACE
  - OPEN SPACE AND RECREATIONAL AMENITIES
  - AGRICULTURE
  - QUARRY
  - PRIVATE OPEN SPACE (GOLF COURSE)
- BOUNDARIES
  - CITY LIMITS
  - SPHERE OF INFLUENCE
  - URBAN LIMIT LINE
  - PLANNING AREA

Sources: City of Clayton. Map date: June 24, 2019.
Figure 1.1-9
CITY OF CONCORD
GENERAL PLAN LAND USE

Legend
- Rural Residential (RR)
- Low Density Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- North Todos Santos (NTS)
- Community Office (CO)
- Commercial Mixed Use (CMU)
- Neighborhood Commercial (NC)
- Regional Commercial (RC)
- Service Commercial (SC)
- Downtown Pedestrian (DTPD)
- Downtown Mixed Use (DTMU)
- West Concord Mixed Use (WCMU)
- Business Park (BP)
- Industrial Mixed Use (IMU)
- Heavy Industrial (HI)
- CRP Neighborhood and Village Districts
- CRP Non-Residential Development Districts
- CRP TOD Districts
- CRP Open Space
- Military (MIL)
- Public/Quasi-Public (PQP)
- Hospital/Medical Center (PQPHMC)
- Open Space (OS)
- Parks and Recreation (P)
- Rural Conservation (RCON)
- Wetlands/Resource Conservation (WRC)
- Unclassified (U)

Legend
- City Limits
- Sphere of Influence
- Proposed Urban Limit Line (ULL)
- Planning Area Boundary

Sources: Contra Costa County General Plan 2035. Map date: June 24, 2019.