



## City of Pittsburg Planning Commission Agenda

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**04/23/2024**

**City Hall Council Chamber  
65 Civic Avenue, Pittsburg, CA 94565**

**Regular Meeting  
7:00 P.M.**

### **Planning Commission Members**

**Arlene Kobata, Chair  
Sarah Foster, Vice-Chair  
Donna Smith, Commissioner  
Elissa Robinson, Commissioner  
Frank Gordon, Commissioner  
Deandra Stokes, Commissioner  
Ivelina Popova, Commissioner**

**Any member of the public who wishes to address the Commission should complete a Speaker's Card, available on the public counter below the dais.** Please note on the card the agenda item number, or, for items not listed on this agenda, a brief description of the issue on which you would like to address the Commission. Give the completed form to the Minutes Clerk or a staff member, who will give the card to the Commission Chair. The Chair will invite the speaker(s) to the podium at the appropriate time during the meeting. Each individual will be given three minutes to address the Commission, unless additional time is allowed as provided for spokespersons. Prior to speaking, each speaker is requested to state his or her name and business and city of residence in a clear and audible tone of voice. For items listed under the "Public Hearings" or "Commission Consideration" portions of this agenda, the public hearing or public comment period will follow a brief presentation on the item by Planning Department staff and/or the project applicant.

**A decision by the Planning Commission is not final until the appeal period expires 10 calendar days after the date the decision occurred.** The applicant, City Council member(s), City Manager, or any affected person may appeal the denial, approval, recommendation, or any condition of approval of an item within the 10-day appeal period. A completed appeal form and the applicable filing fee must be filed with the City Planner, 65 Civic Avenue, Pittsburg. The appeal form must include the name and address of the appellant and state the reasons for the appeal. The appeal will be set for City Council consideration and appropriate public notification given.

**The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber.** Please turn off or set to vibrate all cellular phones, and refrain from making personal, impertinent or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, and the display of signs in a manner that violates the rights of others or prevents others from watching or fully participating in the Planning Commission meeting is considered counterproductive and will not be tolerated, and the Commission Chair can order any person who engages in such conduct to leave the Council Chamber.

This agenda was posted in City Hall on Friday, April 19, 2024

**CALL TO ORDER**

**ROLL CALL**

**PLEDGE OF ALLEGIANCE**

**DELETIONS, WITHDRAWALS OR CONTINUANCES**

**COMMENTS FROM THE AUDIENCE**

**CONSENT**

**PUBLIC HEARINGS**

1. **RECOMMENDATION BY THE PLANNING COMMISSION TO THE CITY COUNCIL FOR ADOPTION OF THE ENVISION PITTSBURG: 2040 GENERAL PAN UPDATE AND CERTIFICATION OF THE FINAL ENVIRONMENTAL IMPACT REPORT (AP-24-0001 GP, ER)**

This is a public hearing on the proposed Envision Pittsburgh: 2040 General Plan, including the Land Use Map (2040 General Plan Update). The General Plan designates land uses and appropriate policies to guide future growth throughout the City of Pittsburgh and the City's identified Planning Area. At this public hearing, the Planning Commission will consider adopting resolutions recommending the City Council adopt the proposed 2040 General Plan and certify the Final Environmental Impact Report.

**STAFF COMMUNICATIONS**

**COMMITTEE REPORTS**

**ADJOURNMENT OF PLANNING COMMISSION MEETING**

## **NOTICE TO PUBLIC**

### **NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED**

In compliance with the Americans with Disabilities Act, the city of Pittsburg will provide special assistance for disabled citizens. Upon request, an agenda for any meeting shall be made available in appropriate alternative formats. The Council Chamber is equipped with sound amplifier units for use by the hearing impaired. The units operate in conjunction with the Chamber's sound system. You may request the sound amplifier from the City Clerk for personal use during Commission meetings. If you need special assistance to participate in this meeting, or are requesting a specially formatted agenda, please contact the City Clerk at 925-252-4850. Notification 48 hours prior to the meeting will enable the city to make reasonable arrangements to ensure accessibility to this meeting or provide the requested agenda format. (28 CFR 35.102-35.104 ADA Title II)

### **GENERAL INFORMATION**

Copies of the open session agenda packets that are distributed to the Planning Commission are on file in the office of the Planning Department, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning no fewer than 72 hours in advance of the meeting, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except city holidays). Additionally, if any reports or documents that are public records are distributed to the Planning Commission fewer than 72 hours before the meeting, those reports and documents will also be available for public inspection in the city's Planning Department and at the Commission meeting. The Pittsburg Library is also provided a full agenda packet for your convenience. As a courtesy, the agenda is also located on the city's website at [www.ci.pittsburg.ca.us](http://www.ci.pittsburg.ca.us).

**CITY OF PITTSBURG  
PLANNING COMMISSION  
STAFF REPORT  
April 23, 2024**

**ITEM: RECOMMENDATION BY THE PLANNING COMMISSION TO THE CITY  
COUNCIL FOR ADOPTION OF THE ENVISION PITTSBURG: 2040 GENERAL  
PLAN UPDATE AND CERTIFICATION OF THE FINAL ENVIRONMENTAL  
IMPACT REPORT (AP-24-0001 GP, ER)**

ORIGINATED BY: This is a City initiated project to update the City's General Plan and to prepare an Environmental Impact Report (EIR).

SUBJECT: This is a public hearing on the proposed Envision Pittsburgh: 2040 General Plan, including the Land Use Map (2040 General Plan Update). The General Plan designates land uses and appropriate policies to guide future growth throughout the City of Pittsburgh and the City's identified Planning Area. At this public hearing, the Planning Commission will consider adopting resolutions recommending the City Council adopt the proposed 2040 General Plan and certify the Final Environmental Impact Report.

RECOMMENDATION: Staff recommends the Planning Commission move to adopt a resolution recommending the City Council Certify the Final Environmental Impact Report and adopt Findings of Significance and a Statement of Overriding Considerations, as necessary; and adopt a resolution recommending the City Council approve AP-24-0001 General Plan Amendment and adopt the 2040 General Plan.

BACKGROUND: On November 19, 2018, the City Council adopted a Resolution authorizing the planning consultant De Novo Planning Group to begin working on Preparation of the 2040 Pittsburgh General Plan Update and Environmental Impact Report (EIR). De Novo Planning Group is a land use and environmental planning firm specializing in community planning and environmental studies. They have completed more than 300 projects including general plans, specific plans, and zoning ordinances for various jurisdictions throughout California.

State law requires the City of Pittsburgh to adopt a comprehensive, long-term general plan for the physical development of its planning area. The 2040 General Plan must include land use, circulation, housing, conservation, open space, noise, and safety elements, and address environmental justice and climate adaptation, as specified in Government Code Section 65302, to the extent that the issues identified by State law exist in the City's planning area. Additional elements that relate to the physical development of the city may also be addressed in the Plan. The degree of specificity and level of detail of the discussion of each Plan Element need only reflect local conditions and circumstances.

Upon adoption of the 2040 General Plan, it will replace the City's existing General Plan, which was adopted in 2001 with subsequent updates to various elements.

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The City will implement the 2040 General Plan by requiring development, infrastructure improvements, and other projects to be consistent with its policies and by implementing the actions included in the Plan, including subsequent project-level environmental review, as required under the California Environmental Quality Act (CEQA).

As such, the proposed 2040 General Plan addresses issues of concern identified through the visioning and community outreach efforts, including but not limited to:

- maintaining and enhancing Pittsburg's character;
- managing the location, type, and amount of growth and ensuring that the community's infrastructure and services are planned to keep pace with growth;
- providing for high-quality employment opportunities;
- providing recreation, entertainment, shopping, restaurants, and services for the City's households, with an emphasis on increasing opportunities for the City's youth;
- addressing environmental justice, including identifying and reducing any adverse effects to disadvantaged communities and identifying opportunities to improve equity and access to resources and amenities necessary for a high quality of life; and
- conserving natural resources; and addressing environmental effects, including methods to adapt to the effects of a changing climate and sea level rise.

Many of the issues and concerns raised above have been reviewed and discussed at various forums. While many of these concerns and issues have been addressed by the City through existing focused initiatives, there is opportunity within this 2040 General Plan update to further strengthen the City's approach to addressing these issues through specific adopted Goals, Policies, and Actions.

### **General Plan Update Process**

The previous comprehensive General Plan was adopted on November 16, 2001, by the City Council and the horizon date for this document is 2020. The prior comprehensive update before 2001 was in 1988.

The first of four primary phases for the Envision Pittsburg 2040 General Plan Update began in April 2019 and the General Plan Update team held three visioning workshops to help kick-off the General Plan Update process. This first phase established the existing conditions reports for the General Plan Update and was the beginning of an extensive review process and community outreach program. This phase included preparation of the Vision and Opportunities Report, which summarized the core values articulated by the community, described community involvement opportunities, and summarized the input received from the community during the visioning process.

The second phase focused on land use preferences. This included analysis of four Opportunity Areas, including two Brownfields Revitalization Sites, as described in the Opportunity Areas Survey Results.

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This phase included consideration of three land alternatives, described in the Land Use Alternatives and Capacity Report, which was presented to the community in March 2021. The City conducted a series of workshops, including community workshops and joint workshops with the City Council and Planning Commission, to receive feedback on the alternatives. As a result of Planning Commission and City Council consideration of the Land Use Alternatives and Capacity Report and the community's feedback regarding the alternatives, the Planning Commission and City Council provided input that resulted in a hybrid alternative land use map alternative, Alternative D, which contained elements of the three initial alternatives. Alternative D served as the base map for the preferred draft Land Use Map.

The third phase included development of the preferred draft Land Use Map and associated preparation of the Draft 2040 General Plan policy document, both of which were analyzed in the Draft EIR (DEIR). The third phase also included a Notice of Preparation (NOP) for the DEIR which was circulated in April 2022. Staff received and reviewed all the comments from the public and agencies on the NOP and incorporated them accordingly into the DEIR.

The final phase included circulating the Draft General Plan and DEIR from December 12, 2023, through February 9, 2024, for public review comment and input followed by a joint City Council and Planning Commission workshop session to receive feedback and comments. Also, during the public review period, staff conducted three public workshops to introduce the Draft General Plan and receive community input on the General Plan Update. Also, included in this final phase is the scheduling of public hearings with the Planning Commission and final adoption by the City Council.

Throughout this process there have also been several meetings, newsletters circulated and workshops, pop-up events, and on-line meetings with all major stakeholders (residents, developers, business owners, community organizations) to receive input on the 2040 General Plan Update.

**Please note that all materials prepared to-date are available for public review on the Envision Pittsburg website: [Pittsburg General Plan Update](#)**

### PROJECT DESCRIPTION:

#### **Project Location and Setting**

Pittsburg is a city in eastern Contra Costa County and is bordered by Suisun Bay and Solano County to the north, the City of Antioch and unincorporated Contra Costa County to the east, the City of Concord, and the unincorporated community of Bay Point to the west, and unincorporated Contra Costa County to the south.

Pittsburg is well-connected within the Bay Area region with access to all modes of transportation, from regional rail services, airports, state routes and more, including Pittsburg/Bay Point BART and the extension of BART services to eastern Contra Costa County. State Route 4 (SR-4) provides regional motor vehicle access to the other major

cities and towns in the Bay Area. This part of the region is characterized by rolling hills and proximity to the San Francisco Bay and Sacramento River Delta.

Pittsburg's early growth centered around industrial development. The growth of the Bay Area has brought many changes to the Pittsburg region, including residential, commercial development and marina development. Pittsburg has grown outward from the downtown area since the 1990s. Residential development continues in in-fill areas throughout the City, with the majority of new residential growth occurring in the southwestern portion of the City, generally south of Leland Road. Infill commercial development continues to occur along SR-4. The expansion of Bay Area Rapid Transit (BART) to serve Pittsburg, with the Bay Point Station opening in 1996 and the Pittsburg Center Station opening in 2018, has encouraged transit-oriented development, including new retail, commercial offices, restaurants, and residential uses around the stations.

### **2040 General Plan Contents and Elements**

The 2040 General Plan includes a comprehensive set of goals, policies, and implementation measures for specific state mandated elements, as well as a revised Land Use Map. See below a brief description of each of the guiding points of the elements for the 2040 General Plan:

- A goal is a description of the general desired result that the City seeks to create through the implementation of the General Plan.
- A policy is a specific statement that guides decision-making as the City works to achieve its goals. Once adopted, policies represent statements of City regulations. The General Plan's policies set out the standards that will be used by City staff, the Planning Commission, and the City Council in their review of land development projects, resource protection activities, infrastructure improvements, and other City actions. Policies are on-going and don't necessarily require specific action on behalf of the City.
- An implementation measure is an action, procedure, technique, or specific program to be undertaken by the City to help achieve a specified goal or implement an adopted policy. The City must take additional steps to implement each action in the General Plan. An action is something that can and will be completed.

Again, the 2040 General Plan addresses the state-mandated topics and elements such as land use, environmental justice, transportation, and circulation and will continue to have components that address optional topics, including growth management, urban design, downtown, economic development, youth and recreation, and public facilities.

**See Attachment 5 for the Adoption Draft 2040 General Plan – April 2024; also available online at [General Plan Update: Pittsburg 2040 | City of Pittsburg \(pittsburgca.gov\)](https://pittsburgca.gov/general-plan-update-2040)**

**Growth and Development (Horizon Document)**

The General Plan will accommodate future growth in Pittsburg, including new businesses, expansion of existing businesses, new residential uses consistent with the new Land Use Designations, projects in the City's development project pipeline, and additional new development potential under the proposed 2040 Pittsburg General Plan. No specific development projects are proposed or entitled as part of the 2040 General Plan.

The actual amount of development that will occur throughout the planning horizon of the General Plan is based on many factors outside of the City's control. Actual future development would depend on future real estate and labor market conditions, property owner preferences and decisions, site-specific constraints, and other factors. New development and growth are largely dictated by existing development conditions, market conditions, and land turnover rates.

The proposed 2040 General Plan does not dictate the speed at which a City is developed, nor does it require or estimate phasing of future projects. Future development consistent with the proposed Land Use Map would be largely market-driven and full buildout is not anticipated to occur by 2040. These buildout assumptions are similar to the City's 2020 General Plan, adopted in 2001. During the 2020 General Plan planning period, California and the Country went through three recessions including the Great Recession in 2008 and the recent COVID- 19 pandemic. As such, very few communities in California actually develop to the full potential allowed in their respective General Plans during their planning horizon.

**CODE COMPLIANCE:**

**California Environmental Quality Act (CEQA) and Environmental Impact Report (EIR)**

The 2040 General Plan Update is subject to the regulations of CEQA Guidelines Section 15081. A determination was made that there is a potential for significant environmental impacts associated with the implementation of the 2040 General Plan Update. As such, an Environmental Impact Report must be prepared by the City and ultimately certified pursuant to CEQA Guidelines Section 15090 by the City Council.

*Notice of Preparation*

In compliance with CEQA Guidelines Section 15082, the City circulated a Notice of Preparation (NOP) of an EIR for the proposed 2040 General Plan Update on April 20, 2022, to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on May 5, 2022. No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on May 20, 2022, ten written comment letters were received on the NOP. The NOP and all comments received on the NOP are presented in Appendix A of the Draft EIR (See Attachment 3).

*Draft Environmental Impact Report and Draft General Plan*

The City circulated a Draft EIR to the State Clearinghouse, trustee and responsible agencies, and the public on December 12, 2023. A Notice of Completion (NOC) was filed, and a Notice of Availability (NOA) was published, and a 60-day public review period was provided between December 12, 2023, and February 9, 2024, to receive public and agency comments on the adequacy of the environmental analysis contained in the Draft EIR. During the public review period for the DEIR the City also circulated the Draft General Plan and the City conducted three public workshops to introduce the General Plan and receive community input on the General Plan Update. Workshops were held on January 31, February 1, and February 3, 2024.

During the 60-day review period for the Draft EIR, the City received comments from the following public agencies, organizations, or individuals regarding the Draft EIR:

- Bike East Bay, Dani Lanis, January 31, 2024.
- California Department of Toxic Substances, Tamara Purvis, February 2, 2024.
- California Department of Transportation, Yunsheng Luo, February 8, 2024.
- City of Concord, Kevin Marstall, February 9, 2024.
- Contra Costa Water District, Mark Quady, February 9, 2024.
- Cox, Castle & Nicholson LLP (on behalf of “Making Waves Academy”), Linda Klein, February 9, 2024.
- Delta Stewardship Council, Jeff Henderson, February 9, 2024.
- Department of California Highway Patrol, S. Garside, January 29, 2024.
- East Bay Municipal Utility District, David Rehnstrom, February 2, 2024.
- Hanson Bridgett LLP (on behalf of “Discovery Builders, Inc.”), Sean Marciniak and Niran Somasundara, February 9, 2024.
- Mechanical Craft Trade Unions, John Dalrymple, April 8, 2024
- Pittsburg Unified School District, Hitesh Haria, February 8, 2024.
- Resident, Donna Smith, February 7, 2024.
- Resident, S.L. Floyd, February 9, 2024.
- Rutan & Tucker, LLP (on behalf of “Integral Communities”), Matthew Francois, February 9, 2024.
- San Francisco Bay Area Rapid Transit, Kamala Parks, February 9, 2024.
- San Francisco Baykeeper, Eric Buescher and Aundi Mevoli, February 9, 2024.
- Save Mount Diablo, Juan Pablo Galván Martinez, February 8, 2024.

During the release of the comment period for the Draft 2040 General Plan the City received comments from the following public agencies, organizations, or individuals:

- 350 Contra Costa Action, Gary Garber and Louis Flores, February 8, 2024.
- AVAIO Digital Partners, LLC, Mark McComiskey, February 5, 2023.
- Bike East Bay, Bruce Ohlson, December 19, 2023.
- Bike East Bay, Bruce Ohlson, January 10, 2024.
- Bike East Bay, Bruce Ohlson, January 11, 2024.
- Bike East Bay, Bruce Ohlson, January 19, 2024.

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- Bike East Bay, Bruce Ohlson, January 21, 2024.
- Bike East Bay, Bruce Ohlson, February 9, 2024.
- City of Pittsburgh Economic Development Department, Robert Carrera, December 22, 2023.
- City of Pittsburgh Public Works Department, Jolan Longway, February 8, 2024.
- Greenbelt Alliance, Noelani Fixler and Zoe Siegel, February 9, 2024.
- Resident, Bruce Ohlson, December 19, 2023.
- Resident, Jane and Craig Wirth, January 25, 2024.
- Resident, Nancy Parent, February 4, 2024.
- Resident, Rajesh Arora, January 24, 2024.
- Resident, Sonja Shephard, February 8, 2024.

City staff and the consultant team reviewed the comments and made refinements to the 2040 General Plan, where appropriate to further the objectives of the 2040 General Plan. These changes are included in the Adoption Draft 2040 General Plan and shown in track changes, with blue underlined text representing additions and red ~~strikethrough~~ text representing deletions. Changes made in response to the letter from John Dalrymple were inadvertently omitted from the Adoption Draft 2040 General Plan. These changes are provided as Attachment 7 and are intended to be considered as part of the Adoption Draft 2040 General Plan.

### *Final Environmental Impact Report and Draft General Plan*

The City received 17 comment letters during the 60-day review period for the Draft EIR. Comments received on the DEIR have been incorporated and included in the Final Environmental Impact Report (FEIR) for the 2040 General Plan update and an Errata has been prepared and included as Chapter 3.0 in the FEIR. Additionally, the City received 16 comment letters which focus solely on the General Plan itself; these letters do not address the adequacy of the Draft EIR. Comments that address the General Plan only and not the Draft EIR are addressed separately from this Final EIR and included as a separate attachment (See Attachment 6) to this Staff Report.

The FEIR was prepared in accordance with the CEQA Guidelines Section 15132, and the Final EIR responds to the written comments received on the Draft EIR. The City is the lead agency for the environmental review of the 2040 Pittsburgh General Plan update and has the principal responsibility for approving the project. The FEIR assessed the expected environmental impacts resulting from the subsequent approval and adoption of the 2040 Pittsburgh General Plan and in accordance with CEQA Guidelines Section 15088.

### *Certification of the FEIR*

The Planning Commission is an advisory body to the City Council. The City Council will review and consider the FEIR.

If the City Council finds that the FEIR is "adequate and complete," then it may certify it in accordance with CEQA. The rule of adequacy generally holds that an EIR can be certified if:

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1. The EIR shows a good faith effort at full disclosure of environmental information; and
2. The EIR provides sufficient analysis to allow decisions to be made regarding the proposed project in contemplation of environmental considerations.

Upon review and consideration of the Final EIR, the City Council will take action to approve, revise, or reject the project. A decision to approve the 2040 General Plan, for which this EIR identifies significant environmental effects, must be accompanied by written findings in accordance with State CEQA Guidelines Sections 15091 and 15093.

As such, policies, and actions to mitigate potential environmental impacts have been incorporated into the project, to the extent feasible. The annual report on general plan status required pursuant to the Government Code will serve as the monitoring and reporting program for the project.

### **Alternatives to the Proposed Project (2040 General Plan Update)**

CEQA Guidelines require an EIR to describe a reasonable range of alternatives to the project or to the location of the project which would reduce or avoid significant impacts, and which could feasibly accomplish the basic objectives of the proposed project. The alternatives analyzed DEIR included the following:

- **Alternative A: No Project.** Under Alternative A, the City would not adopt the General Plan Update. The existing Pittsburg General Plan would continue to be implemented and no changes to the General Plan, including the Land Use Map, Circulation Diagram, goals, policies, or actions would occur. Changes to address environmental justice, sustainability, climate adaptation, economic development, greenhouse gases, and vehicle miles travelled would not be implemented. Subsequent projects, such as amending the Municipal Code (including the zoning map), would not occur.
- **Alternative B: Core Area Employment.** Alternative B continues to provide for a balance of job-creating and residential development land uses throughout the City and Planning Area and increases jobs in the core area. This alternative would allow a 100% increase in FAR in the Downtown Mixed Use, Community Commercial, and Public/Quasi-public land use designations in the core area, resulting in an additional 264 jobs and 88,563 square feet of employment-generating uses. This alternative was developed to potentially reduce the severity of impacts associated with air quality, greenhouse gases, energy, and transportation.
- **Alternative C: Reduced Intensity.** Alternative C would revise the General Plan Land Use Map to update the North Central River subarea to reflect the proposed Bay Walk project. This modification affects approximately 1,000 acres and would place more emphasis on residential land uses, open space preservation, and brownfields remediation. This Alternative would result in a reduction of 266 housing units, 6.3 million square feet of employment-generating uses, and 5,479

jobs in comparison to the General Plan. This alternative was developed to potentially reduce the severity of less than significant impacts related to biological resources, public services, and utilities and to reduce impacts associated with air quality, greenhouse gases, energy, and transportation.

### **Alternatives Analysis**

The primary difference between the proposed General Plan and each alternative is the Land Use Maps associated with each alternative. The goals, policies, and actions contained in the proposed General Plan would also apply and be implemented under Alternatives B and C. Therefore, changes to the Land Use Map are the only variables that may increase or decrease the severity of one or more of the significant environmental impacts identified in this Draft EIR.

It is important to note, however, that all of the Land Use Maps, across all of the Alternatives analyzed in this EIR, include essentially the same urban footprint. In other words, none of the Alternatives introduce new urban land uses within areas of the City that are not already considered for such uses by the 2040 General Plan.

Throughout the preparation of the General Plan Update, the City Council, Planning Commission, and Working Group all expressed a desire and commitment to ensuring that the General Plan not only reflect the community's values and priorities, but also serve as a self-mitigating document and avoid significant environmental impacts to the greatest extent feasible. To further this goal of crafting a self-mitigating General Plan, the environmental analysis contained in this Draft EIR was completed concurrently with the development of the General Plan Elements and Land Use Map in order to foster informed decision making regarding the Land Use Map and the General Plan goals, policies, and actions as they were being developed.

As the 2040 General Plan goals, policies, and actions and the Land Use Map were crafted, refined, and revised throughout the course of the General Plan Update, changes were made on a continuous basis in order to incrementally and substantially reduce potentially significant environmental impacts that were identified. The result of this approach and this process is a 2040 General Plan, including the Land Use Map, that includes measures to reduce potentially significant impacts to the environment, where feasible, while still meeting the project objectives identified by the City of Pittsburgh.

As demonstrated in the analysis within the DEIR and FEIR, Alternative C is the environmentally superior alternative, as it was developed and refined to reduce as many environmental effects as possible, while still meeting all of the project objectives.

### **ANALYSIS:**

### **2040 General Plan Themes**

Responding to the objectives and issues raised during the community participation process, special meetings, pop-up events and numerous workshops during the 2040 General Plan update process. The proposed Adoption Draft 2040 General Plan is

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structured around several themes and these themes helped to form and shape the proposed policies, goals, and actions included in the various elements. The major themes throughout the process centered on:

1. Vision
2. Economic Development
3. Traffic Congestion & Multi-Modal Transportation and Alternatives
4. School Planning
5. Access to Community Amenities, including Recreational and Waterfront Opportunities, Services, and Youth- and Family-Oriented Opportunities
6. Industrial and Commercial Revitalization
7. Downtown Placemaking
  - a. Destination Planning and Historical Preservation
  - b. Missing Middle Housing (i.e. Duplexes, Triplexes, Fourplexes)
8. Climate Change Adaptation and Resilience and Sustainability
9. Disadvantaged Communities, Environmental Justice, Health Equity
10. Natural Resource Protection

Staff and the project consultant have evaluated all the written and oral comments received from the public, responsible agencies, stakeholders, developers, Planning Commission, and City Council throughout the General Plan process and made appropriate changes to various goals, policies, and other text in the Adoption Draft 2040 General Plan and Final EIR.

### Vision

The 2040 General Plan establishes the City's vision for future growth and development and does not propose any development projects, in and of itself. Goal Land Use (LU-1) of the 2040 General Plan aims to "*Maintain a compact urban form within the City's projected municipal boundary.*" The land uses allowed under the proposed General Plan provide opportunities for cohesive new growth at in-fill locations within existing urbanized areas of the city, as well as new growth adjacent to existing urbanized areas; however, this would not create physical division within the community.

Within the proposed 2040 General Plan there are approximately 25 land use designations and two overlays. Eight residential designations provide for a range of housing types and densities. Eight commercial and industrial designations provide for a range of income- and employment-generating businesses.

Five mixed use designations support commercial and residential mixed-use development. Four other designations support publicly owned facilities and community-serving uses and accommodate resource conservation, parks, and recreation. Two overlays support the implementation of State requirements for Bay Area Rapid Transit (BART)-owned parcels and for the long-term relocation and decommissioning of the PG&E power transmission corridor orderly.

Also included and analyzed during this General Plan update were changes and revisions to the overall Land Use Map for the 2040 Planning Area.

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The potential changes to the Land Use Map identified throughout this process are based upon public input gathered to date, information contained in the Existing Conditions Report, Visioning Report, Opportunity Areas Virtual Workshop and Survey, Land Use Alternatives and Capacity Report, and City staff and consultant's team consideration of development opportunities and land use constraints.

Many of these land use map revisions and updates are to accommodate the planned growth and development under the 2040 General Plan horizon. As such, given the historical and current population, housing, and employment trends, growth in the City, as well as the entire state, the City would gain population and grow regardless of whether or not the 2040 General Plan is implemented.

By the City analyzing these anticipated growth and changes under the lens of forecasting current and future population, housing, and jobs within the 2040 General Plan horizon period, a more accurate picture for the growth of the City can be reviewed and studied by the decisions makers and the general public. Also, of specific note, the 2040 General Plan Land Use Map was developed to preserve existing neighborhoods throughout the City. This assumption to preserve the character of existing neighborhoods was heavily discussed by local residents and decision makers throughout this process and is included in the overall changes to the Land Use Map.

### *Land Use and Economic Development*

During this process of updating the General Plan it was determined through the various meetings with the major stakeholders and businesses that there was a need to update the land use designations, categories, and descriptions within the Land Use Element and update policies in the Economic Development Element. These changes and updates are a result of the new and emerging technologies, professional development opportunities (live/work), new light manufacturing and research uses and data centers. As such, the 2040 General Plan encourages new opportunities to develop employment, industrial, and commercial centers in the City provided they meet certain development standards.

To meet these new demands for business and economic development opportunities, the 2040 General Plan proposes a new land use designation titled Employment Center Industrial or ECI. The ECI designation is intended to provide sites for administrative, financial, business, professional, medical, and public offices, business incubators, data centers, research and development, custom and light manufacturing, limited assembly, warehousing and distribution, technology and innovation, energy, hospitals and large-scale medical facilities, services, and supporting commercial uses. Development standards and buffering requirements will prevent significant adverse effects on adjacent residential uses. Performance standards in the Draft General Plan will minimize potential environmental impacts, particularly in relation to ECI development proximate to residential, schools, other uses with sensitive receptors, and disadvantaged communities.

Also, most new Employment Center Industrial areas are comprised of mixed use and industrial development opportunities and will be subject to a Specific Plan to ensure implementation and final build-out. Many of the discussed land uses proposed for the ECI designation will be ministerially permitted, as the project sites will already have had the appropriate environmental clearance document adopted. This will ensure the streamlining of future development projects and building permits and avoid unnecessary delays for entitlement and build out of future development projects.

The Marine Commercial designation was retitled “Marina Commercial” and revised to place more emphasis on waterfront-oriented uses, including increasing community access and recreation opportunities, while continuing to support marine-related industries.

### *Traffic Congestion & Multi-Modal Transportation and Alternatives*

One of the most recurring themes discussed throughout this General Plan update process was traffic and circulation. The City along with regional, state, and federal plans, legislation, and policy directives, provide guidelines for the safe operation of streets and transportation facilities in Pittsburg. While the City of Pittsburg has primary responsibility for the maintenance and operation of transportation facilities within the City, Pittsburg staff work continually with responsible regional, state, and federal agencies, including the County of Contra Costa, the Metropolitan Transportation Commission (MTC), Association of Bay Area Governments (ABAG), Contra Costa Transportation Authority (CCTA), the California Department of Transportation (Caltrans), the Federal Highway Administration (FHWA), and others, to maintain, improve, and balance the multi-modal transportation needs of the community and the region.

Implementation of the 2040 General Plan would result in increased development, which would result in new roadways and would increase the number of users on the city’s transportation system. With this increase in traffic there will be a need to ensure that hazards are not increased and that adequate emergency access provisions are made to accommodate increased population and growth. As roadways are widened to accommodate increased average daily traffic, the accommodations will need to be made for all modes of travel and users. Therefore, the 2040 General Plan includes goals and policies in the Circulation and Transportation Element that help strengthen opportunities to improve circulation, access, connectivity, and safety. Many of these updates to this element are a result of feedback and comments from the local community and major stakeholders such as Bike East Bay.

It should be noted that the 2040 General Plan is a programmatic-level document, and traffic and circulation impacts on roadways are typically assessed at the project level. As discussed in the DEIR and FEIR for the 2040 General Plan update, potential hazards and traffic congestion associated with future development projects would be analyzed and evaluated in detail through their own separate environmental review process.

## Planning Commission Staff Report

In addition to the goals and policies within the Circulation and Transportation Element, the City's approach to transportation safety and circulation includes:

- Compliance with design standards – all modifications of the city's transportation network whether by City or developer action are required to comply with applicable design standards. The City's design and construction standards and specifications provide for coordinated and standardized development of City facilities, including roadways, to minimize conflicts and the potential for collisions. The standards apply to, regulate, and guide the design and preparation of plans, and the construction of streets, highways, alleys, drainage, traffic signals, site access, and related public improvements.
- Traffic investigations – the City regularly conducts investigations to address traffic safety concerns raised in the community.
- Traffic calming – the City's Neighborhood Traffic Calming Program is used to reduce speeds and create conditions more conducive to walking and bicycling. The program includes speed hump installation when conditions warrant.

### *Senate Bill 743*

SB 743, passed in 2013, resulted in several statewide CEQA changes. It required the Office of Planning and Research (OPR) to establish new metrics for determining the significance of transportation impacts of projects within transit priority areas (TPAs) and allows OPR to extend the use of those metrics beyond TPAs. OPR selected vehicle miles traveled (VMT) as the preferred transportation impact metric and applied their discretion to require its use statewide. This legislation established that the aesthetic and parking effects of residential, mixed-use residential, or employment center projects on an infill site within a TPA do not create significant impacts on the environment. The revised CEQA Guidelines that implement this legislation became effective on December 28, 2018, and state that vehicle level of service (LOS) and other similar metrics related to delay shall not be used as the sole basis for determining the significance of transportation impacts for land use projects, and that as of July 1, 2020, this requirement shall apply statewide.

The 2040 General Plan includes policies and actions designed to reduce vehicle travel and VMT. The Circulation and Transportation Element addresses providing adequate pedestrian, bicycle, and transit facilities and opportunities, promoting non-vehicle travel modes, requiring employers to implement TDM programs, and ensuring regional coordination on trip and VMT reduction efforts. The EIR addresses transportation and circulation impacts in the context of VMT, rather than LOS, consistent with SB 743.

### *School Planning*

Concerns were raised during this process regarding the siting of schools for future student populations. The City acknowledges that with additional development within the City during the 2040 General Plan horizon, it will be necessary to adjust and plan for

## Planning Commission Staff Report

funding and construction of new school facilities and accommodate a growth in student population.

However, school districts in the Planning Area are anticipated to identify the preferred methods to accommodate growth, including siting new schools, funding, and expanding existing schools. It would be speculative for the City to pre-determine where these developments and expansions would occur. The 2040 General Plan update is not intended to be a master plan for schools, and it is anticipated that the school districts will continue to update their master plans to address projected growth.

As part of the stakeholder outreach completed as part of the 2040 General Plan Update, including meeting with the Pittsburg Unified School District to discuss their concerns and comments, the City included new action items which address potential increases in student populations during the 2040 General Plan. These actions are stated below:

- Action 9-A-6.b: As part of the development application review process, require developers to explore and consider subsequent mitigation agreements with the Pittsburg, Antioch, and Mount Diablo Unified School Districts to determine specific mitigation and phasing requirements for future schools.
- Action 9-A-6.c: Work cooperatively with the Pittsburg, Antioch, and Mount Diablo Unified School Districts to study further the requirements for the siting of schools, based on student generation rates, necessitated by residential development projects.

No specific residential development projects are proposed or entitled as part of the General Plan Update. All pending, approved or under construction residential projects undergo a separate project application review, including project-level environmental review, independent from the 2040 General Plan Update process.

As part of this separate review for approved and under construction projects, compliance with CEQA was required and, where appropriate, the potential to result in project-level impacts related to school facilities were considered as part of the project-level CEQA document. Staff will continue to work with the school districts during the 2040 General Plan period to address any concerns and implement the new action items as residential projects move forward.

### Industrial and Commercial Revitalization

There were several reports and studies prepared beginning in 2019 to focus policies and actions addressing industrial and commercial revitalization each of the 16 Planning Land Use Subareas, including a new North Central River Subarea that provides a framework for redevelopment of the former NRG site. The NRG Revitalization Site is located in the northwestern portion of the city, along Suisun Bay and west of Downtown. While the majority of uses on the site are inactive, the PG&E Pittsburg Power Plant on approximately 38.4 acres is still in operation.

## Planning Commission Staff Report

A development proposal for this project, Bay Walk Specific Plan (Bay Walk), will be reviewed separately from the 2040 General Plan Update and will be analyzed at the project-level under the CEQA Guidelines and Pittsburg Municipal Code.

### Downtown Placemaking

The 2040 General Plan encourages development in the Downtown Planning Subarea and encourages preservation of the historical district and historical buildings. Policy 5-P.1.10 reinforces this by requiring new construction and remodeling throughout Downtown (including the New York Landing Historical District) to be reviewed for design compatibility by the Planning Commission. Also, any future development projects that are considered by the City within the Downtown, each project will be evaluated for conformance with the City's 2040 General Plan, Municipal Code, and other applicable State and local regulations.

While the 2040 General Plan does not directly propose any changes to any historic resources, future development allowed under the General Plan could affect known historical resources (buildings, sites, etc.) or unknown historical resources which have not yet been identified. As such, future development that would affect these designated historic buildings, designated historic sites, all properties located within designated historic districts, and the downtown commercial core would be subject to the Chapter 15.84, Preservation of Historic Structures and Establishment of Historical Districts, of the City's Municipal Code. This chapter of the Code applies to all properties within the city that are designated historic buildings, designated historic sites, all properties located within designated historic districts, and the downtown commercial core.

Also to note and is thoroughly discussed in the 2040 General Plan Environmental Impact Report, the proposed Land Use Map designations for the "Old Town" and remainder of the City's historic core are similar to the existing 2020 Land Use Map designations. This will ensure consistency is maintained by incorporating previous policies and goals that helped to preserve the existing form and character of the "Historical Old Town" and "Downtown".

### Climate Change Adaptation and Resilience and Sustainability

Another theme that generated discussion among the community during this process was the City's response to climate change adaptation and sustainability.

As such, the 2040 General Plan has several goals and policies specific to addressing this, such as policy 11-P-2.1: which directs the City to consider climate change impacts and adaptive responses in long-term planning and current development decisions consistent with the policies and programs of the City's Sustainability Plan and Local Hazard Mitigation Plan.

Also, Policy 10-P-6.13 strengthens the City's resiliency in implementing development standards, mitigation measures, and best practices that require energy conservation and the reduction in greenhouse gases, including:

- Require new development to incorporate energy-efficient features through passive design concepts (e.g., techniques for heating and cooling, building siting orientation, street and lot layout, landscape placement, and protection of solar access);
- Require construction standards which promote energy conservation including window placement, building eaves, and roof overhangs;
- Require all projects to meet or, when feasible, exceed the most current "green" development standards in the California Green Building Standards Code;
- Require developments to include vehicle charging stations that meet or exceed the requirements of State law and to include outdoor electrical outlets. Discourage portable generators or other portable power sources;
- Require best practices in selecting construction methods, building materials, project appliances and equipment, and project design;
- Encourage projects to incorporate enhanced energy conservation measures, electric-only appliances, and other methods of reducing energy usage and greenhouse gas emissions; and
- Require large energy users to implement an energy conservation plan, which may include solar or other non-fossil fuel sources to meet the operation's full power demand and 100% fleet electrification, as part of the project review and approval process, and develop a program to monitor compliance with and effectiveness of that plan.

Of specific mention during this General Plan Update process, the City adopted its first Sustainability Plan in 2023. The Sustainability Plan along with the 2040 General Plan will serve as identified steps towards reducing greenhouse gas emissions in Pittsburg and establish practices the community can implement that are practical and result in real, positive change. The 2040 General Plan references and supports the Sustainability Plan. Finally, the City's commitment to reduce greenhouse gas emissions and become more sustainable as identified throughout the various General Plan update meetings means the community will benefit from various co-benefits, including improved health and safety, high-road job development, connected communities, energy security, and reduced reliance on fossil fuels.

#### *Disadvantaged Communities, Environmental Justice, Health Equity*

Senate Bill (SB) 1000, adopted in 2016, promotes environmental justice through local land use planning. The law requires local governments with disadvantaged communities in their planning areas to develop environmental justice policies as part of their general plans. The City in this 2040 General Plan Update has included a new Community Health and Environmental Justice element to ensure compliance with current state law. This element addresses the City's diversity of cultures, backgrounds, ages, interests, languages, lifestyles, abilities, and socioeconomic status.

Also, in this General Plan Update each element has a specific environmental justice component that addresses the needs of disadvantaged communities and considers environmental justice issues as they relate to City plans, policies, and projects to ensure

disadvantaged and vulnerable communities are engaged and represented in the decision-making process.

### Natural Resource Protection

Specific letters from the public and agencies during the comment period for the DEIR were received raised concerns about the protection of natural resources and development within natural landforms. A central theme of the 2040 General Plan is to preserve and protect the City's natural resources and scenic resources. As discussed in the EIR all future development would be required to be consistent with the 2040 General Plan.

This is expressed in Policy 9-P-1.6, which seeks to preserve and enhance the City's creeks for their value in providing visual amenity, drainage capacity, and habitat value. Goal 9-P-5 seeks to promote improved views of ridgelines and shorelines from public parks and rights-of-way and encourage the preservation, protection, enhancement and use of historical structures and past eras. Policy 9-P-5.1 provides guidance regarding residential development in hillside areas by promoting residential rooflines that are oriented in the same direction as the natural hillside slope. Policy 9-P-5.2 encourages the preservation and enhancement of the natural characteristics of the San Joaquin River Delta in a manner that encourages public access, and Policy 9-P-5.3 seeks to maintain views to and from the San Joaquin River Delta. Furthermore, Goal 9-P-5.4 seeks to *preserve views of natural landforms*, by seeking to preserve significant visual resources that include unique landforms (e.g., skyline ridges, intermediate ridges, hilltops, and rock outcroppings), creeks, lakes, and open spaces areas in a natural state, to the extent possible.

The 2040 General Plan has also been developed to preserve expansive areas of open space and to ensure that new development is located in and around existing urbanized areas, thus ensuring that new development is primarily an extension of the existing urban landscape and minimizes interruption of views of nearby visual features.

In addition to the goals and policies identified above that provide protection for open space resources and visually prominent resources in the Planning Area, a range of policies and actions contained in the Land Use Element are intended to maintain and enhance the overall visual character of the Planning Area, and to avoid the installation of structures or features that conflict with the character of the surrounding area.

Within the Urban Design Element, Policies 4-P-1.2, 4-P-1.4, 4-P-2.1 through 4-P-2.10, and streetscapes, through 4-P-4.6 and Actions 4-A-2.a, 4-A-2.b, 4-A-2.c, and 4-A-4.a through 4-A-4.e include standards for development including preservation of open space areas, viewsheds, ridgelines and the promotion of visual quality through design, landscaping, streetscapes and other physical features.

The implementation of the policies and actions contained in the 2040 General Plan would ensure that new urban residential and non-residential development in the Pittsburg Planning Area is located in and around existing urbanized areas and developed to be visually compatible with nearby open space resources.

## Planning Commission Staff Report

Additionally, the implementation of the policies and actions contained in the Land Use Element and Urban Design Element would further ensure that future development accommodated by the 2040 General Plan is designed in a way that enhances the visual quality of the community, compliments the visual character of the City, and that adverse effects on public views are minimized.

Public Notice: Notice of the April 23, 2024, public hearing on this project was published in the East Contra Costa Times; was sent by electronic mail to local service agencies expected to provide services to, comment agencies and stakeholders, and to individuals who had previously filed written request for such notice; was posted at City Hall, at the and on the City website; and was delivered to the Pittsburg Library, on or before April 12, 2024, in compliance with PMC section 18.14.010 and Government Code sections 65090 and 65091.

### ACTION REQUIRED:

Move to adopt a Resolution recommending the City Council Certify the Final Environmental Impact Report and adopt Findings of Significance and a Statement of Overriding Considerations. Move to adopt a Resolution recommending the City Council approve AP-24-0001 General Plan Amendment and adopt the 2040 General Plan.

### ATTACHMENTS:

1. Resolution Recommending for City Council adoption and Certification of the Final Environmental Impact Report for the 2040 General Plan Update
2. Resolution Recommending for City Council Approval of AP-24-0001 and Adoption of the 2040 General Plan and General Plan Land Use Map, Text, Policies, and Tables and attached Exhibits A and B
  - a. 2040 General Plan, Text, Figures, Policies and Tables
  - b. General Plan Land Use Map
3. 2040 General Plan Draft Environmental Impact Report (available online at the link below:  
[pittsburgca.gov/home/showpublisheddocument/15671/638379669665730000](https://pittsburgca.gov/home/showpublisheddocument/15671/638379669665730000))
4. 2040 General Plan Final Environmental Impact Report – Response to Comments and Errata (available online at the link below:  
[pittsburgca.gov/home/showpublisheddocument/16112/638485347808600000](https://pittsburgca.gov/home/showpublisheddocument/16112/638485347808600000))
5. Adoption Draft 2040 General Plan (available online at the link below:  
<https://www.pittsburgca.gov/home/showpublisheddocument/16145>)
6. Adoption Draft 2040 General Plan – Matrix with Response to Comments
7. Adoption Draft 2040 General Plan Errata

Prepared by: John Funderburg, M.S., Assistant Director of Community and Economic Development

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

|                                        |   |                |
|----------------------------------------|---|----------------|
| Recommending that the City Council     | ) |                |
| Certify the Final Environmental Impact | ) |                |
| Report and adopt Findings of           | ) |                |
| Significance and a Statement of        | ) | Resolution No. |
| Overriding Considerations for the      | ) |                |
| Envision Pittsburgh: 2040 General      | ) |                |
| Plan Update (AP-24-0001 GP, ER)        | ) |                |

The Planning Commission DOES FIND AND RESOLVE as follows:

Section 1. Background

- A. On November 19, 2019, the City Council adopted a Resolution authorizing the planning consultant De Novo Planning Group to begin working on the preparation of the 2040 General Plan Update and associated Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) (Public Resources Code § 21000, *et seq.*). The prior comprehensive update of the City of Pittsburgh General Plan was adopted by the City Council on November 16, 2001.
- B. Since the initial kick-off in 2019 for the 2040 General Plan Update, the General Plan Update team has held several Visioning Workshops. City residents and stakeholders attended workshops at the Pittsburgh City Hall. Each Visioning Workshop included a presentation by the General Plan Update team that explained the role of the General Plan, an overview of the General Plan Update process, and an opportunity for the Visioning Workshop participants to ask questions and obtain further information on the process and the role of the community.
- C. As a result of the Visioning Workshops, the feedback provided by the community, and through numerous pop-up events, the City had a broad, overarching vision for the development of the General Plan Update and identified key community values and priorities for careful consideration in the General Plan Update process.
- D. In August and September 2020, the City hosted an on-line virtual workshop and survey to receive community input related to land use preferences for four opportunity areas in the City. The virtual workshop informed the community of the City's related efforts for the 2040 Pittsburgh General Plan Update and the Brownfields Revitalization Planning effort and helped to create a Land Use Alternatives Report and subsequent maps.
- E. In 2021, the City released the Land Use Alternatives and Capacity Report and conducted a survey and a series of workshops, including community workshops and joint workshops with the City Council and Planning Commission, to receive feedback on the alternatives.

- F. The Land Use Alternatives and Capacity Report presented possible modifications associated with three alternatives (Alternatives A through C) to land use and development intensity in a manner that will support the community's vision for increased economic development opportunities, a range of housing options, preservation of established residential neighborhoods, and quality job growth.
- G. As a result of Planning Commission and City Council consideration of the Land Use Alternatives and Capacity Report and the community's feedback regarding the alternatives, the Planning Commission and City Council provided input that resulted in a hybrid alternative land use map alternative, Alternative D, which contained elements of the three initial alternatives. The Alternative D Land Use map was used as the base map for the 2040 General Plan Update.
- H. The 2040 General Plan includes this base map and is a policy document that serves as the City's General Plan. The 2040 General Plan is supported by a number of reports and documents that informed its development. However, the actual amount of development that will occur throughout the planning horizon of the General Plan is based on many factors outside of the City's control. Actual future development will depend on future real estate and labor market conditions, property owner preferences and decisions, site-specific constraints, and other factors.
- I. On April 20, 2022, a Notice of Preparation (NOP) for an EIR for the 2040 General Plan Update was circulated to trustee and responsible agencies, the State Clearinghouse, and the public. A scoping meeting was held on May 5, 2022, via a web-based video meeting. No public or agency comments on the NOP related to the EIR analysis were presented or submitted during the scoping meeting. However, during the 30-day public review period for the NOP, which ended on May 20, 2022, ten written comment letters were received on the NOP.
- J. On December 12, 2023, the City circulated a Draft EIR to the State Clearinghouse, trustee and responsible agencies, and the public. A Notice of Completion (NOC) was filed, a Notice of Availability (NOA) was published, and a 60-day public review period was provided between December 12, 2023, and February 9, 2024, to receive public and agency comments on the adequacy of the environmental analysis contained in the Draft EIR. During the public review period, the City conducted three public workshops to receive community input on the General Plan Update. Workshops were held on January 31, February 1, and February 3, 2024. The City received 17 comment letters during the 60-day review period for the Draft EIR.
- K. A Final EIR was prepared and circulated on April 12, 2024, to address comments received in response to the Draft EIR. The City prepared written responses to the Draft EIR comments and made textual changes to the Draft EIR where warranted. The responses to the comments are provided in Final EIR in Chapter 2.0, and all changes to the text of the Draft EIR are summarized in Chapter 3.0. Responses to comments received during the comment period for the Draft EIR do not involve any new significant impacts or "significant new information" that would require recirculation of the Draft EIR pursuant to CEQA Guidelines Section 15088.5.
- L. The Final EIR identified certain environmental effects that could result from approval

of the 2040 General Plan Update. Many of these potentially significant impacts will be avoided or substantially lessened through implementation of the policies and actions incorporated into the 2040 General Plan itself. These policies and actions are also identified, corresponding to the potential impacts they would reduce.

- M. The FEIR identified potentially significant effects on the environment, which would not be mitigated to a level of less than significant after mitigation. In accordance with CEQA Guidelines Section 15093, the City Council will balance the benefits of the General Plan Update against the unavoidable significant impacts and will determine if specific economic, social, or other benefits of the General Plan Update outweigh the potentially significant, unavoidable effects on the environment.
- N. Notice of the April 23, 2024, public hearing for a recommendation by the Planning Commission for the City Council to adopt the 2040 Draft General Plan and Certify the Final Environmental Impact report was published, posted, and emailed to all interested parties on Friday April 12, 2024.
- O. On or before April 12, 2024, in accordance with Government Code sections 65090 and 65091, and Pittsburg Municipal Code (PMC) section 18.14.020, a "Notice of Public Hearing" for the April 23, 2024, public hearing on this item was published in the East County Times; posted at City Hall and in the "Public Notices" section of the city website; was mailed via first class or electronic mail to all local service agencies expected to provide future services and to individuals and groups who had previously filed written request for such notice. In addition, although not required, the notice was also published on [www.nextdoor.com](http://www.nextdoor.com) ("Nextdoor").
- P. On April 23, 2024, the Planning Commission held a public hearing on Planning Application No. 24-0001 (GP, ER), at which time all persons had an opportunity to and did present oral and/or written testimony, which was considered by the Planning Commission.

## Section 2. Findings

- A. Based on the full administrative record before the Planning Commission, including but not limited to the Planning Commission Staff Report entitled, "Recommendation by the Planning Commission to the City Council for Adoption of the Envision Pittsburg: 2040 General Plan Update and Certification of the Final Environmental Impact Report (AP-24-0001),"; all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg; reports, technical studies, analyses, and memoranda; and all written and oral testimony presented at the public hearing, the Planning Commission finds that:
  - 1. All recitals above are true and correct and are incorporated herein by reference.
  - 2. The 2040 Draft General Plan Update was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including CEQA and the CEQA Guidelines, 14. Cal. Code Regs. § 15000 et seq. Agencies and interested members of the public have been afforded ample notice

and opportunity to comment on the 2040 General Plan Update and environmental documents, including the Final EIR .

3. All impacts identified in the Final EIR, which also includes all responses to comments on the Draft EIR and an Errata, have been independently reviewed and considered, prior to making a recommendation on the 2040 Draft General Plan Update.

### Section 3. Recommendation

Based on the findings set forth above, the Planning Commission hereby recommends that the City Council:

- A. Certify pursuant to CEQA Guidelines Section 15090 the Final EIR for the 2040 General Plan Update and adopt Findings of Significance, and a Statement of Overriding Considerations as appropriate.

### Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing resolution was passed and adopted this 23<sup>rd</sup> day of April 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. \_\_\_\_\_ was adopted by the Planning Commission of the City of Pittsburg on April 23, 2024.

\_\_\_\_\_  
JOHN L. FUNDERBURG, III, M.S. SECRETARY  
PITTSBURG PLANNING COMMISSION

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Recommending that the City Council Adopt )  
the Proposed Envision Pittsburgh: ) Resolution No.  
2040 General Plan Update and Associated )  
Text, Tables and Figures (AP-24-0001 GP, ER)

The Planning Commission DOES FIND AND RESOLVE as follows:

Section 1. Background

- A. On November 19, 2019, the City Council adopted a Resolution authorizing the planning consultant De Novo Planning Group to begin working on the preparation of the 2040 General Plan Update and associated Environmental Impact Report (EIR) under the California Environmental Quality Act (CEQA) (Public Resources Code § 21000, *et seq.*). The prior comprehensive update of the City of Pittsburg General Plan was adopted by the City Council on November 16, 2003.
- B. Since the initial kick-off in 2019 for the 2040 General Plan Update, the General Plan Update team has held several Visioning Workshops. City residents and stakeholders attended workshops at the Pittsburg City Hall. Each Visioning Workshop included a presentation by the General Plan Update team that explained the role of the General Plan, an overview of the General Plan Update process, and an opportunity for the Visioning Workshop participants to ask questions and obtain further information on the process and the role of the community.
- C. As a result of the Visioning Workshops, the feedback provided by the community, and through numerous pop-up events, the City had a broad, overarching vision for the development of the General Plan Update and identified key community values and priorities for careful consideration in the General Plan Update process.
- D. In August and September 2020, the City hosted an on-line virtual workshop and survey to receive community input related to land use preferences for four opportunity areas in the City. The virtual workshop informed the community of the City's related efforts for the 2040 Pittsburg General Plan Update and the Brownfields Revitalization Planning effort and helped to create a Land Use Alternatives Report and subsequent maps.
- E. In 2021, the City released the Land Use Alternatives and Capacity Report and conducted a survey and a series of workshops, including community workshops and joint workshops with the City Council and Planning Commission, to receive feedback on the alternatives.

- F. The Land Use Alternatives and Capacity Report presented possible modifications associated with three alternatives (Alternatives A through C) to land use and development intensity in a manner that will support the community's vision for increased economic development opportunities, a range of housing options, preservation of established residential neighborhoods, and quality job growth.
- G. As a result of Planning Commission and City Council consideration of the Land Use Alternatives and Capacity Report and the community's feedback regarding the alternatives, the Planning Commission and City Council provided input that resulted in a hybrid alternative land use map alternative, Alternative D, which contained elements of the three initial alternatives. The Alternative D Land Use map was used as the base map for the 2040 General Plan Update.
- H. The 2040 General Plan includes this base map and is a policy document that serves as the City's General Plan. The 2040 General Plan is supported by a number of reports and documents that informed its development. However, the actual amount of development that will occur throughout the planning horizon of the General Plan is based on many factors outside of the City's control. Actual future development will depend on future real estate and labor market conditions, property owner preferences and decisions, site-specific constraints, and other factors.
- I. On December 12, 2023, copies of the 2040 Draft General Plan and Draft EIR were released for public review and comment. The public review and comment period ended on February 9, 2024. The City received a combined 16 comment letters and emails from interested parties, local agencies, and residents on the Draft General Plan. The 16 comment letters received focused on the 2040 Draft General Plan and did not address the adequacy of the Draft EIR and were addressed by updating text, tables, and figures as necessary in the Draft General Plan.
- J. Notice of the April 23, 2024, public hearing for a recommendation by the Planning Commission for the City Council to adopt the 2040 General Plan and Certify the Final Environmental Impact report was published, posted, and emailed to all interested parties on Friday April 12, 2024.
- K. Government Code Section 65358 provides that the legislative body of a local government agency may amend its general plan, in whole or in part, if it finds that the amendment would be in the public interest. No more than four general plan amendments to each required element may be adopted within one calendar year. For the 2024 calendar year, the City Council has adopted one General Plan amendment to the General Plan.
- L. The California Government Code and Pittsburg Municipal Code (PMC) identify the Planning Commission as the advisory body to the City Council on amendments to the General Plan. Government Code section 65353(a) requires that the Commission conduct at least one public hearing prior to making its recommendation on a proposed General Plan amendment.

- M. On or before April 12, 2024, in accordance with Government Code sections 65090 and 65091, and PMC section 18.14.020, a “Notice of Public Hearing” for the April 23, 2024, public hearing on this item was published in the East County Times; posted at City Hall and in the “Public Notices” section of the city website; was mailed via first class or electronic mail to all local service agencies expected to provide future services and to individuals and groups who had previously filed written request for such notice. In addition, although not required, the notice was also published on [www.nextdoor.com](http://www.nextdoor.com) (“Nextdoor”).
- N. On April 23, 2024, the Planning Commission held a public hearing on Planning Application No. 24-0001 (GP, ER), at which time all persons had an opportunity to and did present oral and/or written testimony, which was considered by the Planning Commission.

## Section 2. Findings

- A. Based on the full administrative record before the Planning Commission, including but not limited to the Planning Commission Staff Report entitled, “Recommendation by the Planning Commission to the City Council for Adoption of the Envision Pittsburg: 2040 General Plan Update and Certification of the Final Environmental Impact Report (AP-24-0001),”; all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg; reports, technical studies, analyses, and memoranda; and all written and oral testimony presented at the public hearing, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
  2. The 2040 General Plan Update was processed, including but not limited to all public notices, in the time and manner prescribed by State and local law, including Government Code §65350 et seq., CEQA, and the CEQA Guidelines, 14. Cal. Code Regs. § 15000 et seq. Agencies and interested members of the public have been afforded ample notice and opportunity to comment on the 2040 Draft General Plan Update and environmental documents, including the Final EIR.
  3. The 2040 General Plan Update contains a thorough and adequate treatment of land use, economic, environmental, and development issues for the area affected by the Project.
  4. The 2040 General Plan Update is internally consistent and is not a detriment to the public interest, health, safety, and welfare of the City.
  5. The 2040 General Plan Update encourages appropriate land uses, enhancements to the community’s character, actions to support adequate services and resources for youth, seniors, families, and disadvantaged populations, conservation of natural resources, new jobs-generating development, provisions of urban services and utilities, multi-modal transportation system and facilities, and enhancement of the property tax base.

6. The 2040 General Plan Update includes a wide variety of objectives, policies, and implementing programs designed to enhance the public health, safety, and welfare, including the Land Use, Environmental Justice, and Safety Elements which address compatibility of land uses and protection of the public, including disadvantaged communities and sensitive receptors, from adverse effects of development, soil limitations, flood hazards, potable water supplies, emergency preparedness, fire protection, police protection, and climate-related changes.
7. All impacts identified in the Final EIR, which also includes all responses to comments on the Draft EIR and an Errata, have been independently reviewed and considered, prior to making a recommendation on the 2040 Draft General Plan Update.

### Section 3. Recommendation

Based on the findings set forth above, and pursuant to Government Code section 65354, the Planning Commission hereby recommends that the City Council adopt a resolution (as applicable) to:

- A. Amend and update the General Plan as substantially presented in “Exhibits A and B” of this resolution, as well as modify other General Plan text, tables, and charts as necessary to reflect the change in land use acreages and maintain internal consistency.
- B. Authorize staff to make non-substantive changes to the 2040 General Plan, including corrections, fixing typographical or grammatical errors, and updating maps to reflect boundary changes.

### Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, the foregoing resolution was passed and adopted this 23<sup>rd</sup> day of April 2024, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. \_\_\_\_\_ was adopted by the Planning Commission of the City of Pittsburgh on April 23, 2024.

\_\_\_\_\_  
JOHN L. FUNDERBURG, III, M.S. SECRETARY  
PITTSBURG PLANNING COMMISSION

**Attachment 5:  
2040 Final Draft General Plan**

Available online at:

[pittsburgca.gov/2040GeneralPlan](http://pittsburgca.gov/2040GeneralPlan)

# **ATTACHMENT 2.b. – 2040 ADOPTION DRAFT GENERAL PLAN LAND USE MAP (APRIL 2024)**

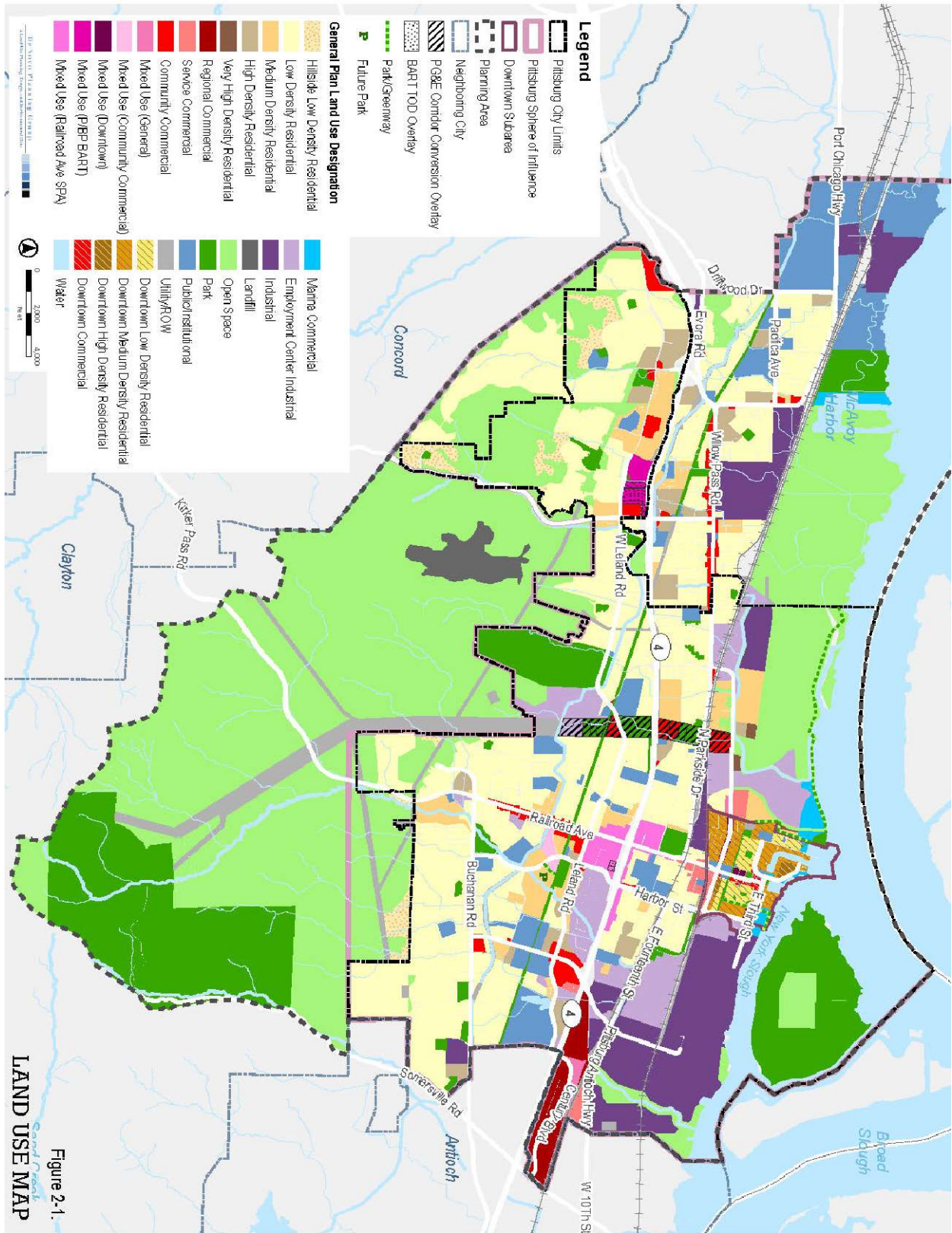


Figure 2-1.  
LAND USE MAP

**Attachment 3:**  
**2040 General Plan Draft Environmental Impact Report (EIR)**

Available online at:

[pittsburgca.gov/2040GeneralPlanDraftEIR](http://pittsburgca.gov/2040GeneralPlanDraftEIR)

**Attachment 4:**  
**2040 General Plan Final Environmental Impact Report (EIR) – Response to  
Comments and Errata**

Available online at:

[pittsburgca.gov/2040GeneralPlanFinalEIR](https://pittsburgca.gov/2040GeneralPlanFinalEIR)

**Attachment 5:  
2040 Final Draft General Plan**



## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <b>Comment</b>                                     | <b>Recommended Change</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Response</b>                                                   |
|----------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| General Plan Comments (Not Addressed in Final EIR) |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |                                                                   |
| Letter A - Ohlson                                  | Circulation Element: Include a definition of "Active Transportation" on the right margin                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Revision made.                                                    |
| Letter A - Ohlson                                  | Circulation Element Policy 7-P-1.1: Define or differentiate between "Trail" and "Path."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | Revision not made. These terms can be used interchangeably.       |
| Letter A - Ohlson                                  | Circulation Element Policy 7-P-1.2: Change to "Consider all modes of transportation, including opportunities to increase access and connectivity, in planning, design, and construction of all transportation projects to create safer, more livable, and more inviting environments for pedestrians, bicyclists, motorists, and public transit users of all ages and capabilities with an emphasis on Vision Zero and Complete Streets best practices."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       | Revision made.                                                    |
| Letter A - Ohlson                                  | Circulation Element Policy 7-P-1.7: Change to: "Strive to maintain delay-based level of service (LOS) D for motor-vehicle traffic as the minimum acceptable service standard for all signalized and stop-controlled intersections at all times (including during peak periods) unless maintenance of LOS would, in the City's judgement, be infeasible or conflict with the achievement of other City goals. Congestion in excess of LOS D will be acceptable in these cases, provided that provisions, where feasible, are made to improve vehicle traffic flow and up-to-date provision of facilities for non-vehicular transportation are included as part of a development project or City-initiated project. In the designated Downtown core, as defined by the City's General Plan and illustrated by the City's Subdivision map, LOS E would be considered as an acceptable service standard to account for the more urban, pedestrian-oriented character of the area." | <i>Revision not made. Noted for decision-maker consideration</i>  |
| Letter A - Ohlson                                  | Circulation Element Policy 7-P-1.8: Change to "Maintain the carrying capacity and safety of arterial roadways by controlling the number of intersections, commercial driveways, and residential access points."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>Revision not made. Noted for decision-maker consideration.</i> |
| Letter A - Ohlson                                  | Circulation Element Policy 7-P-1.9: Change to "Implement transportation improvements to maintain roadway operations and safety while striving to improve comfort of all road users, especially those using Active Transportation.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <i>Revision not made. Noted for decision-maker consideration.</i> |
| Letter A - Ohlson                                  | Circulation Element Action 7-A-1.a: Change to "Evaluate project's traffic and vehicle miles traveled (VMT) impacts of development projects based on the City's Transportation Impact Analysis Guidelines to determine transportation impacts to all users and to require projects to address impacts consistent with the requirements of CEQA."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>Similar correction made.</i>                                   |
| Letter A - Ohlson                                  | Circulation Element Action 7-A-1.c: Change to "Adopt Vision Zero with the goal of eliminating severe injury and fatal collisions."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <i>Similar revision made.</i>                                     |
| Letter A - Ohlson                                  | Circulation Element Action 7-A-1.e: Change to "Use motor-vehicle traffic calming tools and speed reduction strategies in new development and design of roadway improvements to assist in implementing complete streets principles and encouraging active transportation. Possible tools include roundabouts, raised intersections, curb extensions, reduced motor-vehicle traffic lane width, high visibility crosswalks, and rectangular rapidly-flashing beacons."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | <i>Similar revision made.</i>                                     |
| Letter A - Ohlson                                  | Circulation Element Action 7-A-1.h: Change to "Strongly discourage pass-through vehicle-traffic and speeding on local residential streets."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <i>Revision made.</i>                                             |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <b>Comment</b>    | <b>Recommended Change</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | <b>Response</b>                                                   |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
| Letter A - Ohlson | Circulation Element: Add actions<br>7-A-1.j: "Include crosswalks in all four quadrants of every signalized intersection. Retrofit existing intersections as the opportunities present themselves."<br>Page 132. Add 7-A-1.k: "Bicycle lanes on streets that have bicycle lanes must extend all the way up to the limit line of every intersection."<br>Page 132. Add 7-A-1.l: "Follow the most recent update of the Highway Design Manual when upgrading/adjusting/adding bicycle facilities throughout the City." | <i>Revision not made. Noted for decision-maker consideration.</i> |
| Letter B - Ohlson | Circulation Element: Page 133. Policy 7-P-2.1: Change to: "Cooperate with private entities and other public agencies to promote and enhance local and regional transit serving Pittsburg."                                                                                                                                                                                                                                                                                                                         | <i>Revision made.</i>                                             |
| Letter B - Ohlson | Circulation Element: Page 133. Policy 7-P-2.4: Change to: "Ensure that safe and continuous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development."                                                                                                                                                                                                                                                               | <i>Revision made.</i>                                             |
| Letter B - Ohlson | Circulation Element: Page 133. Policy 7-P-2.5: Change to: "Work with school districts, school administrators, and parents of school students to develop a "suggested routes to school" program for students who bicycle and walk, which is consistent with Pittsburg Moves Active Transportation Plan."                                                                                                                                                                                                            | <i>Revision not made. Noted for decision-maker consideration.</i> |
| Letter B - Ohlson | Circulation Element: Page 133. Policy 7-P-2.6: Change to: "Endorse Transportation Demand Management (TDM) strategies to reduce reliance on single-occupant motor-vehicle trips and reduce commuter traffic."                                                                                                                                                                                                                                                                                                       | <i>Revision made.</i>                                             |
| Letter B - Ohlson | Circulation Element: Page 133. 7-A-2.a: Change to: "Support efforts by public agencies and/or private entities to promote use of and expansion of BART, the area's passenger heavy-rail transportation system. Additionally, support efforts to build a passenger light-rail system that feeds into BART and other multi-modal transit options."                                                                                                                                                                   | <i>Similar revision made.</i>                                     |
| Letter B - Ohlson | Circulation Element: Page 135. 7-A-2.g: Change to: "Work with Tri-Delta and County Connection to provide input to the entities that are charged with scheduling traffic signal timing on streets with bus traffic in order that buses move quickly and efficiently."                                                                                                                                                                                                                                               | <i>Similar revision made.</i>                                     |
| Letter B - Ohlson | Circulation Element: Page 135. 7-A-2.h: Change to: "Require mitigations from development proposals that increase transit demand above service levels provided by transit operators or create conflicts with existing transit operations. Require mitigations from development proposals in order that sufficient facilities for pedestrians and bicyclists may be constructed throughout the City."                                                                                                                | <i>Similar revision made.</i>                                     |
| Letter B - Ohlson | Circulation Element: Page 135. 7-A-2.i: Change to: "As part of development approval, ensure that safe and continuous routes for pedestrians and bicyclists are provided within the development project and on any roadways that are impacted as a result of the new development."                                                                                                                                                                                                                                  | <i>Revision made</i>                                              |
| Letter B - Ohlson | Circulation Element: Page 135. 7-A-2.l: Change to: "Review and consider opportunities to reduce transportation impact fees on new non-residential development projects commensurate with provision of TDM measures where such measures will reduce demands on the vehicle transportation network and where such reductions are feasible. Project proponents taking                                                                                                                                                 | <i>Similar revision made.</i>                                     |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <i>Comment</i>    | <i>Recommended Change</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <i>Response</i>                                                   |
|-------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------|
|                   | advantage of such reductions must agree to adopt and implement the specified TDM measures and monitoring practices as a condition of project approval."                                                                                                                                                                                                                                                                                                                                                                                                               |                                                                   |
| Letter B - Ohlson | Circulation Element: Page 136. 7-A-2.m: Change to: "Encourage major employers to establish designated parking areas for carpools, electric vehicles, clean air vehicles, and to secure bicycle parking areas. Encourage the provision of electric charging stations/outlets for vehicles/devices needing same."                                                                                                                                                                                                                                                       | <i>Similar revision made.</i>                                     |
| Letter B - Ohlson | Circulation Element: Page 132. Add 7-A-1.k: "Include bike lanes on both sides of all arterial and collector streets throughout the City. Wherever possible, these bike lanes should be protected bike lanes. Alternatively, a Class IV bicycle facility could be constructed on one side of the arterial or collector street as long as there is a signalized intersection at both the beginning and the end of the Class IV facility and the facility is at least three-quarters of a mile long. Retrofit existing streets as the opportunities present themselves." | <i>See 7-A-3.l.</i>                                               |
| Letter C - Ohlson | Circulation Element: Page 137. 7-P-3.3: Change to: "Require all new roadways or roadways that are widened by at least one additional vehicle traffic lane and all new developments to accommodate pedestrians and bicyclists."                                                                                                                                                                                                                                                                                                                                        | <i>Similar revision made.</i>                                     |
| Letter C - Ohlson | Circulation Element: Page 137. 7-P-3.6: Change to: "Require bicycle facilities and other alternative transportation facilities to be provided as part of new developments, especially future employment sites, public facilities, and multi-family residential complexes."                                                                                                                                                                                                                                                                                            | <i>Revision not made. Noted for decision-maker consideration.</i> |
| Letter C - Ohlson | Circulation Element: Page 137. 7-A-3.b: Change to: "Provide adequate roadway width dedications for bicycle lanes and other on-street facilities on all new and upgraded public streets. Minimize and eliminate as much as possible on-street bicycle routes. A bicycle route in this case is defined as an on-street facility where automobiles and bicycles are required to share the same (narrow) vehicle traffic lane."                                                                                                                                           | <i>Partial revision. Noted for decision-make consideration.</i>   |
| Letter C - Ohlson | Circulation Element: Page 140. 7-A-3.c: Change to: "Repair or replace crosswalk and bike lane markings that are faded, damaged, or missing. Existing roadway conditions should be assessed regularly."                                                                                                                                                                                                                                                                                                                                                                | <i>Revision made.</i>                                             |
| Letter C - Ohlson | Circulation Element: Page 140. 7-A-3.f: Change to: "Identify and implement opportunities to reconfigure roadways with excessive capacity to accommodate new or enhanced bicycle and pedestrian facilities. Excessive capacity is defined as more than one motor-vehicle traffic lane in each direction. Reconfiguration of the space between the curb faces is to connect the existing bicycle lanes and pedestrian sidewalks into a complete network that will facilitate safe and efficient Active Transportation movement."                                        | <i>Partial revision. Noted for decision-make consideration.</i>   |
| Letter C - Ohlson | Circulation Element: Page 140. 7-A-3.h: Change to: "Promote reduced motor vehicle ownership to encourage the use of alternative transportation options including, transit, bicycles, and walking."                                                                                                                                                                                                                                                                                                                                                                    | <i>Partial revision (7-P-3.7).</i>                                |
| Letter C - Ohlson | Circulation Element: Page 140. 7-A-3.i: Change to: "Require developers to provide pedestrian and bicycle access to parks, schools, and transit stops in the design of new residential neighborhoods."                                                                                                                                                                                                                                                                                                                                                                 | <i>Partial revision.</i>                                          |
| Letter C - Ohlson | Circulation Element: Page 141. 7-P-4.3: Change to: "Apply to all local funding opportunities for the development and maintenance of bike paths and bikeways."                                                                                                                                                                                                                                                                                                                                                                                                         | <i>Partial revision.</i>                                          |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <b>Comment</b>    | <b>Recommended Change</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <b>Response</b>                                                                                                                                                                                               |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Letter C - Ohlson | Circulation Element: Page 141. 7-P-4.4: Change to: "Proactively monitor and access the development of emerging transportation technologies, such as autonomous vehicles, electric bikes, and micromobility; prepare the City for their incorporation into the transportation system in a safe and appropriate manner."                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | <i>Partial revision.</i>                                                                                                                                                                                      |
| Letter C - Ohlson | Circulation Element: Page 141. 7-A-4.e: Question: What is a "hillside access route" and why shouldn't the developer pay for it?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |                                                                                                                                                                                                               |
| Letter C - Ohlson | Circulation Element: Page 141. 7-A-4.f: Separate the Range Road overpass from the remainder of this item. That will require renumbering. Question: What is an "overchange?" Question: Has PG&E weighed in on our plan to build a road along its utility corridor between Willow Pass Road and West Leland Road? Note1: Caltrans does not allow the construction of new interchanges within one mile of existing interchanges. Note2: The distance between the PG&E utility corridor and the Railroad Avenue interchange is WELL under one mile.                                                                                                                                                                                                                                                                                                                                                                                                                                        | <i>Partial revision.</i>                                                                                                                                                                                      |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Willow Pass Rd & Evora Rd/SR-4) Please explain where the northbound on-ramp is located. Shouldn't this be southbound? Include: "Retain or install bike lanes on both sides of Willow Pass Road and Evora Road. Install crosswalks in all four quadrants of this intersection." (Question: Is this intersection even within the boundaries of Pittsburg?)                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <i>This is the westbound/northbound SR 4 entrance. Intersection is within City limits (southern portion) and Planning Area (northern portion). Revision not made. Noted for decision-maker consideration.</i> |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (San Marco Blvd & W. Leland Rd) Change to: "Install second left-turn lanes for eastbound and northbound approaches. Include bike lanes between dedicated through lanes and dedicated left-turn lanes. Convert one west-bound through lane to west-bound left-turn lane. Include a bike lane between the dedicated through lane and the dedicated left-turn lane. Install a northbound right-turn lane. Include a bike lane between the northbound dedicated right-turn lane and the northbound dedicated through lane. Include bike lanes along right edges of all streets of this intersection all the way up to the limit lines. Install crosswalks in all four quadrants of this intersection."                                                                                                                                                                                                                                           | <i>Revision not made. Noted for decision-maker consideration.</i>                                                                                                                                             |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Bailey Rd & W. Leland Rd) Change to: "Install channelized eastbound right-turn lane with receiving lane. Include bike lane between the dedicated right-turn lane and dedicated through lane. Include bike lane to the right of the receiving lane. Have the westbound right-turn lane operate with an overlap phase. Include a bike lane between the dedicated right-turn lane and the dedicated through lane. Modify the southbound right-turn lane to a through-right. Include a bike lane between the dedicated right-turn lane and the dedicated through lane. Modify the eastbound through-right turn lane to a dedicated right-turn lane with an overlap phase. Include a bike lane between the dedicated right-turn lane and the dedicated through lane. Include bike lanes along right edges of all streets of this intersection all the way up to the limit lines. Install crosswalks in all four quadrants of this intersection." | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                              |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <b>Comment</b>    | <b>Recommended Change</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <b>Response</b>                                                                                                                                                                                                      |
|-------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Railroad Ave and SR-4 WB on-ramp/California Ave) Change to: "Promote implementation of BART connectivity project. Include bike lanes along right edges of Railroad Avenue of this intersection all the way up to the limit lines. Include crosswalks in all four quadrants of this intersection."                                                                                                                                                                                               | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Railroad Ave and SR-4 EB ramps) Change to: "Prohibit right-turn on red at the EB off-ramp. Install prominent lighted Right Turn on Red Prohibited signs. Install a dedicated signal phase for pedestrians at EB on-ramp side. Include prominent lighted Right Turn on Red Prohibited signs as appropriate. Include bike lanes along right edges of Railroad Avenue through this intersection all the way up to the limit lines. Install crosswalks in all four quadrants of this intersection." | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Railroad Ave/Kirker Pass Rd/Buchanan Rd) Add: "Include a bike lane between any dedicated right-turn lanes and any dedicated through lanes on all legs of this intersection as appropriate. Install crosswalks in all four quadrants of this intersection." Please translate "L, T, T, R to L, T, R." into English. If each of these letters indicates a traffic lane, why aren't there the same number of lanes after the intersection is upgraded?                                             | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Buchanan Rd & Harbor St/Campbell Dr) Change to: "Widen Buchanan Rd to a four-lane configuration near this intersection. Include crosswalks in all four quadrants of this intersection. Include raised medians with pedestrian "beg" buttons in the centers of both medians of Buchanan Rd. Include bike lanes all the way up to and away from the crosswalk limit-lines on both sides of Buchanan Rd and Harbor St. Install pedestrian "beg" buttons in median islands."                        | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Loveridge Rd & California Ave/N. Park Blvd) Change to: "Install second east-bound right-turn lane. Include a bike lane all the way up to the crosswalk limit line between the left-most dedicated right-turn lane and the right-most dedicated through lane. Install crosswalks in all four quadrants of this intersection. Install pedestrian "beg" buttons in median islands."                                                                                                                | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter C - Ohlson | Circulation Element: Page 143. Table 7.2. (Loveridge Rd & SR-4 EB Ramps) Change to: "Modify eastbound left-through lane to a left-through-right lane. Include crosswalks in all four quadrants of this intersection. Install pedestrian "beg" buttons in median islands."                                                                                                                                                                                                                                                                  | <i>Revision not made. Noted for decision-maker consideration</i>                                                                                                                                                     |
| Letter D - Ohlson | Questions re: Circulation Element:<br>Page 141. 7-A-4.e: Question: What is a "hillside access route" and why shouldn't the developer pay for it?                                                                                                                                                                                                                                                                                                                                                                                           | <i>Hillside access routes are roadways programmed for future development in mostly undeveloped hillside areas. The developer may be required to pay for the improvements as part of future development projects.</i> |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <i>Comment</i>    | <i>Recommended Change</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | <i>Response</i>                                                                                                                                                                                                                                                                                                             |
|-------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                   | Page 141. 7-A-4.f: Question: What is an "overchange?"                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <i>"Overchange" has been corrected to "interchange."</i>                                                                                                                                                                                                                                                                    |
|                   | Page 143. Table 7.2. (Willow Pass Rd & Evora Rd/SR-4) Please explain where the northbound on-ramp is located. Shouldn't this be southbound? Question: Is this interchange even within the boundaries of Pittsburg?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <i>This is the westbound/northbound SR 4 entrance. Intersection is within City limits (southern portion) and Planning Area (northern portion). Revision not made. Noted for decision-maker consideration.</i>                                                                                                               |
|                   | Page 143. Table 7.2. (Railroad Ave/Kirker Pass Rd/Buchanan Rd) Please translate "L, T, T, R to L, T, R." into English. If each of these letters indicates a traffic lane, why aren't there the same number of lanes after the intersection is upgraded?                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | <i>Left Lane, Through Lane, Through Lane, Right Lane to Left Lane, Through Lane, Right Lane</i>                                                                                                                                                                                                                             |
|                   | Page 141. 7-A-4.f: Question: Has PG&E weighed in on our plan to build a road along its utility corridor between Willow Pass Road and West Leland Road? Has Caltrans been consulted regarding the construction of an interchange at the PG&E utility corridor crossing of Highway 4? Note: Caltrans does not allow the construction of new interchanges within one mile of existing interchanges. (That is why we are planning to build only an overcrossing and not an interchange at Range Road.) The distance between the PG&E utility corridor and the Railroad Avenue interchange is WELL under one mile....                                                                                                                       | <i>The inclusion of the PG&amp;E Conversion Corridor in the 2040 General Plan is intended to lead to discussions with PG&amp;E and Caltrans regarding improvements along this corridor and development of a long-term plan to provide for conversion of the corridor and improvements to the City's circulation system.</i> |
| Letter F - Ohlson | <p>Circulation Element - New language / policies / actions to be added where appropriate:</p> <p>The Circulation Element reflects the City's desire to provide for complete street, bicycle, and pedestrian facilities. This element considers overall mobility, existing and desired land uses, future street conditions, and mobility for non-automobile users, including safe routes to schools. This element establishes standards that guide development of the transportation system through goals, policies, and actions.</p> <p>Ensure that the City's circulation network is maintained and improved over time to support buildout of the General Plan in a manner that is consistent with the General Plan Roadways Map.</p> | <p><i>Portion of revisions made. See:</i></p> <p><i>Page 7-1</i></p> <p><i>Policy 7-P-1.1</i></p> <p><i>Action 7-A-1.1</i></p> <p><i>The CCTA Model Growth Management Element (November 2022) has</i></p>                                                                                                                   |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <i>Comment</i> | <i>Recommended Change</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    | <i>Response</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
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|                | <p>Ensure that the City's circulation network is a well-connected system of streets, roads, highways, bicycle facilities, sidewalks, and paths that effectively accommodates vehicular and non-vehicular traffic in a manner that considers the context of surrounding land uses and the needs of all roadway users.</p> <p>When analyzing impacts to the circulation network created by new development or roadway improvements, consider the needs of all users, including those with disabilities, ensuring that pedestrians, bicyclists, and transit riders are considered at a level equal to that of automobile drivers.</p> <p>Maintain the Multimodal Transportation Service Objective (MTSO) standards set forth for designated regional transportation facilities that pass through Pittsburg, as identified in the East County Action Plan for Routes of Regional Significance, produced by the TRANSPLAN Committee and Contra Costa Transportation Authority (CCTA).</p> <p>List the Routes of Regional Significance identified within and surrounding Pittsburg by the East County Action Plan for Routes of Regional Significance.</p> <p>Intersections may be exempted from the LOS standards established in cases where the City Council finds that the infrastructure improvements needed to maintain vehicle LOS (such as roadway or intersection widening) would be in conflict with goals of improving multimodal circulation, or would lead to other potentially adverse environmental impacts. For those locations where the City allows a reduced motor vehicle LOS standard, additional multimodal improvements may be required in order to reduce impacts to mobility.</p> <p>Improve circulation in locations with high levels of congestion, but avoid major increases in street capacities to remedy severe traffic congestion on major arterial corridors.</p> <p>Consider all transportation improvements as opportunities to improve safety, access, and mobility for all roadway users.</p> <p>Provide high quality regular maintenance for existing and future transportation facilities including streets, sidewalks, and bicycle facilities.</p> <p>Maximize the use of matching funding grant sources to provide construction and ongoing maintenance, operation, and management of the City's circulation network.</p> <p>Consider roundabouts in lieu of traffic signals where appropriate conditions exist to maximize intersection efficiency, maintain continuous but moderate traffic flow, reduce accident severity, and enhance safe pedestrian and bicyclist circulation.</p> <p>Maintain and improve critical transportation facilities for emergency vehicle access and emergency evacuation needs.</p> <p>Maintain the transportation system, consistent with the City Truck Routes List, which provides truck mobility to serve our community's commerce, and supports infrastructure improvements to separate regional goods movement from local circulation.</p> <p>Work with the Caltrans and the owners of utility corridors in evaluating the potential to create grade separated pathway crossings on Highway 4 as it passes through Pittsburg.</p> <p>The City shall cooperate with other jurisdictions in Contra Costa County to reduce transportation congestion of all modes.</p> | <p><i>removed references to the Multimodal Transportation Service Objective.</i></p> <p><i>Regional Routes of Significance are not listed; the Growth Management Element addresses standards associated with regional routes of significance and the City's transportation impact fee program.</i></p> <p><i>Policy 7-P-1.7 addresses exemptions from LOS standards.</i></p> <p><i>Revisions to avoid increases in street capacity have not been made and related suggestions are noted for decision-makers consideration.</i></p> <p><i>Action 7-A-1.g is added to address providing regular maintenance.</i></p> <p><i>Policy 7-P-4.1 is revised to further address use of grant funds for transportation improvements.</i></p> <p><i>Action 11-A-1c addresses evacuation routes.</i></p> <p><i>Action 7-A-1j is revised to provide more detail regarding designating and maintaining truck routes.</i></p> |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <i>Comment</i> | <i>Recommended Change</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | <i>Response</i>                                                                                                                                                                                                                                                                                                                            |
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|                | <p>The City will participate in the Contra Costa Transportation Authority's Growth Management and Congestion Management Programs. The City will continue to serve on the TRANSPLAN Committee.</p> <p>The City will encourage public input into the transportation planning process.</p> <p>The City will participate in future updates to the East County Action Plan for Routes of Regional Significance.</p> <p>The City will ensure that bicycle facilities are included on all Routes of Regional Significance.</p> <p>The City will cooperate with CCTA and other jurisdictions in planning for intersections subject to Findings of Special Circumstance.</p> <p>The City will coordinate with neighboring jurisdictions and agencies in efforts to expand regional bicycle, pedestrian, and other multimodal networks to meet anticipated demands and to provide access throughout the City.</p> <p>The City shall maintain a systematic pavement management program and identify and prioritize maintenance projects in the City's CIP. Street maintenance should include upkeep and regular cleaning of bicycle lanes and on-street protected bicycle facilities to remove debris and repair poor pavement conditions that discourage bicycle riding.</p> <p>Provide for Complete Streets to facilitate walking, biking, and transit modes.</p> <p>Regularly update the City's Capital Improvement Program (CIP) to include, as appropriate, the roadway improvements necessary to support buildout of the General Plan.</p> <p>Ensure regular monitoring of traffic accidents in order to update base data and respond to safety problems and changing conditions. Prioritize locations with high collision rates for safety improvements.</p> <p>Continually seek opportunities to fund maintenance of and improvements to the circulation network for all modes of transportation.</p> <p>Actively pursue a wide range of grant sources overseen by MTC and other agencies.</p> <p>Establish and maintain a system of interconnected bicycle, and pedestrian facilities that facilitate commuter and recreational travel, and that are consistent with the City's parks, trails, and recreation goals and policies listed in this General Plan and in the CCTA's Countywide Bicycle and Pedestrian Plan.</p> <p>Routinely incorporate wide sidewalks and enhanced pedestrian crossing facilities as part of all new street construction.</p> <p>Incorporate bicycle facilities on new collector and arterial streets. Include bicycle route and destination signs, and bicycle detection at signals.</p> <p>Require any transportation facility that is planned, designed, operated, and maintained within the City limits to provide safe mobility for all users, including bicyclists, pedestrians, micro-mobility, transit vehicles, trucks, and motor vehicles.</p> <p>Create an accessible circulation network that is consistent with guidelines established by the Americans with Disabilities Act (ADA), allowing mobility-impaired users such as the disabled and elderly to safely and effectively travel within and beyond the city.</p> <p>Recognize that the use of personal mobility devices, electric scooters, and electric bicycles is likely to increase as the nation's population ages, and design the City's on- and off-street circulation network to safely accommodate users of such devices.</p> | <p><i>The Growth Management Element addresses regional transportation management, cooperation with other agencies, and implementation of Action Plans.</i></p> <p><i>7-P-1.2, 7-P-1.9, and 7-P-3.5 are revised to address accessibility. It is noted that multiple policies/actions address access or accommodation for all users.</i></p> |

## ATTACHMENT 6

### 2040 General Plan Matrix of Edits and Revisions

| <i>Comment</i> | <i>Recommended Change</i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | <i>Response</i> |
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|                | <p>Prioritize bicyclist and pedestrian safety for students traveling to and from school.</p> <p>Support regional efforts to develop Safe Routes to School Programs for schools that serve Pittsburg's population.</p> <p>Provide electric charging stations, secure bicycle racks, and bicycle lockers in places such as the Downtown, at commercial areas, park and ride transit facilities, heavy rail stations, schools, multiple unit residential developments, and other locations where there is a concentration of residents, visitors, students, or employees.</p> <p>Wherever possible, integrate multi-use path facilities into utility corridor rights-of-way.</p> <p>Work with utility providers to reduce or eliminate barriers to pedestrian and bicyclist mobility created by utility infrastructure (such as utility poles that obstruct accessibility on sidewalks).</p> <p>Design safe crossings where trails and roads cross. In most cases this will include street lights and automatic detection of bicyclists by Rectangular Rapidly Flashing Beacons.</p> <p>Seek opportunities to fund and construct improvements that improve multimodal access to all mass transit facilities.</p> <p>Coordinate with Tri Delta Transit to increase the coverage areas and frequencies of bus service throughout our City.</p> <p>Ensure that effective linkages are in place between any existing and future mass transit facility and the city's primary activity and employment centers.</p> <p>Coordinate with Tri Delta Transit to maintain existing and, where feasible, build new lighted and sheltered seating facilities at bus stops.</p> <p>Ensure that adequate lighting and trash disposal is provided at all bus stops.</p> <p>Encourage the use of park-and-ride lots and other transit incentives for Pittsburg's commuters.</p> <p>Provide safe and continuous pedestrian, bicycle, and vehicular access at all transit park-and-ride facilities.</p> <p>Review development applications to ensure compliance with the parks, trails, and recreation goals and policies in this General Plan and with the Countywide Bicycle and Pedestrian Plan.</p> <p>Review traffic signal timing plans to ensure adequate crossing time is provided for all users at signalized intersections. In particular, this requires that the yellow phase of any traffic signal be sufficiently long for any bicyclist who has entered the intersection has sufficient time to get across the intersection.</p> <p>Review all transportation improvements to ensure installation in accordance with current accessibility standards.</p> <p>Regularly review transportation corridors to identify barriers encountered by persons with disabilities, including locations with damaged sidewalk surfaces and non-ADA- compliant curb cuts and ramps, and address such obstacles in the Capital Improvement Program.</p> <p>Continue to include construction of on-street bicycle lanes and off-street pathway facilities in the City's Capital Improvement Program, prioritizing areas where gaps in the current network need to be filled.</p> <p>Ensure that if bicycle loop detectors are present at traffic signals they are clearly identified with stencils. Ensure that if the traffic signal uses video detection or other high-tech method of traffic signal control, that bicycles and other modes of transportation are detected and included in the signal phases.</p> |                 |

**ATTACHMENT 6**  
**2040 General Plan Matrix of Edits and Revisions**

| <i><b>Comment</b></i> | <i><b>Recommended Change</b></i>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | <i><b>Response</b></i> |
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|                       | <p>Coordinate with the Contra Costa Transportation Authority, Contra Costa Health Services, Pittsburg Unified School District, and Mount Diablo Unified School District to initiate development of Safe Routes to School Programs in Pittsburg.</p> <p>Monitor national efforts to establish effective multimodal level-of-service standards for pedestrian, bicycle, and transit modes. Adopt them as appropriate.</p> <p>Issue guidelines and incorporate assessment of multimodal LOS as a routine component of transportation impact analysis.</p> <p>Coordinate circulation facilities with land use and development patterns to create an environment that encourages walking, bicycling, and transit use.</p> <p>Recognize the role of streets not only as motor vehicle routes but also as parts of a system of public spaces with quality landscaping, street trees, and bicycle and pedestrian facilities.</p> <p>Prioritize high-density and mixed land-use patterns that promote transit, pedestrian, and bicycle travel along transit corridors.</p> <p>Require developers to design developments to include features that encourage walking, bicycling, and transit use. Design features shall include bus turnouts, transit shelters and benches, and pedestrian and bicycle access points between subdivisions and between adjacent related land uses.</p> <p>Provide an interconnected street network throughout the City's residential areas that provides multiple points of access and discourages cut-through vehicle-traffic while maintaining neighborhood connectivity.</p> <p>Encourage local access connections between neighborhood parks and commercial areas by walking and biking as an alternative to short-distance driving of vehicles.</p> <p>Ensure that the City's adopted street standards reflect a multi-modal focus, including vehicular lane widths that are no wider than necessary to serve the surrounding land use context and accommodate emergency vehicles.</p> <p>Emphasize traffic management and calming techniques to control vehicle speeds on residential streets, as well as collector streets with residential development.</p> <p>Design intersections to provide adequate and safe access for all users including transit, pedestrians, bicyclists, and motorists of all ages and abilities.</p> <p>Require new development to include effective linkages to the surrounding circulation system for all modes of travel.</p> <p>Ensure that the number of vehicle lanes is limited at new or modified intersections to provide for moderate vehicle speeds plus pedestrian and bicyclist safety, and that curb extensions are installed where appropriate to reduce driving speeds and shorten pedestrian crossing distances.</p> <p>Ensure that the rate of growth in Pittsburg is consistent with the City's ability to provide adequate transportation services.</p> <p>Require new development to contribute its proportional cost of circulation improvements necessary to address cumulative transportation impacts on roadways throughout the city, as well as the bicycle and pedestrian network.</p> |                        |

**ATTACHMENT 6**  
**2040 General Plan Matrix of Edits and Revisions**

| <b>Comment</b>                | <b>Recommended Change</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | <b>Response</b>                                                                                                                                                                                                                                             |
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|                               | Maintain and routinely update the City's Development Fee Program to cover the cost of mitigating development's share of improvements on both regional routes and non-regional routes, as well as the cost of maintaining Pittsburg's identified service and performance standards.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                                                                                                                                                                                                                             |
| Letter J - AVAIO              | Circulation Element: Implement a "safe routes to school" program as an alternative to "suggested routes to school". Policy 7-P-2.5 and Action 7-A-2.n reference a "suggested routes to school" program.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 | In the Circulation Element is changed to reflect "safe routes to school" rather than "suggested routes to school."                                                                                                                                          |
| Letter L – Greenbelt Alliance | <p>Add a section to all staff reports that reviews impact on sustainability, resilience, and equity, as well as fiscal impact.</p> <p>Mandate annual reporting on General Plan progress be posted on the front page of the city website with a clear dashboard that indicates progress on implementation plans. And clear visuals of how the city is meeting its greenhouse gas emissions reduction goals.</p> <p>Provide for systematic reviews of General Plan progress and associated metrics that are transparent, engage the community, and demonstrate measurable equitable outcomes consistent with the Plan's intent.</p> <p>Set clear, measurable goals with dates. Example: By X year, require the planting of street trees throughout the City to define and enhance the character of the street and the adjacent development. OR Plant X number of street trees (N25% increase) in the sidewalk tree wells to complete the street tree network by 2040.</p> | <p><i>Action 8-A-1.c. is added to address annual reporting on the General Plan.</i></p> <p><i>The General Plan includes timing where actions are intended to be implemented by a specified date. Many actions are implemented on an on-going basis.</i></p> |

**ATTACHMENT 7**  
**Errata to the Adoption Draft 2040 General Plan**

The following policy is added on page 2-15 of the Land Use Element:

2-P-4.11 Encourage the use of local workforce and local business sourcing for new development in the Planning Area that generates quality construction and service jobs with career pathways that provide job training opportunities for the local workforce and that pays area standard wages for construction workers.

The following revision is made to Policy 6-P-1.6 on page 6-3 of the Economic Development Element:

6-P-1.6 Maximize the City's public financing tools and consider opportunities for enhancement in order to fund the various economic development initiatives outlined in this Element. This could include ensuring sufficient construction workforce community benefits are secured from any sale or lease of publicly-owned land for development purposes.

The following revisions are made to Policies 6-P-4.3 and 6-P-4.4 on pages 6-11 and 6-12 of the Economic Development Element:

6-P-4.3 Strengthen the City's role in promoting workforce development organizations and State of California approved apprenticeship programs that: provide adult and youth workforce development; adult retraining; and targeted services for unrepresented groups, such as at-risk workers, low-income youth and adults, women, individuals with disabilities and the homeless. Continue to support programs that address potential job gaps in growing industries, and current gaps throughout all industries, to match job training and workforce development with employment needs.

6-P-4.4 Maintain and improve public and private education in the Pittsburg area and encourage post-secondary training, education facilities, joint Labor/Management apprenticeship programs, and other programs to support a highly-skilled workforce.