



ENVISION CONTRA COSTA 2040

Draft Guiding Principles for Pacheco

The following guiding principles articulate the values, priorities, and aspirations for the future shared by community members at our first community meeting for Pacheco:

COMMUNITY CHARACTER

- Pacheco is a strong, friendly, and family-oriented community. The diverse, independent culture that distinguishes it from nearby cities should be preserved and cultivated.
- The good schools and public amenities, such as the Pacheco Community Center, should be supported, and additional services for the community should be established.
- Pacheco's rich history and heritage should be celebrated, and the historic buildings should be preserved.
- Economic development along major thoroughfares, featuring attractive commercial uses, should be encouraged.

MOBILITY

- Public transit options and accessibility should be improved, and alternative transportation modes should be promoted.
- Bicycle and pedestrian infrastructure should be improved, particularly on school routes.
- Measures should be implemented to reduce traffic congestion on local roads and freeways, and road maintenance should be improved.
- Aviation activities at Buchanan Field Airport should be supported.

HOUSING

- The affordability and diversity of the existing housing stock should be maintained.
- Development of additional affordable housing should be encouraged.
- The homeless population should be supported with additional housing and services.

RECREATION AND ACCESS TO NATURE

- Pacheco's wildlife habitat, open spaces, and connections to nature, such as along Grayson Creek, should be preserved and expanded.
- Connections to local and regional trails, such as the Pacheco Creekside Park path, Contra Costa Canal Trail, Iron Horse Trail, and Bay Trail over the Benicia Bridge, should be improved.

SAFETY AND RESILIENCY

- Public safety and property crime should be addressed, in part by increasing coordination across adjacent jurisdictions.
- Stormwater drainage issues and illegal dumping should be addressed.
- Livability should be improved by reducing noise impacts, such as through construction of a sound barrier along the State Route 4/Interstate 680 interchange and by coordinating with Buchanan Field Airport to limit flight patterns over residential areas.

For reference: Existing General Plan Policies for Pacheco/Vine Hill/Mountain View

POLICIES FOR THE CENTER AVENUE (PACHECO) AREA

- 3-103. The plan for the area in Pacheco located generally along Center Avenue west of the flood control channel is designated for Multiple-Family Residential-Medium and High Density (12.0 to 21.9 units and 22.0 to 29.9 units per net acre, respectively). The plan endorses efforts to consolidate smaller parcels into logical groupings for the private redevelopment of areas from single-family homes to multiple-family residential uses. Projects covering smaller existing lots should lead to higher densities and better designed projects. Additionally, consolidation of lots should lead to fewer access points onto arterial and collector roads such as Center Avenue and Deodar Drive. North of Center Avenue, it is hoped that projects can be grouped into three or four applications, and south of Center Avenue applications should include all of existing blocks or the remnants of existing blocks.
- 3-104. This Plan recognizes the historical significance of the W.T. Hendrick House (218 Center Avenue) and encourages its continued preservation. Developments that surround the house should be designed in a fashion that compliments the structure and works toward its continued preservation.

POLICIES FOR THE VINE HILL/PACHECO BOULEVARD AREA

Land Use

- 3-105. The scenic assets and unstable slopes of the Vine Hill Ridge are to be protected for open space/agricultural use.
- 3-106. The residential neighborhood east of I-680 shall be buffered from the industrial/landfill-related uses. 3-107. Approximately 40 acres of land south of the Burlington Northern Santa Fe tracks, between Morello and Pacheco, is designated Agricultural Lands, to encourage the continued operation of the Viano family vineyards and winery.

-As Buchanan was mentioned in the group discussion, the GP policies are also included here.-

POLICIES FOR THE BUCHANAN FIELD AIRPORT AREA

Land Use

- 3-92. The General Plan policies for Buchanan Field Airport are set forth below, and additional policies may be found in the Transportation and Circulation Element (a description and policies regarding airport operations and roadways in the area) and Noise Element (a description and policies regarding acceptable noise contours).
- 3-93. Most of the land area comprising the Buchanan Field Airport has been designated Public and Semi-Public (PS), reflecting its primary function and operation as a publicly-owned and operated general aviation commercial service airport. This Plan provides for a range of commercial aviation uses and services in support of the aviation functions on the airport lands designated PS, including fixed base operators (FBOs) and auxiliary and executive aviation.

- 3-94. Airport lands designated PS may be leased to an FBO. An FBO means an aviation business providing comprehensive general aviation services in accordance with the "Buchanan Field Airport Policy and Standards for Development", as adopted by the Board of Supervisors, and as may be amended by the Board. As used in the context of this Plan, aircraft charter/ rental, air taxi or commuter air services, and air terminal or ground services, are activities and uses commonly associated with a general aviation airport falling under the category of an FBO. Additionally, an FBO may provide pilots, private aircraft owners, other aviation businesses, travelers, and airport visitors with other services, such as: lobby and lounge spaces; weather and flight planning services; temporary aircraft parking and tie-downs; restaurant/catering/vending facilities; restrooms; hotel and automobile rental reservations; automobile rental parking; meeting space and business center; office space for aviation and aviation-related business; and other items of public convenience and necessity.
- 3-95. In addition to FBO sites, airport lands designated PS may be leased for auxiliary and executive aviation uses and services, which may include open and/or enclosed storage of private aircraft; private corporate/executive hangar(s) with or without attached office space; pilot center and lounges; unique aviation sales and services (not provided or in competition with an FBO); and other facilities that meet the needs for general aviation. Such proposed auxiliary and executive aviation uses and services must serve the aviation community and give evidence that such development will not compete with FBO operations.
- 3-96. Two areas adjacent to Buchanan Field Airport, which are County-owned airport lands, are designated for non-aviation commercial uses: 13 acres located at the intersection of John Glenn Drive and Concord Boulevard is designated Commercial (CO), and 3 acres at Marsh Drive and Sally Ride Drive is designated Business Park (BP).