



**PUBLIC ADVISORY:
THE CITY COUNCIL CHAMBER WILL NOT BE OPEN TO THE PUBLIC**

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the City Council for May 4, 2020 will be conducted electronically through Zoom and broadcast live through Granicus on the City's website. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting. Council Members will be participating electronically and will not be physically present in the Council Chamber.

Comments can be submitted via email to meetingcomments@ci.pittsburg.ca.us. If you wish to have your comments read to the Council Members during the appropriate Public Comment period, please indicate in the Subject Line "FOR PUBLIC COMMENT" and list the item number you wish to comment on. If your comment is for a non-agenda item, indicate "FOR PUBLIC COMMENT – NON AGENDA." Comments that you want read to the Council will be subject to the three minute time limitation (approximately 350 words). Written comments that are only to be provided to Council and not read at the meeting will be distributed to the Council prior to the meeting if received by 5:00 p.m. the date of the meeting. Comments via text and social media (Facebook, Twitter, etc.) will not be accepted.

The City of Pittsburg thanks you in advance for taking all precautions to prevent spreading the COVID 19 virus.

**CITY OF PITTSBURG
AGENDA**

MAY 04, 2020

**CITY HALL COUNCIL CHAMBER
65 CIVIC AVENUE, PITTSBURG, CA**

**BUDGET WORKSHOP
5:00 P.M.**

**CLOSED SESSION
6:00 P.M.**

**REGULAR MEETINGS
7:00 P.M.**

**CITY COUNCIL
PITTSBURG ARTS AND COMMUNITY FOUNDATION
PITTSBURG POWER COMPANY
SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT DISTRICT II
SUCCESSOR AGENCY**

PRESIDING

**Jelani Killings, Mayor/Chair
Marilyn “Merl” Craft, Vice-Mayor/Chair
Holland Barrett White, Council Member/Board Member
Shanelle Scales-Preston, Council Member/Board Member
Juan Antonio Banales, Council Member/Board Member**

**FOR HOUSING AUTHORITY:
S.L. Floyd, Housing Authority Member
Annie Hill Herring, Housing Authority Member**

Pittsburg City Council meetings are held the first and third Mondays of each month at 7:00 p.m. The Housing Authority meets in conjunction with the City Council on the third Monday of each month. The Pittsburg City Council meets regularly in the Council Chamber at 65 Civic Avenue, unless otherwise noted above. The City Council also sits as the Board of Directors of several other City agencies. The stipends for all agency members conform to state statutes governing compensation amounts. All other Agencies meet on an as needed basis and will be listed above if applicable. Copies of the open session agenda packets, which are distributed to the City Council, are on file in the office of the City Clerk, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning 72 hours in advance, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except from noon to 1:00 p.m. and City holidays). The agenda and reports are also located on the City’s website at www.ci.pittsburg.ca.us. Additionally, if any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports and documents will also be available for public inspection in the City Clerk’s Office and on the day of the meeting in the Council Chamber at the public counter area below the dais.

5:00 P.M. - BUDGET WORKSHOP

AUDIENCE REMARKS

The Audience Remarks period is for the public to comment on any items scheduled to be heard during the Closed Session portion of the meeting, if applicable.

6:00 P.M. - CONVENE IN CLOSED SESSION

1. CONFERENCE WITH LABOR NEGOTIATORS Pursuant to Section 54957.6:

City designated representatives: Garrett Evans, Stacy Shell, Fritz McKinley, Brad Farmer

Employee organizations: American Federation of State, County, and Municipal Employees Local 512 Management/Professional/Confidential Unit and Miscellaneous A Unit; Pittsburg Police Officers' Association; Pittsburg Police Managers Group; Teamsters Local 856

Unrepresented employees: Management Group; Senior Executive Team

7:00 P.M. - CONVENE IN OPEN SESSION FOR REGULAR MEETING

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

CITY MANAGER REPORTS/REMARKS

The City Manager may make brief announcements or informal comments at this time and brief the Council on items of interest. (No Action Required)

PUBLIC COMMENTS

Please see Public Advisory above.

COMMITTEE REPORTS

Council Members may make a report on their committee assignments at this time. (see attached list of adhoc committees and other public agencies in which Council members participate). (No Action Required)

CONSIDERATION

2. Adoption of a City Council Resolution Accepting the General Plan Annual Progress Report for Calendar Year 2019

The City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the Planning Commission, City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD). The purpose of the APR is to provide a progress report on the

current General Plan's implementation status. The APR is also intended to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.

3. Adoption of a City Council Resolution to Authorize Implementation of the Early Retirement Incentive Plan for Fiscal Year 2020/2021

In response to the City's current fiscal constraints, an Early Retirement Incentive Plan (ERIP) and Health Reimbursement Arrangement (HRA) have been developed to seek voluntary employment separations from eligible employees to achieve a reduction in salary/wage and benefit costs.

CONFLICT OF INTEREST STATEMENT

City Council/Agency Members may make any conflict of interest declarations pertaining to Consent Calendar items at this time.

COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION, PITTSBURG POWER COMPANY AND SOUTHWEST PITTSBURG GHAD II CONSENT CALENDAR

4. Minutes of April 20, 2020

5. Adoption of a City Council, Pittsburg Power Company and Southwest GHAD II Resolution Approving a List of Firms for On-Call Material Testing, Environmental, and Geotechnical Services For Capital Improvement Projects and Authorizing the City Manager/Executive Director to Enter into Agreements with Selected Firms

The Material Testing, Environmental, and Geotechnical on-call list (the "On-Call List") of pre-qualified local firms will allow staff to engage these services as they are needed for the design and construction of various infrastructure projects.

6. Adoption of a City Council, Pittsburg Power Company and Southwest GHAD II Resolution Approving a List of Civil Engineering Firms for On-Call Professional Engineering Services and Authorizing the City Manager/Executive Director to Enter into Agreements with Selected Firms

The Civil Engineering On-Call list of pre-qualified civil engineering firms will allow staff to engage these services as they are needed for design, surveying, and studies needed for infrastructure projects or to supplement staff in the performance of City functions.

7. Adoption of a City Council Resolution Accepting a Grant from the State Department of Transportation for a Local Road Safety Plan

The California Department of Transportation (Caltrans) has awarded a grant in the amount of \$72,000 to a Local Road Safety Plan to help improve safety for vehicles and pedestrians.

8. Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for Traffic Signal Synchronization on

East Leland Road

The Metropolitan Transportation Commission (MTC) recently approved \$16,748 grant award to the City through its Program for Arterial System Synchronization (PASS), to improve travel time along the East Leland Road corridor. The attached resolution approves an agreement between MTC and the City, which is required for the grant.

9. Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for The Pavement Management Technical Assistance Program

The Metropolitan Transportation Commission (MTC) recently approved \$40,880 grant award to the City through its Pavement Management Technical Assistance Program (P-TAP) to support pavement maintenance.

10. Adoption of a City Council Resolution Directing the Engineer of Work to Prepare and File an Annual Report for the Citywide Landscaping and Lighting Assessment District 88-01 for Fiscal Year 2020-2021

Directing the Engineer of Work (City Engineer) to prepare and file the Engineer's Report is the first of three steps in the annual renewal process for the Citywide Landscaping & Lighting Maintenance District 88-01. Upon receipt and approval of the Engineer's Report, Council may then order that the liens be placed on the County tax roll. Revenue collected through this district is necessary to fund the landscaping and lighting operations on a citywide basis.

11. Adoption of a City Council Resolution Directing the Engineer of Work to Prepare and File an Annual Report for the Oakhills Landscaping and Lighting Assessment District 88-02 for Fiscal Year 2020-2021

Directing the Engineer of Work (City Engineer) to prepare and file the Engineer's Report is the first of three steps in the annual renewal process for the Oakhills Landscaping & Lighting Maintenance District 88-02. Upon receipt and approval of the Engineer's Report, the City Council may order that the assessments be placed on the County tax roll. Revenue collected through this district is necessary to fund the City's landscaping and lighting operations in the Oakhills area.

12. By Minute Order, Authorize Letter of Support for Solid Waste Emergency Funding Proposal

The State of California declared a State of Emergency, as did Contra Costa County, regarding the COVID-19 outbreak which led to a Bay Area Shelter in Place Order allowing only essential businesses to operate. Solid waste collection was identified as a necessary and essential businesses to maintain public health, however many businesses have not been allowed to operate. A request to submit a letter of support to the Governor for emergency State funding for the solid waste and recycling industry has been received.

13. Adoption of a City Council Resolution Approving a Consultant Agreement with Environmental Services, Inc.

The Pittsburg Marina has a large infrastructure of gate and door controllers to maintain for the security and safety of its customers. New updated software and infrastructure improvements are needed as well as timely support services for this network. This Resolution will authorize a Consultant Agreement be executed to repair and add new infrastructure and install new software that can be supported by City staff.

14. Adoption of a Minute Order Authorizing a Letter of Support for Senate Bill 1349 (Glazer)

Proposed Senate Bill (SB) 1349, as drafted, would amend existing law regarding a city or county's ability to levy a transaction and use tax for general or specific purposes, subject to certain limitations and express voter approval requirements. Adoption of a minute order would authorize staff to forward a letter of support for SB 1349.

COUNCIL REQUEST FOR FUTURE AGENDA ITEMS

Council Members may request items to be considered for future agendas. An item will only be brought forward with a majority vote and will appear on a future agenda with staff recommendations for further Council consideration.

COUNCIL MEMBER REMARKS

Council Members may make brief announcements or informal comments at this time. (No Action Required)

ADJOURNMENT to May 18, 2020

NOTICE TO PUBLIC

GENERAL INFORMATION

Copies of the open session agenda packets, which are distributed to the City Council, are on file in the office of the City Clerk, 65 Civic Avenue, Pittsburg, California, and are available for public inspection, beginning 72 hours in advance, during normal business hours (8:00 a.m. – 5:00 p.m., Monday through Friday, except City holidays). The full packets are also located on the City's website at www.ci.pittsburg.ca.us. If any reports or documents, which are public records, are distributed to the City Council less than 72 hours before the meeting, those reports or documents will be available for public inspection in the City Clerk's Office and on the day of the meeting in the Council Chamber at the public counter area below the dais.

SPEAKER'S CARD

Members of the audience who wish to address the City Council on issues that are not scheduled for the agenda and on any items listed as part of the agenda should complete a Speaker's Card available at the dais. Please read the card carefully in order to fill out the card properly. Submit the completed card to the City Clerk before the item is called, preferably before the meeting begins. Individuals will be given three minutes to address the Council unless additional time is allowed as provided for spokespersons. Speakers are not permitted to yield their time to another speaker. Prior to speaking, each member of the public shall state their name and business and City of residence in a clear and audible tone of voice. Pursuant to the Brown Act, no action may be taken by the City Council on items not already scheduled on the agenda; however, the City Council may refer your comments/concerns to staff or request that the item be placed on a future agenda.

PUBLIC HEARINGS

Persons who wish to speak on Public Hearings listed on the agenda will be heard when the Public Hearing is opened, except on Public Hearing items previously heard and closed to public comment. After the public has commented, the item is closed to public comment and brought to the Council/Agency level for discussion and action. Further comment from the audience will not be received unless requested by the Council/Agency.

There is a 90-day limit for the filing of a challenge in the Superior Court to certain City administrative decisions and orders which require a hearing by law, the receipt of evidence, and the exercise of discretion. The 90-day limit begins on the date the decision is final (Code of Civil Procedure Section 1094.6). Further, if you challenge an action take by the City Council in court, you may be limited, by California law, including but not limited to Government Code Section 65009, to raising only those issues you or someone else raised in the public hearing, or in written correspondence delivered to the City Council prior to or at the public hearing. The City Council may be requested to reconsider a decision if the request is made prior to the next City Council meeting, regardless of whether it is a regular or special meeting.

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 Council 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)

DISRUPTIVE CONDUCT

The Council requests that you observe the order and decorum of our Council Chamber by turning off or setting to vibrate all cellular telephones, and that you refrain from making personal, impertinent, or slanderous remarks. Boisterous and disruptive behavior while the Council is in session, and the display of signs in a manner which violates the rights of others or prevents others from watching or fully participating in the Council meeting, is a violation of our Municipal Code and any person who engages in such conduct can be ordered to leave the Council Chamber by the Mayor.

LIVE MEDIA BROADCASTING ADVISEMENT

City Council meetings are webcast live on the City's website at www.ci.pittsburg.ca.us on the Streaming Media page. Past meetings are also archived on that webpage. City Council meetings are also broadcast live on CCTV, Channel 24 also re-run at a later date. For more information, please contact the City Clerk's office at 252-4850.

City Council Outside Agency / Liaison / Sub-Committees Assignments - 2020

Updated February 3, 2020

<u>OUTSIDE AGENCY BOARDS</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
ABAG	Jelani Killings / Merl Craft Alternate	Standing	Annual	G. Evans
Delta Diablo**	Juan Banales / Shanelle Scales-Preston Alt.	Standing	2 nd Wednesday	F. McKinley
East Co. Co. County Habitat Conservancy	Juan Banales / Holland White Alternate	Standing	Monthly	K. Pollot
East County Water Management	Merl Craft / Holland White Alternate	Standing	Annual	F. McKinley
MCE Clean Energy Board	Shanelle Scales-Preston / Juan Banales Alt.	Standing	4 Per Year	D. Buchanan
TRANSPLAN / ECCRFFA	Juan Banales / Holland White Alternate	Standing	2 nd Thursday	J. Hecht
Tri-Delta Transit (2 reps)***	S. Scales-Preston & Merl Craft / Jelani Killings Alt.	Standing	Last Wednesday	J. Hecht
<u>LIAISON TO</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
East Bay League of Calif. Cities	Jelani Killings / Juan Banales Alt.	Standing	3 rd Thursday	*Rotational
Mayor's Conference	Juan Banales / Jelani Killings Alt.	Standing	1 st Thursday	G. Evans
School Districts Committee (2x2)	Holland White & Jelani Killings / Merl Craft Alt.	Standing	4 th Thursday even months	G. Evans
<u>SUBCOMMITTEES</u>	<u>COUNCIL MEMBER(S)</u>	<u>TYPE</u>	<u>MEETS</u>	<u>STAFF</u>
CAC CDBG Subcommittee	S. Scales-Preston & Jelani Killings / Holland White Alt.	Standing	As needed	M. Aliotti
Camp Stoneman Anniversary Celebration	Merl Craft & Shanelle Scales-Preston	Ad Hoc	As needed	Evans/Simonton
City Infrastructure and Transportation	Juan Banales & S. Scales-Preston / Holland White Alt.	Standing	TBD	G. Evans
Community Services Subcommittee	Juan Banales & Holland White	Ad Hoc	As needed	G. Evans/M. Aliotti
Flag Protocols	Holland White & Shanelle Scales-Preston	Ad Hoc	As needed	J. Davis
Hills Committee	Juan Banales & Holland White / Merl Craft Alt.	Ad Hoc	As needed	G. Evans
Pittsburg Recognition Committee	Merl Craft / Juan Banales Alt.	Ad Hoc	As needed	J. Hecht
Economic Develop/Waterfront Subcommittee	Jelani Killings & Holland White / Juan Banales Alt.	Standing	Quarterly	K. Simonton
Finance Subcommittee	Jelani Killings & Juan Banales / Merl Craft Alt.	Standing	As needed	B. Farmer
Land Use Subcommittee	Juan Banales & Holland White / Merl Craft Alt.	Ad Hoc	As needed	K. Pollot
Pittsburg Arts & Community Foundation	Merl Craft & S. Scales-Preston / Jelani Killings Alt.	Standing	As needed	G. Evans
Pittsburg Police Activities League (PAL)	S. Scales-Preston & Holland White / Juan Banales Alt.	Standing	Monthly	B. Addington
Power Company Advisory	S. Scales-Preston & Holland White / Merl Craft Alt.	Standing	As needed	D. Buchanan
Sister City Committee	Jelani Killings & Merl Craft / Holland White Alt.	Ad Hoc	As needed	K. Simonton
Successor Agency Subcommittee	Merl Craft & Jelani Killings / S. Scales-Preston Alt.	Standing	As needed	M. Aliotti

*Rotational Staff as assigned by City Manager

**Stipend of \$209 per month

***Stipend of \$100 per month

COMMISSION/SUBCOMMITTEE MEETING SCHEDULE

Following is a tentative list of currently scheduled Commission meetings for the upcoming month. For further information, please visit our website at www.ci.pittsburg.ca.us and click on the CALENDAR link for meetings, dates, times and locations.

Commission	Tentative Meeting Dates
Planning Commission	2 nd and 4 th Tuesdays
Community Advisory Commission	1 st Wednesday

Planning Commission meetings are regularly held the second and fourth Tuesdays of the month in the Pittsburg City Hall Council Chambers.

Community Advisory Commission meetings are regularly held the first Wednesday of the month in the Pittsburg City Hall Council Chambers.

In addition to the Commission Meetings listed above, there are several Council Member Subcommittees that meet on an “as needed basis”. For a list of subcommittees that Council Members and staff are assigned to, please see the “Council Committee List” attached to the agenda.

Subcommittee Meetings that are anticipated to occur in the coming month vary. The meeting dates, times and locations for these meetings are yet to be determined. This information will be posted on the City’s website, www.ci.pittsburg.ca.us, as soon as it is determined. Please check the Calendar on the City’s website for information.

For further information, contact the City staff member assigned to that Commission or Subcommittee.



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Accepting the General Plan Annual Progress Report for Calendar Year 2019

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The City is required to submit a Progress Report on the implementation of its current General Plan each year to the Planning Commission, City Council, Governor's Office of Planning and Research and State Housing and Community Development Department. The report also provides the City Council with an opportunity to identify any modifications that may be necessary to improve its implementation and effectiveness.

FISCAL IMPACT

Preparation and acceptance of the Annual Progress Report (APR) does not require expenditure of General Fund monies beyond the cost of staff time needed to draft the document. Preparation of the report is a requirement for eligibility for some grant programs.

RECOMMENDATION

City Council adopt the attached resolution accepting the General Plan Annual Progress Report for calendar year 2019.

BACKGROUND

The Pittsburg General Plan 2020 is a state-mandated comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It presents a shared community vision of the City's future and sets broad goals and policies for land use, economic development, housing, transportation, public safety, and open space.

The last comprehensive update of Pittsburg's General Plan was completed in 2001. In January 2019, the City Council authorized staff to begin updating the General Plan, launching the effort now known as Envision Pittsburg. The General Plan Update is currently underway and is expected to be completed next year. Staff anticipates the Draft General Plan and Draft Environmental Impact Report will be ready for public review in March 2021.

California Government Code section 65400(b) requires the City to prepare a General Plan APR for submittal to the Governor's Office of Planning and Research (OPR) and the State Department Housing and Community Development (HCD) by April 1 each year.

Pursuant to the Pittsburg General Plan (page 1-18, as amended by City Council Resolution 09-11249), the APR must be provided to both the Planning Commission and the City Council for review. Staff prepared the APR for calendar year 2019 in February 2020; however, the report was not reviewed by the Planning Commission until April 14, 2020 due to the coronavirus disease 2019 (COVID-19) shelter-in-place order.

In order to avoid any potential non-compliance issues with the State, a draft of the APR was submitted to HCD on March 9, 2020, with the intention of following up at a later date with a copy of the final approved APR.

The APR is provided as Attachment 2 to this staff report and consists of a detailed table listing each of the adopted General Plan action policies or programs and its implementation status as of December 31, 2019.

Regional Housing Needs Allocation (RHNA) status update (shown in the table below) is also provided as part of the APR to document the City's progress in reaching its housing unit goals. For 2019, the area median income (AMI) for a 4-person household in Contra Costa County was \$111,700. Based on the AMI for 2019, a 4-person household was considered 'very low-income' if their total annual household income was under \$61,950. A four-person household with an income between \$61,951 and \$98,550 was considered 'low-income'. To be considered moderate income, a 4-person household had to earn between \$98,551 and \$134,050.

Income Level		RHNA Allocation	2015-2016	2017	2018	2019	Total Units to Date	Total Remaining
VL	Deed Restricted	392	2	0	23	0	25	367
	Unrestricted		0	0	0	0		
L	Deed Restricted	254	4	6	205	3	227	27
	Unrestricted		0	0	3	6		
M	Deed Restricted	316	0	0	0	0	216	100
	Unrestricted		150	0	48	18		
AM		1063	423	147	68	89	727	336
Total RHNA		2025						
Total Units			579	153	347	116	1,195	830
Notes: VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)								

SUBCOMMITTEE FINDINGS

This item was not presented before a subcommittee.

STAFF ANALYSIS

The City continues to make progress in the implementation of its General Plan. In 2019, the City Council adopted Ordinance 19-1461 to help protect the environment, consistent with the General Plan. The Ordinance requires that at least 65% of construction and demolition debris be salvaged for reuse, recycled or otherwise diverted from landfills. It also requires debris to be screened for polychlorinated biphenyl (PCB) content.

During 2019, the City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of 2019, the City achieved six percent of its very low; 89% of its low; 68% of its moderate; and 68% of its above-moderate income RHNA targets through issuance of building permits. The City approved one large residential project in 2019: Alves Ranch, a 352-unit single-family subdivision currently under construction at the intersection of Alves Ranch Road and West Leland Road. Building permits were issued for 116 new residential units in 2019. Of those total permits, nine were for low-income, 18 were for moderate income, and 89 were for above-moderate income units.

The City also approved three large non-residential projects in 2019 that were consistent with the General Plan – the Ramar Foods Cold Storage Expansion at 335 Central Avenue, which will allow the company to expand and consolidate its cold storage operations; the Courtyard by Marriott Hotel at the northwest corner of Railroad Avenue and California Avenue, which will generate transient occupancy tax revenues of approximately \$500,000 per year; and the Los Medanos Industrial Park near the intersection of Garcia Avenue and Kelly Court, which will provide four new industrial buildings totaling approximately 110,000 square feet.

The City also completed several Capital Improvement Projects (CIP) in 2019 that were supported by various General Plan policies. A few of the projects are listed below:

- 2018/19 Pavement Management Project (CIP ST-11): This project used a variety of techniques including slurry sealing, crack sealing and patch paving to extend the life of several roadways. New buffered bike lanes with green conflict zones were installed along Railroad Avenue between Civic Avenue and East 10th Street.
- CDBG 2019/2020 Curb Ramp Replacement Project (CIP ST-14): This project included design and construction of 50 curb ramps compliant with the Americans with Disabilities Act (ADA) in the Highland Meadows neighborhood.
- 2018/2019 Citywide Traffic Calming Project (CIP ST-18): This project installed speed humps and other traffic calming improvements at several locations.
- Annual Fence, Sound Wall, and Streetlight Replacement/Installation Project (CIP ST-41): This project replaced damaged or deteriorated fencing, sound walls or streetlights that the City is responsible for maintaining. It also included new installations deemed necessary for public safety.
- 2018/2019 Traffic Signal Modifications (CIP S-8): This project included ongoing traffic signal timing studies, signal timing adjustments, and other modifications to existing signals for improved traffic flow throughout the City.

ATTACHMENTS:

1. Proposed Resolution
2. General Plan Annual Progress Report for Calendar Year 2019
3. Adopted Planning Commission Resolution No. 10141 (excludes Exhibit A)
4. Presentation Slides

Report Prepared By: Hector J. Rojas, AICP, Senior Planner

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan)
Annual Progress Report for Calendar)
Year 2019)

RESOLUTION NO. 20-

The Pittsburg City Council FINDS AND DETERMINES as follows:

WHEREAS, the Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space; and

WHEREAS, the most recent comprehensive update of Pittsburg's General Plan was completed in 2001; and

WHEREAS, on May 4, 2015, the City Council adopted Resolution 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period; and

WHEREAS, under California Government Code Section 65400, the City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD) by April 1 each year. The APR also provides the City Council with an opportunity to identify modifications that may be necessary to improve the General Plan's implementation and effectiveness; and

WHEREAS, the General Plan APR is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of the State CEQA Guidelines, section 15061, in that there is no possibility that the APR may have a significant negative physical impact on the environment; and

WHEREAS, on April 14, 2020, the Planning Commission reviewed the General Plan APR for calendar year 2019 and subsequently adopted Resolution No. 10141, accepting the APR and authorizing submittal of the report to the City Council, OPR, HCD, and Contra Costa Transportation Authority (CCTA).

NOW, THEREFORE, the City Council DOES RESOLVE as follows:

Section 1. Findings.

Based on the City Council Staff Report entitled, "Adoption of a Resolution Accepting the General Plan Annual Progress Report for Calendar Year 2019," dated May 4, 2020, and based on all the information contained in the Planning Division files on the report, adopted and incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral

testimony presented at the May 4, 2020, meeting, the City Council finds that:

- A. All recitals above are true and correct and incorporated herein by reference.
- B. The General Plan APR for calendar year 2019 appropriately and accurately summarizes the City's progress to date in implementing the action policies in its General Plan.

Section 2. Acceptance of Report.

Based on the findings set forth above, the City Council hereby accepts the General Plan Annual Progress Report for Calendar Year 2019 included as Exhibit A of this resolution.

Section 3. Effective Date.

This Resolution shall be effective immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

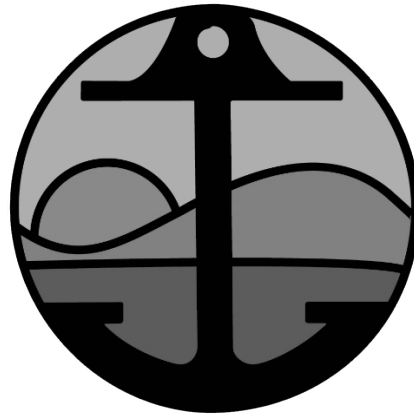
Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk

Exhibit A to City Council Resolution No. ____

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2019)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on April 14, 2020
Submitted to the City Council on May 4, 2020

GENERAL PLAN POLICY MATRIX

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-1	Review the City’s Sphere of Influence every 5 years. Ensure necessary annexation and SOI changes through coordination with the county and LAFCo, in accordance with Figure 2-3.	Implementation Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Voter Measure I amending the ULL to include the property commonly known as Chevron East approved in November 2011. Environmental Impact Report for the proposed James Donlon Boulevard Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of Montreux and Tuscany Meadows properties completed in 2016 and 2017. Property owner-initiated annexation of the SW Hills/Faria property still underway.
2-P-2	Update the City’s Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act. Title 17 further updated to streamline review of tentative maps in 2015. A tree preservation ordinance and wireless telecommunications ordinance, along with a variety of other miscellaneous amendments, adopted in 2015. Ordinances to define and regulate placement of smoke shops and smoking lounges, further update the wireless telecommunications regulations, as well as the retail sale and distribution of marijuana, adopted in 2016. Adopted ordinances in 2017, streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town. In 2018, adopted an ordinance modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments.
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Regulations incorporated into the Phase 2 Zoning Code Update adopted May 2007.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-16	Develop criteria and standards for small-lot single-family residential development that: ○ Promotes design and development flexibility; ○ Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and ○ Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. Staff would like to revisit this policy as part of the General Plan update.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	California's new building code requires developers to install solar photovoltaic (PV) systems on single-family homes and multi-family homes that are up to three stories high.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-20	Revise the City's Zoning Ordinance to require under-grounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	Undergrounding of utilities is required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
2-P-22	Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	Implemented as part of development review.
2-P-24	Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.	Implemented as part of development review.
2-P-26	Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-foot setback with fire-resistant landscaping.	Implemented as part of development review.
Downtown		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-32	Concentrate all Downtown Commercial activity — which includes specialty retail, professional offices, and personal services, entertainment and other compatible uses — along the Railroad Avenue corridor. (Downtown: 5-P-4)	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018.
2-P-33	Limit commercial uses along the southern side of East Tenth Street to service commercial businesses—including repair and maintenance, retail sales, special trade contracting and other compatible uses. (Downtown: 5-P-8)	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-34	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses — such as specialty retail services, restaurants, marine repair and docking facilities, hotels and other uses listed in Table 5-1 (Downtown Element).	Implementation Ongoing. The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg.
2-P-36	Improve the pedestrian path along Marina Blvd. connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with construction of the Marina Promenade completed in 2008. Implementation ongoing as development along Marina Boulevard is proposed. Additional bike and pedestrian improvements will be recommended through the draft Pittsburg Moves Plan.
Northeast River		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-37	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Loveridge		
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.	Implementation ongoing. As part of the draft Pittsburg Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.
East Central		
2-P-53	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.	Implemented. Linear park built.
Railroad Avenue		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-55	Pursue the extension of the Railroad Ave. linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor to the Civic Center and City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and the preliminary design and cost estimate has been completed.
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009.
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan," adopted November 2009.
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. In 2015, this area was rezoned from Office Commercial (CO) District to Medium Density Residential (RM) District, and plans to convert the vacant office structure to a multifamily complex were approved by the City Council. The site is located between low- and high-density residential developments, and the medium-density area is compatible in scale and creates an appropriate transition between densities.
East Leland		
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the “Railroad Avenue Specific Plan,” adopted November 2009.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. The BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, provides parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue Specific Plan," adopted by the City Council in November 2009.
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Ongoing. Identified as CIP Project ST-2 (BART Pedestrian/Bicycle Connectivity Project). Design for the \$4.5 M trail/path to be completed by Fall 2020 with construction by Fall 2021.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections. As part of the draft Pittsburg Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Proposed “Standard Oil Avenue” is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: ○ Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; ○ Not result in any net increase of peak-hour stormwater flow; ○ Preserve and enhance existing north-south creeks; and ○ Respect natural topography in the design and construction of new units.	Ongoing as part of development review. Highlands Ranch Park (10.42 acres) was constructed sometime between 1999 and 2002 as part of the Highlands Ranch Subdivision.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Ongoing. Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Project). The project is still in the design stage with 65% construction drawings complete.
Woodlands		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-76	Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the stream bank, with continuous multi-use trail access along the west side for the creek.	Implemented as part of development review.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. CIP Project ST-28 (West Leland Street Lighting Project) will provide lighting levels that are up to current standards along W. Leland Road from Railroad Avenue to Burton Avenue. This project is still in the design stage. CIP Project ST-34 (West Leland Road Safety Improvements) would prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left, relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings. This project is currently awaiting funding. CIP Project ST-38 (West Leland Road Pavement Markers/Markings and Speed Signage Improvements) would install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Project would also install six driver speed feedback signage at locations prior to horizontal curves. The City has received design proposals for this project. CIP Project ST-43 (West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road) would occur between Railroad Avenue and Bailey Road. It would install raised pavement markers and reflectors through intersections to ensure proper lane usage; install warning signage and reflectors at horizontal curves; replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines); and modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach. This project is still in the design stage.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-82	Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the Delta De Anza trail to Stoneman Park (since renamed John Henry Johnson Park).
2-P-83	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park/John Henry Johnson Park. Continue to explore feasibility, opportunities and alternatives for pedestrian/bike crossings of the Contra Costa Canal.
Southwest Hills		
2-P-84	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	Partially implemented. West Leland Rd. will be extended from Villa Road to Santa Teresa Drive by Fall 2020.
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Partially implemented. The City Council adopted the "Pittsburg/Bay Point BART Station Master Plan," October 17, 2011 (Ordinance No. 11-1350) establishing multi-modal and mixed-use development standards for development of properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312), includes residential and commercial uses, a wide and meandering sidewalk next to West Leland Rd., and an internal east/west street with wide sidewalks. Implementation ongoing as development occurs in the specific plan area.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-93	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Implementation ongoing. Partially constructed with San Marco Villas Apartments and Toscana frontage improvements. January 2009 master plan approved for Alves Ranch includes a multi-use trail along the site's West Leland Road frontage and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Northwest River		
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.

GENERAL PLAN POLICY MATRIX

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Staff worked with TRANSPLAN in preparation of the most recent 2017 update to East County Action Plan for Routes of Regional Significance.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public. See: http://bit.ly/CORpipeline
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-15	Prepare, adopt and periodically update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.	The City Council recently adopted the City-wide CIP for fiscal years 2019/20 through 2023/24. The CIP categorizes capital improvement projects into ten categories: Streets, Traffic Signals, Water, Sewer, Storm Drainage, Buildings, Parks, General, Pittsburg Power and Marina Projects. The items included in the CIP range from minor to major projects affecting the City's infrastructure.
3-P-16	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Also, a 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-17	As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.	Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. A 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities. The City is preparing the Pittsburg Moves plan which will include recommendations for future bike and pedestrian improvements citywide.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Ongoing.

GENERAL PLAN POLICY MATRIX

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Views, Ridges, and Edges		
4-P-1	Require ridge setbacks for all new hillside development. Building pads should be located at least 150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.	Implemented as part of development review.
4-P-4	Develop and implement use of a “Design Review Checklist” for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Ongoing. A monument sign with an LED readerboard was installed at the corner of Railroad Ave. and California Ave. as part of the multimodal transfer facility completed in 2018.
Hillside Development		
4-P-8	Update the Hillside Planned Development District within the City’s Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-10	Amend the City's Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Implemented as part of development review.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Implemented as part of development review.
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Implemented as part of development review.
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Implemented as part of development review. Additionally, the City completed the following trails in 2017 and 2019: 1) Frontage Rd. from Railroad Ave. to Crestview Ave.; 2) Power Ave. from Railroad Ave. to Davi Ave.; and 3) San Marco Blvd. from Santa Lucia Dr. to W. Leland Rd.
Key Corridors		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and the preliminary design and cost estimate has been completed.
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Ongoing. The Enterprise Zone program was eliminated by State in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. “Railroad Avenue Specific Plan,” incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. The BART Multimodal Transfer Facility completed in 2018 is consistent with the applicable portions of the RASP Architectural and Design Criteria, utilizes varied materials and colors to provide visual interest, and incorporates outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the “Railroad Avenue Specific Plan,” approved November 2009 and the “Old Town Pittsburg Design Guidelines,” approved September 2005.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
		In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Not implemented.
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan." Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Canal clean ups not implemented. The City does not currently have access to CCWD canal property. However, the City has held several Civic Pride Days in past years to clean up several areas in the community. In May 2019, the residents participated in clean ups for Buchanan Park, Riverview Park, MLK Jr. Spillway, Rancho Medanos, and Civic Park. More frequent clean ups are also done by community groups like Clean Pittsburg (see: https://www.facebook.com/cleanpittsburgca/).

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division also worked with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the “Railroad Avenue Specific Plan,” approved by the City Council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an	CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on State Route 4 at Range Road. The project would significantly improve the level of service of the overcrossings at Railroad Avenue and

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	interchange facility that will accommodate future traffic demands.	Bailey Road. It would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Ongoing.
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is still awaiting funding.
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-	Not implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	turn pockets for access to residential neighborhoods.	
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Implemented as part of development review. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing. Caltrans completed landscape right-of-way improvements in the area of Railroad Avenue, Loveridge Road, and Auto Center Drive.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016.
Mixed Use Areas		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-67	Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.	Properties rezoned M-P (Mixed Use with a Master Plan Overlay) District, and the “Pittsburg/Bay Point BART Master Plan,” adopted with City Council adoption of Ordinance No. 11-1350 in October 2011.
4-P-68	Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park and ride lots within a walkable, mixed use village.	Implementation ongoing. Guidance policies for the transit plaza development were incorporated into the “Pittsburg/Bay Point BART Master Plan” adopted by City Council in October 2011. Additionally, the BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, will help link BART to bus service, bicycle facilities, and automobiles.
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the “Railroad Avenue Specific Plan,” in November 2009 (Ordinance No. 09-1319).
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: ○ Mixed-use structures; ○ Building design that focuses on street-orientation; ○ Extensive landscaping and street trees; ○ Pedestrian furniture (for example, benches and trash cans);	“Railroad Avenue Specific Plan” adopted by City Council in November 2009.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	○ Street lighting; and ○ Signage.	
4-P-72	Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection. There is currently a request to approve plans for the San Marco Commercial Center Project. The project consists of a 29,822-square-foot anchor tenant, a 3,500-square-foot restaurant, and 1,826-square-foot pad building 35,148-square-foot on a 3.69-acre site located at 2011 W. Leland Road.
4-P-76	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas and Toscana. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-80	Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-82	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Development standards not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013.
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulb-outs and lighted crosswalks. Bulb-outs, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program. In 2018, the City began preparation of the draft Pittsburg Moves Plan, which will include additional policies related to pedestrian safety.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-85	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Implementation ongoing as development proposals are reviewed. Updated Development Review and Design Guidelines for new construction (adopted November 2010) include policies encouraging safe and unobstructed pedestrian access through neighborhoods. In 2018, the City began preparation of the draft Pittsburgh Moves Plan, which will include additional policies related to pedestrian safety.

GENERAL PLAN POLICY MATRIX

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburg Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission previously approved a façade update and restoration of the California Theater, to support re-establishment of the use as an entertainment facility. Rehabilitation of the California Theater commenced in 2010 and was completed in 2012. Further restoration and updates to the California Theater were completed in 2016. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the balcony at the California Theater.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-8	Limit commercial uses along the southern side of East 10th Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East 10th Street, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	Not implemented. Property owner not pursuing development of the site at this time.
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of a CIP project.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties were been rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg.
5-P-14	Develop a detailed design plan for the City's new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg.
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	In 2018, the property was purchased by the Making Waves Foundation for construction of the Making Waves Academy – a charter elementary, middle, and high school. The Planning Commission approved the project in February 2019. However, the owner/developer has cancelled the project and the site may be sold to another party in the future.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-18	Pursue the dedication of public open space during the redevelopment of infill sites within the downtown, particularly adjacent to the waterfront area.	Implemented on a case-by-case basis as development proposals are reviewed. Waterstone, an 82-unit single family infill development on approximately seven acres approved in 2016 includes approximately 12,000 square feet of community open space, including a tot lot and play structure. Liberty, a 57-unit single family infill development on approximately five acres approved in 2018 will include an approximately 11,897-square-foot park with a play structure, tables, and benches.
5-P-21	Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22	Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West 10 th Street Neighborhood blocks has been removed in favor of promoting restoration of the existing homes and established single-family neighborhood. Construction of a new plaza at West 6 th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the CIP. Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. In 2018, the City completed construction of Ray Giacomelli Park at the southeast corner of San Marco Boulevard and W. Leland Road. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
5-P-25	Improve streetscaping along West 10th Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Implemented. Construction completed in 2010 on City capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.
Design and Development		

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-26	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.	Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements included new trees, on-street diagonal parking stalls and raised intersections.
5-P-27	Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.	Design standards and policies adopted with the “Old Town Design Guidelines” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-29	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-31	Design and implement a gateway project at the Railroad Avenue overpass between Central Avenue and Tenth Street, providing an identifiable gateway into the downtown.	Old Town entry sign and public announcement reader-board constructed at Railroad Avenue and East 10 th Street in 2009.
5-P-32	Develop a “way-finding” system for Downtown Pittsburg. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been proposed but not installed.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-35	During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.	Implemented with the approval/construction of the Railroad Avenue streetscape improvements, the Vidrio and Siena Court projects, and various façade remodels (Mechanics Bank/Steeltown Coffee and Lumpy's Diner). In 2019, the City completed CIP Project ST-13 (Railroad Avenue 3rd to 5th Street Sidewalk Improvement) which replaced the aging and deteriorating paver system in the downtown sidewalks with concrete and pavers at the corners of 3rd, 4th, and 5th streets.
5-P-39	Extend the historical flavor of architectural features within the New York Land Historical District to the intersection of Railroad Avenue and Tenth Street.	Design standards and policies adopted with the "Old Town Design Guidelines," in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Not implemented.
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3 rd Street to a new waterfront lookout point.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor, and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005, which lowered the residential parking requirement to 1.5 spaces per unit within the Downtown Subarea. Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court, Almenara, and Veterans Square apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Not implemented.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include bulb-outs and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians and include conveniently located rest areas with shade and seating.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	The draft Pittsburg Moves Plan recommends Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street; and a parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. The draft Pittsburg Moves plan recommends a new Class IV bikeway along Railroad Avenue between the Civic Center and Downtown.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade. Additionally, several pedestrian and bicycle improvements are recommended as part of the draft Pittsburg Moves plan.

GENERAL PLAN POLICY MATRIX

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-5	Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.	In September 2018, the City contracted with Willdan Financial Services to conduct a cost allocation plan and comprehensive user fee study to update the City’s Master Fee Schedule. Willdan completed their review and provided the City with a detailed comprehensive report and recommendations. The results of the study were incorporated into the amended Master Fee Schedule which was adopted by the City Council on February 3, 2020.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	The California Enterprise Zone program ended in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond. Other programs in place to help new and existing businesses include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburgh to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented.
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown or waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.

ECONOMIC DEVELOPMENT ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Annual and seasonal events include Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, and Car Shows during summer months. Events have been held periodically in the California Theatre since its reopening in January 2013. In 2016, the City hosted a weekly "Off The Grid," event, a food truck pop-up series popular throughout the Bay Area, at John Buckley Square in Downtown Pittsburg. The City continued to host weekly Off The Grid events throughout 2017.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implementation ongoing with the Marina Master Plan, Phase 2 Zoning Update.

GENERAL PLAN POLICY MATRIX

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2018, the City received \$203,000 in CMAQ funding for school area safety improvements and \$1.3 M for the multimodal transfer facility.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implemented as part of development review.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implemented as part of development review.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction). The project is still in the design stage with 65% construction drawings complete.
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. CIP Project ST-54 (Avila Road Widening) and ST-55 (W. Leland Road Extension Phase 2) would: 1) widen Avila Road to four lanes; and 2) extend W. Leland Road from San Marco Boulevard to Avila Road. The new extension would be four lanes with a raised median and sidewalks. The project would accommodate bicycle facilities where appropriate. ST-54 is currently awaiting funding. ST-55 is under construction and should be completed by Fall 2020.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Implementation ongoing. CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on SR 4 at Range Road. This project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. As part of the SW Hills Faria Annexation Project, San Marco Boulevard would be extended from its southern terminus to Bailey Road. The Draft EIR for the project has been released for public review and the comment period has closed. The City is currently preparing responses to comments received on the adequacy of the Draft EIR.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulb-outs.
Transit and Public Transportation		

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implemented as part of development review.
7-P-29	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Implemented as part of development review. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs.
7-P-32	Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.	Implemented. The Pittsburgh Center BART Station was completed in 2018 along with the Multimodal Transfer Station.
Bikeways and Pedestrian Movement		

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-35	Work with school districts, school administrators and parents of elementary school students to develop a “suggested routes to school” program for students who bicycle and walk.	Implementation ongoing. School area safety improvements completed in 2015 at eight locations: Harbor St/Army St; Hanlon Way/Cove Way; Railroad Ave/8th St; Black Diamond/10th St; Range Rd/Ackerman Ave; Rio Verde Dr./Pillar Ridge Dr.; Railroad Ave/E 17th; and Yosemite Dr./Hillview Jr. High School. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. This project is currently awaiting funding. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. This project is also awaiting funding. Additional improvements will be recommended through the draft Pittsburgh Moves Plan.
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implemented as part of development review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburgh.	Implemented. The Traffic Division of the Development Services Department serves this function.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan.' Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. Additional improvements will be recommended through the draft Pittsburg Moves Plan.
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.	Implementation ongoing. In 2016, the Planning Commission, as part of its approval of the BART Multimodal Transfer Facility, adopted a condition of approval requiring the installation of high-visibility markings and countdown signals at the intersections of: 1) Railroad Avenue and California Avenue; 2) Railroad Avenue and Center Drive; 3) the westbound on-ramp at Railroad Avenue north of State Route 4; 4) the eastbound on-ramp at Railroad Avenue south of State Route 4; and 5) the Railroad Avenue off-ramp south of State Route 4. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. This project is currently awaiting funding. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. Additional improvements will be recommended through the draft Pittsburg Moves Plan. Additional improvements will be recommended through the draft Pittsburg Moves Plan.

TRANSPORTATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. CIP Project ST-15 (E. 3 rd Street Streetscape Improvements) would design and construct streetscape improvements along E. 3 rd Street. Portions of the roadway would need to be widened, while a “road diet” would be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk would be widened and installed. Bus pull-outs and curb “bulb-outs” would also be included to enhance the area’s walkability and promote alternative modes of transportation. This project is currently awaiting funding.
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	In 2018, the City began preparation of the Pittsburg Moves plan (city-wide pedestrian and bicycle master plan). City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	Ongoing. A potential alignment has been mapped as part of the draft Pittsburg Moves plan. Ongoing. A potential alignment has been mapped as part of the draft Pittsburg Moves plan.
7-P-49	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Ongoing. Signage policies are being incorporated into the draft Pittsburg Moves Plan. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Ongoing. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Ongoing. New bikeway alignments have been mapped as part of the draft Pittsburg Moves plan. Once the plan is adopted, the City will seek grant funding to build the new bikeways. Developers will also be required to build bikeways as part of their frontage improvements.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007. The standard details may need to be updated upon adoption of the Pittsburg Moves plan.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Parks		
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. City collects fees or accepts parkland for all residential development but does not collect parkland fees for non-residential development. The Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects.
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: ○ Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; ○ Sized according the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); ○ Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and ○ A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. However, parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not implemented.
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.
Trails and Open Space		
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not implemented. However, in 2018 the City worked with EBRPD and the Delta Protection Commission on a grant to provide an educational program with kayak excursions. The City was not awarded the grant, but the application process resulted in more collaboration with both entities.
8-P-18	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Ongoing. New bikeway "Bay to Black Diamond" alignments have been mapped as part of the draft Pittsburg Moves plan. Once the plan is adopted, the City will seek grant funding to build the new bikeways. Developers will also be required to build bikeways as part of their frontage improvements.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-20	Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-way including: ○ Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. ○ Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. ○ PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	Ongoing. New Class 1 trail alignments along Contra Costa Canal and parts of the PG&E utility right-of-way have been mapped as part of the draft Pittsburg Moves plan.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Standards implemented with Phase 2 Zoning Update and Marina Master Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: ○ Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. ○ Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. ○ Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. ○ Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Ongoing. Marina Promenade constructed in 2008. Additionally, multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3rd Street to a new waterfront lookout point, but the project was cancelled by the owner/developer in late 2019.
Recreational and Cultural Programs		

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: ○ Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. ○ Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. ○ Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Ongoing. Ambrose Park Aquatic Center was reopened in 2017. City currently leases buildings at City Park to STS Academy, who operates a variety of childcare and teen programs out of the facility. CIP Project PK-14 (Skateboard Park at Stoneman North) would provide for an approximately 10,000-square-foot skateboard park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project would be close to parking, restrooms and a bus stop. This project is currently awaiting funding. CIP Project PK-26 (Buchanan Park Renovations) would add the following amenities to the existing Buchanan Park: basketball court, splash pad, public art, and would replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 square feet from the current 3,000-square-foot facility.
8-P-31	Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	Ongoing. Rehabilitation of the California Theatre was completed in 2012. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the theatre's balcony. An expansion of the Pittsburg Library was completed in 2013. Los Medanos Community College is being renovated and expanded. In 2016, the college renovated its gymnasium and resurfaced its tennis courts. New physical education and student union buildings are currently under construction.
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Ongoing. Policies adopted in the Railroad Avenue Specific Plan support and incentivize public art. Mural projects for individual sites around the city (Mi Pueblo Grocery Store and Ramar Foods International) supported through conditions of approval, where building architecture necessitates such installations.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Educational Facilities		
8-P-42	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.	Implementation ongoing. Developer-built public park now operational adjacent to Delta View Elementary in the San Marco Development, with the City and Mt. Diablo Unified School District sharing ongoing maintenance costs under a joint-use agreement. A joint City/school district project to improve an existing playfield at Hillview Junior High commenced in 2010 and was completed in 2011. The City Council has established subcommittees to meet regularly with PUSD and MDUSD board members to discuss ongoing opportunities for city/district cooperation. A condition of approval for the BART Multimodal Transfer Facility required the City partner with PUSD and have students design murals that will be placed on ten bike lockers at the Multimodal site.
8-P-44	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college board to allow public access to recreational facilities and programs.	Implementation ongoing.

GENERAL PLAN POLICY MATRIX

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Biological Resources and Habitat		
9-P-2	Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.	Not implemented. Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.

RESOURCE CONSERVATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis during project review and preparation of required CEQA documentation.
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by state and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred on sensitive habitats in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA, design review, and grading permit processes.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-16	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: ○ Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. ○ Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.	Partially implemented. Standards considered for inclusion in the Hillside Regulations (on-hold). Standards identified in the policy are added as conditions of approvals on a case-by-case basis (where applicable) for projects.
9-P-18	Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.	Implementation ongoing.
9-P-19	As part of the City's Zoning Ordinance, establish regulations for the preservation of mature trees. Include measures for the replacement of all mature trees removed.	Implemented. Tree preservation ordinance (Ordinance No. 15-1390) adopted in 2015.
9-P-20	As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.	Not implemented in the form of a maintenance district, though City currently collects a Kirker Creek drainage fee for new construction in the Kirker Creek watershed.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-21	As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and city stormwater facilities impacted by potential project runoff.	Implementation ongoing.
Water Quality		
9-P-22	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.	Implementation ongoing and as part of development proposal review.
9-P-23	Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.	Implementation ongoing through application of Standard Conditions of Approval.
9-P-26	Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.	Implementation ongoing.
9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.	Implementation ongoing through application of Standard Conditions of Approval. City Public Works staff picks up and removes dumped debris alongside public roads. City sponsors annual volunteering event for clean-up of segments of Kirker Creek.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing as a component of the NPDES education and outreach program.
Historical and Cultural Resources		
9-P-35	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and re-modelings in the Historical District should be transferred to the Planning Commission.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-37	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as “important” or “unique” to local community, ethnic, or social groups.	Partially implemented with the adoption of the “Old Town Design Guidelines.”

GENERAL PLAN POLICY MATRIX

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: ○ Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. ○ Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. ○ Ensure revegetation of cut-and-fill slopes to control erosion. ○ Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.

HEALTH AND SAFETY ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

HEALTH AND SAFETY ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
10-P-15	Develop standards for adequate setbacks from potentially active fault traces (as designated in Figure 10-2) for structures intended for human occupancy. Allow roads to be built over potentially active faults only where alternatives are impractical.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city. The theorized 'Pittsburg Fault' has been removed from City maps after extensive trenching did not result in any evidence that it exists.
10-P-17	Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city.
Flood Control		
10-P-18	Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system are appropriate to the project's share of the cumulative effect.	Implementation ongoing. Projects are reviewed under the City Storm Drainage Master Plan.
10-P-20	Develop and implement a Storm Flooding Mitigation Fee Program to fund required drainage improvements during construction of new development.	Implemented for Kirker Creek (Pittsburg Municipal Code chapter 15.104).
10-P-22	Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.	Implementation ongoing. Reviewed during plan check review.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Hazardous Materials		
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. In 2017 the City was awarded a \$300,000 Community-wide Environmental Assessment Grant from the US Environmental Protection Agency. As part of the grant, five Phase I and two Phase II preliminary cleanup assessments have been made on five properties. Other activities completed under this grant include site specific environmental work like Sampling and Analysis Plans, Soil Management Plans, and community outreach strategy development for specific industrial areas of the City.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. Contra Costa County responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Ongoing. During an emergency or disaster, the City activates its Emergency Operations Center to mobilize resources and address the situation. As part of the EOC response, the City disseminates information about emergency or disaster using its social media accounts, which include Facebook, Instagram, and Nextdoor. The CARE program also distributes information to schools about shelter-in-place procedures. Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) Program, which trains first responders in the event of major emergencies.

GENERAL PLAN POLICY MATRIX

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Water Supply and Distribution		
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.	CIP Project W-7 (Water Main Buchanan Road – Phase 2) would provide a new water transmission line to meet domestic and fire flow requirements for existing and new development in the southeast hills and infill development in Water Zone 2. This project will be implemented as development demand increases for the area. CIP Project W-8 (2020/21 Water Main Replacement/Installation Program) would identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas. Funding has been identified for this project in FY 19/20 and 20/21. CIP Project W-15 (12-inch Water Main Stoneman Avenue – Harbor Street to Loveridge Road) would provide for installation of approximately 3,300 feet of 12-inch transmission main along Stoneman Avenue, from Harbor Street to Loveridge Road. This project would also provide additional system looping to enhance pressures and fire protection capabilities in Water Zone 2. This project is awaiting funding. CIP Project W-24 (Pittsburg-Antioch Highway Waterline Improvements – Eastern Loop) would provide 4,000 of 18-inch water line to initiate water service to businesses along PA Highway, east of Loveridge Road. It would run from the east end of California Avenue going east on PA Highway to approximately 500 ft. west of the City's eastern limits and tie into Century Boulevard to provide a looped system. This project is currently awaiting funding. CIP Project W-40 (Water Main Installation Replacement Program) would identify and replace water mains, services, and valves that have reached the end of their useful life. Funding has been identified for this project in FY 21/22 and 22/23.

PUBLIC FACILITIES ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment #3 approved and revised facility reserve charges. Updated 2015 Water System Master Plan adopted in 2016.
11-P-8	Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new Delta Diablo Sanitation District (DDSD) Reclamation Plant.	Not implemented. No ordinance has been adopted, although facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians. New development projects are required to connect to Delta Diablo's recycled water infrastructure as a condition of approval when feasible.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Ongoing. DDSD consults with City staff in understanding land use and wastewater projections for sites located within the City.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Sewers are inspected through CIP Project SS-1 (Citywide Sewer Inspection Project) to determine replacement and rehabilitation needs. CIP Project SS-2 (FY 2022/23 Sewer Replacement Program) would replace sewer lines that are maintenance problems. Funding has been identified for this project in FY 21/22 and 22/23.
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	CIP Project SS-4 (Sewer Master Plan Update) would provide \$175,000 funding to fully update the City's sewer master plan. This project is fully funded.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Ongoing.

PUBLIC FACILITIES ELEMENT

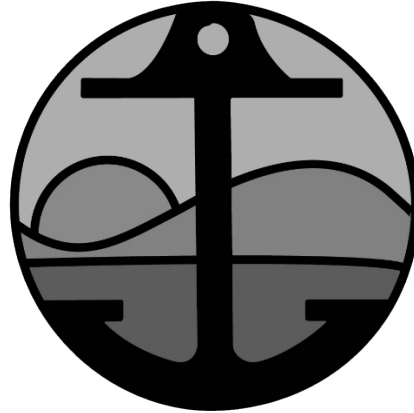
ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-18	Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	Ongoing. Developers are charged facility reserve charges for development projects built in the city.
Solid Waste		
11-P-22	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.	Ongoing. Information distributed by the Public Works Division and Neighborhood Improvement Team and as part of the NPDES public outreach and education program.
11-P-23	Encourage builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	Implementation ongoing through the development review process and supported by the development review and design guidelines last amended in November 2010.
Fire Protection		
11-P-24	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.	Not implemented. Fire prevention measures implemented for new development projects on a case by case basis.
11-P-26	Cooperate with Contra Costa County Fire Protection District (CCCYPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.	Ongoing. The CCCYPD received design review approval to relocate two fire stations within the City limits. Construction on the new Station 85 on Loveridge Road and the new Station 84 on Railroad Avenue were completed in 2010. In 2016, Fire Station 87 in Pittsburg was reopened.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-28	Cooperate with CCCFPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: ○ Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. ○ Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

NOISE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
12-P-4	Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.
12-P-8	Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.	
12-P-9	Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.	
12-P-10	Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.	

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2019 – December 31, 2019

Table 1: Housing Development Applications Submitted in 2019

Address	Project Name	Tracking ID	Categ.	Total Units	VL (R)	VL (U)	L (R)	L (U)	M (R)	M (U)	AM
400, 404, 408, and 412 E. 8 th Street; and 399, 403, 407, and 411 E. 9 th Street	East Street Estates	AP-19-1470	SFD	8	0	0	0	0	0	0	8
Carion Court	Edgewater Apartments Expansion	AP-19-1424	5+	12	0	0	0	0	0	12	0
1479 Valenzuela Court	Solares ADU	BP-19-0148	ADU	1	0	0	0	0	0	1	0
Totals:				21	0	0	0	0	0	13	8
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 2: Annual Building Activity Report Summary – Completed Entitlements in 2019

Address	Project Name	Tracking ID	Categ.	Total Entitled	VL (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision	AP-18-1348	SFD	352	-	-	6	-	-	-	346
Totals:				352	-	-	6	-	-	-	346
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 3: Annual Building Activity Report Summary – Issued Building Permits in 2019

Address	Project Name	Tracking ID	Categ.	Total Permits Issued	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
2186 Crestview Drive	Ortiz Infill	AP-18-1358	SFD	1	-	-	-	-	-	1	-
Carion Court	Edgewater Apartments	AP-17-1228	5+	16	-	-	-	-	-	16	-
6, 14, 45, 70, and 78 Alturas Avenue	Alturas Triplexes	AP-17-1260	2 to 4	6	-	-	-	6	-	-	-
300 Central Avenue	Liberty Subdivision	AP-17-1229	SFD	22	-	-	3	-	-	-	19
Various	Positano at San Marco	AP-16-1174	SFD	60	-	-	-	-	-	-	60
Various	Waterstone Subdivision	AP-15-1092	SFD	10	-	-	-	-	-	-	10
1479 Valenzuela Court	Solares ADU	BP-19-0148	ADU	1	-	-	-	-	-	1	-
Totals:				116			3	6		18	89
Notes: AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 4: Annual Building Activity Report Summary – Final Inspections Completed in 2019

Address	Project Name	Tracking ID	Categ.	Total Finals	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
158, 118, and 110 Alturas Avenue	Alturas Subdivisions	AP-18-1328	SFD	9	-	-	-	-	-	-	9
Carion Court	Edgewater Apartments	AP-17-1228	5+	62	-	-	-	-	-	62	-
Various	Positano at San Marco	AP-16-1174	SFD	18	-	-	-	-	-	-	18
2106 Marsh Avenue	Discovery Infill	BP-18-0068	SFD	1	-	-	-	-	-	-	1
1201 Stoneman Avenue	Stoneman Apartments	AP-14-1000	5+	230	23	-	205	-	-	-	2
Various	Waterstone Subdivision	AP-15-1092	SFD	8	-	-	-	-	-	-	8
Totals:				328	23	-	205	-	-	62	38
Notes: AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 5: Regional Housing Needs Allocation Progress – Permitted Units Issued

Income Level		RHNA Allocation	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Remaining
LI	Deed Restricted	392	-	2	-	23	-					25	367
	Unrestricted		-	-	-	-	-						
L	Deed Restricted	254	2	2	6	205	3					227	27
	Unrestricted		-	-	-	3	6						
M	Deed Restricted	316	-	-	-	-	-					216	100
	Unrestricted		150	-	-	48	18						
AM		1063	252	171	147	68	89					727	336
Total RHNA		2025											
Total Units			404	175	153	347	116					1195	830
Notes: AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)													

Program Implementation Status

Program	Objective	Timeframe	Status of Program Implementation
Housing Supply			
Goal 1. Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all incomes.			
13-P-1.1	Ensure there is an adequate supply of mixed use and residentially zoned land of appropriate densities to accommodate existing and anticipated housing needs through 2022.		
13-P-1.1.A	Conduct periodic inventories of vacant and underutilized land to determine their suitability for more intense residential use. Maintain a list for distribution to interested homebuilders.	Quarterly	The Successor Agency to the City of Pittsburg Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request and posted on the City's website. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2017, the City expanded its GIS program to provide additional information regarding the City's land inventory and current zoning and made zoning information and aerial imagery publicly accessible online.
13-P-1.1.B	Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Upon request by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to include the M (Mixed Use) District, and rezoning approximately 75-acres throughout the City to the M District. Development standards for the M District are determined through the Design Review process unless otherwise specified in the Railroad Avenue Specific Plan or the Pittsburg/Bay Point BART Master Plan. In 2009, the City Council adopted Ordinance No. 09-1319, rezoning approximately 1,075 acres around the future BART station to PD (Planned Development) District and adopted the Railroad Avenue Specific Plan. The Specific Plan contains development standards allowing residential development up to 65 units per acre (not including density bonuses) in the area adjacent to the future BART station. On September 19, 2011, the City Council adopted Ordinance No. 11-1350, rezoning approximately 50 acres around the existing Pittsburg/Bay Point BART station to M-P (Mixed Use with a Master Plan Overlay) District. The M-P District allows high-density residential development up to 70 units per acre (not including density bonuses), and establishes development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards

Program	Objective	Timeframe	Status of Program Implementation
			intended to foster development of a high-density, mixed-use transit village around the BART station. In 2015, the City Council approved the rezoning of a 1.51 acre commercial parcel to Medium Density Residential (RM) to allow for the adaptive reuse of a long standing vacant structure as a multifamily residential complex. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of a medium density project with 82 units, plus 8 accessory dwelling units. In 2018, the City approved the Liberty Subdivision, which included a request to rezone a 4.98-acre site from a combination of Service Commercial (CS) District and Single-Family Residential (RS-5) District to Planned Development (PD) District in order to allow a single-family residential project with 57 units, plus six accessory dwelling units. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units.
13-P-1.1.C	Continue to facilitate the development of multifamily uses on identified Public/Institutional lands to streamline future permitting process, in the event the properties are deemed surplus.	As requested by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to allow residential uses on Public/Institutional-designated land provided that the City Council deems the land surplus and not needed for a future public use. In 2009, a portion of Los Medanos Village Apartments, a 71-unit affordable multi-family development, was constructed on surplus public land after the City Council found that the site was surplus. In 2009, the Railroad Avenue Specific Plan was adopted by the City Council. The planning area contained eight publicly owned parcels that were identified for future mixed-use development at densities between 20 and 65 units per acre. In 2011, the City Council adopted the Pittsburg/Bay Point BART Master Plan which rezoned approximately 27 acres of publicly owned land that is currently being used as public parking for BART patrons to allow mixed-use development at densities between 20 and 70 units per acre. In

Program	Objective	Timeframe	Status of Program Implementation
			2015, the Planning Commission approved the development of Stoneman Apartments, a 230-unit multifamily apartment complex on the site of the former Central Junior High School, within the GQ District. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units.
13-P-1.1.D	Encourage residential and mixed-use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed-use development on sites that have been designated within Priority Development Areas (PDAs) under the MTC/ABAG FOCUS Program. Assist nonprofit and for-profit developers to obtain grants and other capital improvement funds offered to PDAs to develop and improve those infill sites, and offer incentives for mixed-income projects, including but not limited to streamlined review, fee deferrals, priority application processing, and other incentives identified by affordable housing developers.	Apply for grant and other capital improvements funds annually as funding sources become available.	There are three PDAs in the City of Pittsburg, including Downtown Pittsburg (309 acres), the Railroad Avenue Specific Plan (1,075 acres) and a shared PDA between the City of Pittsburg and Contra Costa County around the existing Pittsburg/Bay Point BART station, 125 acres of which are located within the City of Pittsburg. During the previous Housing Element cycle, several mixed-use and high-density residential projects were approved and constructed within the City PDAs, including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable multi-family apartments above 8,000 square feet of commercial and quasi-public uses); Siena Court (111 affordable senior apartments above 10,300 square feet of commercial development); and La Almenara, a 20-unit affordable multi-family infill residential development in downtown Pittsburg. In 2015, the Planning Commission approved the construction of 38 units within the Railroad Avenue Specific Plan (RASP) PDA (Greystone Place, completed in 2016) and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units, within the RASP PDA.

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.1.E	Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, offering new recreational opportunities, and/or increasing the supply of affordable housing.	Upon request by developers or as deemed appropriate	The City has utilized the PD District zoning to allow for higher density mixed-use development as well as high-density, luxury apartments in the hills. In 2016, 2018, and 2019 the City approved the Waterstone, Liberty, and Alves Ranch subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 485 units, plus 20 accessory dwelling units which are affordable by design. Each subdivision utilizes innovative site plans to help maximize the number of units on these infill sites.
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	In 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance have been proposed during the current Housing Element Cycle (2015-2023).
13-P-1.2	Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburg to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.		
13-P-1.2.A	Establish minimum lot sizes when rezoning the foothills to accommodate large homes. Provide flexible lot sizes on up to 50% of the lots, when requested, in conjunction with a density bonus and long-term affordable housing agreement.	Ongoing; implement upon request	Developable areas within the southern foothills have been pre-zoned as Hillside Planned Development (HPD) District, and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 d.u./ac depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development.

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing; implement as development projects are proposed	Development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 d.u./ac. Such a density range would be conducive to a subdivision development of estate homes.
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots in the foothills are over 3,000 square feet (net garage) in size.	Ongoing; implement as development projects are proposed	All development projects and tentative subdivision maps are subject to review by the Planning Commission; therefore, this policy be implemented on a case-by-case basis.
13-P-1.2.D	Support the development of moderate- and above moderate-income housing within the existing City limits, such as high-end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	Ongoing; implement as development projects are considered and proposed	The southwest portion of the City, which extends from State Route 4 to the north to the southwest hills to the south, is located in the 693-acre San Marco PD, which was established in 1993 and is composed of approximately 14 distinct “villages” with varying densities and housing types specified for each. In 2012, the Planning Commission approved a Vesting Tentative Map in the San Marco PD for up to 252 small lot single-family lots (ranging from 2,992 square feet to 5,480 square feet) on approximately 30.2 acres. In 2008, the San Marco Villas were constructed within the large-scale San Marco PD District. The development resulted in development of 330 market-rate multi-family apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate- and above moderate-income families. In 2015, the Planning Commission approved the Villas II Extension, which added an additional 132 units immediately west. In 2015, the Planning Commission approved the construction of Greystone Place (38 units) within the Railroad Avenue Specific Plan (RASP) PDA and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. Construction of the Greystone Place Subdivision was completed in 2016. In 2016 and 2018, the City approved the Waterstone and Liberty subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 139

Program	Objective	Timeframe	Status of Program Implementation
			units, plus 14 accessory dwelling units. The Waterstone Subdivision is currently under construction. The City also approved the 62-unit Edgewater Apartment Project and the 54-unit Beacon Villas Project in 2018. Construction of the Waterstone Subdivision was completed in 2019. Construction of the Liberty Subdivision began in 2019. The Edgewater Apartments Project was completed in 2019. Beacon Villas is still on hold. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City. This project is still on hold. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units. Construction of the Alves Ranch Subdivision is currently underway.
13-P-1.4	Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.		
13-P-1.4.A	Encourage the development of high-density, transit-oriented mixed-use development for all income levels, within identified Priority Development Areas (PDAs) near existing and planned transit through the implementation of the Pittsburgh/Bay Point BART Master Plan and the Railroad Avenue Specific Plan. Where feasible and appropriate, provide incentives such as fee waivers or deferrals, reduced parking requirements (in accordance with the adopted plans) and	Communicate with interested developers at least once per year and implement as development projects are proposed	The City Council adopted Ordinance No. 09-11303 approving the Railroad Avenue Specific Plan on November 2, 2009. The plan regulates development within the Railroad Avenue PDA and allows densities up to 65 units per acre in areas closest to Pittsburgh Center BART Station. In 2011, the City Council adopted Ordinance No. 11-1350 rezoning approximately 50 acres around the existing Pittsburgh/Bay Point BART Station to M-P (Mixed Use with a Master Plan Overlay) District. The Master Plan allows high-density residential development up to 70 units per acre (not including density bonuses), and contains development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The development under construction is designed at a density of 11.5 d.u./ac, and is located within a ½ mile radius of the BART station at the intersection of Railroad Avenue and SR 4.

Program	Objective	Timeframe	Status of Program Implementation
	fast-track permit processing.		In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburg/Bay Point BART Station. In 2019, the City approved the Alves Ranch Subdivision, a 346-unit single-family subdivision approximately ½-mile west of the Pittsburg/Bay Point BART Station.
13-P-1.4.B	If deemed necessary by the City Engineer, research and implement Transportation Demand Management (TDM) strategies, such as parking pricing, unbundling housing and parking, and employer sponsored transit passes, for in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.	Ongoing; review annually or as development projects are proposed	The Railroad Avenue Specific Plan contains Policy No. 6-P-13, to implement TDM strategies including those listed within Program 13-P-1.4.C, when traffic and parking demand increases within the Specific Plan area. Further, the Specific Plan contains reduced parking requirements for residential developments within the plan area. In 2016, the City hired a consultant to prepare a TDM strategy, and held multiple community meetings within neighborhoods affected by the Pittsburg Center BART Station to discuss TDM strategies and gather feedback. The Pittsburg/Bay Point BART Master Plan contains subsection, 6.7, Station Area Development Strategies-Parking Management Strategies that sets forth recommendations to reduce parking demand on BART-owned properties. Further, the Master Plan contains parking maximums and no parking minimum standard for properties within the plan area.
13-P-1.4.C	Encourage owners of very large parcels (in excess of 20 acres) within one-half mile of an established or planned PDA to partner with nonprofit housing developers to develop a portion of the site with housing affordable to low- and moderate-income households.	Ongoing; implement as development projects are proposed	Implementation ongoing as development projects are proposed within these areas.
13-P-1.5	Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.5.A	Support the development of second units through reductions and waivers of city transportation and planning fees for accessory residential units.	Ongoing; implement as second units are proposed	New accessory dwelling unit (ADU) laws went into effect on January 1, 2020 that define the maximum standards that can be applied to ADUs and Junior ADUs. The Community Development Department is currently preparing revisions to the City of Pittsburg’s ADU ordinances to bring them into compliance with the new State laws. The passage of these laws has significantly raised interest in the construction of ADUs in Pittsburg. The City has also received SB 2 grant funds to prepare pre-approved ADU plans that could be used by residents to help reduce the cost of ADU construction.
13-P-1.5.B	Work with Delta Diablo Sanitation District and Contra Costa Water District to reduce or waive fees for utility installations for accessory dwelling units.	2015-2017	
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	
13-P-1.6	Meet Pittsburg’s fair share regional housing needs.		
13-P-1.6.A	Endeavor to facilitate the production of a minimum of 2,025 housing units between January 1, 2014, and June 30, 2022, including at least 392 units serving extremely low- and very low-income households, 254 units serving low-income households, and 316 units serving moderate-income households through implementation of the	2014-2022	During 2019, the City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved six percent of its very low; 89% of its low; 68% of its moderate; and 68% of its above-moderate income RHNA targets through issuance of building permits (see Tables 1-5 above). The City approved one large residential project in 2019: Alves Ranch, a 352-unit single-family subdivision currently under construction at the intersection of Alves Ranch Road and W. Leland Road. Building permits were issued for 116 new residential units in 2019. Of those total permits, nine were for low-income, 18 were for moderate income, and 89 were for above-moderate income units.

Program	Objective	Timeframe	Status of Program Implementation
	policies and actions identified in this element.		
13-P-1.6.B	Monitor the City's inventory of sites appropriate to meet housing at all income levels and ensure that adequate sites remain available throughout the planning period, in compliance with Government Code Section 65863(b).	2014-2022	Ongoing. The Successor Agency to the City of Pittsburg Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.
Affordable Housing/Special Needs Housing			
Goal 2. Promote the expansion of the City's affordable housing stock, including that which accommodates special needs households.			
13-P-2.1	Provide incentives to developers who assist the City in meeting affordable housing needs, including units to accommodate special needs households: female-headed households, seniors, disabled, developmentally disabled, large families, emancipated youth, seasonal and temporary workers, and the homeless.		
13-P-2.1.A	Utilize public funds to increase the supply of housing affordable to extremely low-, very low-, and low-income households, and moderate-income large family households. Endeavor to set aside a minimum 20% of the City's annual Community Development Block Grant (CDBG) funds for affordable housing projects and programs targeting special	Review CDBG funding annually to provide funds for affordable housing projects and targeted special needs populations.	The Housing Authority of the City of Pittsburg (HACP) administers rental assistance through the Section 8/Housing Choice Vouchers program to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense. The Housing Authority provides rental subsidy to the maximum extent allowable. Funding is awarded by the Federal government to subsidize low-income families with their rent. The number of families the Housing Authority can assist is determined by the annual contract contribution awarded. Factors in determining the number of units available to assist eligible families are based on average housing assistance payments, fair market rents established by HUD, and administrative costs. For calendar year 2018-2019, the Housing Authority received \$16,927,532. These funds were used to subsidize 948 Section 8 recipients and 175 Veteran Affairs Supportive Housing (VASH) vouchers.

Program	Objective	Timeframe	Status of Program Implementation
	needs populations described in Policy 2.1.		A total of \$119,228 was expended under the Housing Rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. One first time homebuyer loan was funded with Cal-Home funds.
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low-income households for identified special needs groups described in Policy 2.1.	Funding will be prioritized annually.	During the 2007–2014 Housing Element planning period, the Redevelopment Agency invested approximately \$6.4 million in the Los Medanos Village Apartments, which consists of 71 units that were set aside for qualified low-income residents and small families. During 2018-2019 fiscal year, \$101,541 of CDBG funds was expended for the Veterans Square Project. The Developer has agreed to dedicate and restrict thirteen (13) of the one-bedroom units and one (1) of the two-bedroom units in the development, for a total of 14 units to very low-income veterans and their families.
13-P-2.1.C	Provide fee waivers and allow fee deferrals until issuance of a Certificate of Occupancy for developers constructing affordable housing developments and/or developers providing housing and programming serving identified special needs populations described in Policy 2.1. Investigate the possibility of extending fee deferrals beyond issuance of a Certificate of Occupancy to allow developers of affordable housing to amortize the fees over a longer period of time.	Ongoing; implement as affordable housing projects are proposed	Between 2015 and 2019, the Planning Commission entitled 523 new residential units as part of the Greystone, Waterstone, Liberty, and Alves Ranch projects. The development agreements for these projects require construction of 24 attached accessory dwelling units (ADUs) for lower-income households. They also require the City to waive the impact fees for the ADUs.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Veterans Square Apartments, and La Almenara.
13-P-2.1.E	Give priority in processing to project applications with an affordable housing component and/or serving an identified special needs population described in Policy 2.1.	Ongoing; Review annually and implement as development project applications are received	Historically, Los Medanos Village Apartments (71 unit affordable multi-family development) obtained planning entitlements as well as engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111-unit affordable development including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010). More recently, Greystone Place, which included the construction of four affordable second dwelling units, obtained approvals and began construction in less than 20 months (February 2014 to November 2015). Waterstone, which included the construction of eight affordable accessory dwelling units, obtained approvals and began construction in less than a year (September 2015 to August 2016). Liberty, which included the construction of six affordable accessory dwelling units, obtained approvals and began construction in less than two years (February 2017 to September 2019). Alves Ranch, which included the construction of six accessory dwelling units, obtained approvals and began construction in less than two years (June 2018 to February 2020).
13-P-2.1.F	Support density bonuses and other incentives above those required in the State mandated Density Bonus Law for mixed-income housing projects which address the housing needs	Review annually and implement as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Since 2010, the Planning Commission approved Siena Court, an affordable housing development for seniors, and Veterans Square Apartments, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).

Program	Objective	Timeframe	Status of Program Implementation
	of an identified population described in Policy 2.1.		
13-P-2.1.G	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/fa) to construct affordable housing projects and/or residential developments that serve an identified special housing needs population described in Policy 2.1.	Annually communicate with nonprofit developers and annually, depending on state funding cycles, submit applications for funding.	In 2015, the City applied for several County and State grant funding programs to support affordable housing. The City received a \$20,000 grant from the San Francisco Foundation. The Housing Authority of the City of Pittsburg has agreed to provide a loan agreement for up to \$947,000 for the financing of Veteran's Square through Resolution No. 15-288 dated June 15, 2015. In April 2016, the developer was notified that the Veteran's Square project will be receiving an award of over \$3 Million in state Veterans Housing and Homeless Prevention Program funds and the project was invited to submit a full application for the state Affordable Housing and Sustainable Communities Program. The City will continue to apply for County and State funding in the coming years.
13-P-2.1.H	Facilitate the development of onsite childcare space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site childcare.	Review annually and implement as development projects are proposed.	PMC section 18.50.010, "Land Use Regulations for All Residential Districts," allows General Day Care uses as a permitted use in medium and high-density residential districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a childcare center within this reporting period. The City's Municipal Code currently allows small family day cares as a permitted use in all residential zones. In March 2017, the City Council adopted an ordinance amending Title 18 of the PMC to permit large family daycare homes of up to 14 children, with limitations related to noise, parking, and spacing/concentration, consistent with state law. The ordinance also streamlined the permitting process and minimized processing fees for large daycare homes.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.2.A	Continue to implement a Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes. Advertise the loan program through flyers, online materials, and outreach at the Senior Center and the Housing Authority.	Ongoing; distribute flyers and update outreach materials annually or as needed	During the 2018-2019 fiscal year \$180,399 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-2.2.B	To facilitate aging in place, encourage that a percentage of new homes within new subdivisions be limited to one-story in height, and incorporate universal design principles as part of a comprehensive update of the development review design guidelines.	2015-2017	The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case-by-case basis as development proposals are reviewed.
13-P-2.3	Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.		
13-P-2.3.A	Coordinate with the County and local non-profits to identify and address the housing and social service needs of the local homeless.	Annually	During the 2018-2019 fiscal year, the City provided approximately \$57,219 in CDBG Funds to local non-profit programs that provide services to the local homeless population, including: Coordinated Outreach, Referral, and Engagement Program (CORE) teams serve as an entry point into the coordinated entry system for unsheltered persons and work to identify, engage, stabilize and house chronically homeless individuals and families. The outreach teams provide basic needs supplies, counseling, benefits assistance, linkages to healthcare, shelter placement, and referrals and transportation to C.A.R.E. Centers; the Winter Nights Rotating Family Shelter is a project of the Interfaith Council of Contra Costa County that provides emergency shelter, food, tutoring,

Program	Objective	Timeframe	Status of Program Implementation
			transportation, case management, housing placement assistance and more to homeless families living primarily in East and Central County; Loaves and Fishes, which provides hot meals Monday through Friday; and the St. Vincent de Paul RotaCare, a free medical clinic for low income and underserved uninsured Pittsburg residents. The City is actively engaged in the Contra Costa County of Continuum of Care (CoC) which is governed by the Contra Costa Council on Homelessness (Council). The Council provides a forum for communication and coordination about the implementation of the County's strategic plan to prevent and end homelessness, and for orchestrating a vision on ending homelessness in the County, educating the community on homeless issues, and advocating on federal, state, and local policy issues affecting people who are homeless or at risk of homelessness. The Council provides advice and input on the operations of homeless services, program operations, and program development efforts in the county. Pittsburg has been closely participating in the Council meetings as well as the Health, Housing, and Homeless Services (H3) Community meetings. The purpose of H3 community meetings is to exchange information regarding housing resources to County and non-profit staff, housing advocates, consumers of the homeless CoC, and the general public. Input and feedback from H3 community meetings are brought to the Mental Health Commission's Consolidated Planning and Advisory Workgroup and the Council.
13-P-2.3.B	Continue to fund operations of the permanent homeless shelters in Central Contra Costa County using CDBG and other funds targeted to serve lower income households.	Ongoing; allocate funds annually	The City continues to participate in the countywide efforts to assist the homeless population by funding services that take proactive steps to implement the CoC strategy for the homeless. During the 2018-2019 fiscal year, the City provided \$15,479 in CDBG funds to the St. Vincent De Paul RotaCare clinic that is operated at the St. Vincent De Paul facility in Pittsburg. This program not only offers free medical care for the uninsured but also serves as a daytime shelter for homeless families. A feeding program is also within walking distance from the facility and offers hot meals for these families. Additionally, the City provided \$31,740 in CDBG funds to CORE and the Winter Nights Rotating Shelter. The Housing Authority of the City of Pittsburg applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Ten (10) additional vouchers were awarded in Summer 2018 and another five (5) for March 2019. Later in 2019, the Housing Authority applied for additional funding for Housing Choice Vouchers (Veterans' Affairs

Program	Objective	Timeframe	Status of Program Implementation
			Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County.
13-P-2.3.C	Amend the Zoning Ordinance to redefine supportive and transitional housing to be consistent with Health and Safety Code Sections 50675.2 and 50675.14. In accordance with more recent interpretations of Senate Bill 2, amend the Zoning Ordinance to allow supportive and transitional housing as residential uses subject only to restrictions applicable to other residential uses of the same type in the same zone.	2015-2016	Not yet implemented.
13-P-2.3.D	Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.	Ongoing; allocate funding annually or as available	The Successor Agency has partnered in the past and continues to allocate funding to Pacific Community Services, Inc. (PCSI), to provide confidential counseling to families who are in danger of losing their homes to foreclosure; facilitate tenant/landlord dispute resolution; conduct pre- and post- purchase counseling to homebuyers within the City; provide free of charge information and referral services regarding home ownership to households within the City; refer homeowners within the City that require credit maintenance and money management services to a credit counseling agency. In fiscal year 2018-2019, the Successor Agency has allocated \$10,000 for PCSI's efforts. During the 2018-2019 fiscal year, the City provided \$10,000 in CDBG funds to Contra Costa Senior Legal Services, to support legal counseling, advice, representation, and litigation services to seniors in connection with housing issues.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative	Annually	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.		
13-P-2.3.F	Continue to support community-based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Ongoing. Future Build provides pre-apprenticeship training for low-income residents in East Contra Costa County. Training is offered in the building trades, solar theory and installation, construction, and hazardous waste. The program also provides post-graduate services including job coaching, referrals, and assistance from workforce investment job placement specialists. Successful graduates have been hired at Plumbers Local 159, Iron Workers Local 378, Laborer's Local 324, Solar City, Aerotec, and Tesla. Opportunity Junction (headquartered in Antioch) also provides job training and placement in addition to career counseling and placement assistance.
13-P-2.4	Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.		
13-P-2.4.A	Provide support for the development of homes for extremely low-, very low-, and low-income households under sweat equity programs, through technical assistance, funding application assistance, and financial assistance if and when available.	Ongoing; implement as development projects are proposed	The City has not implemented a sweat equity program during the current Housing Element cycle. City staff provides technical assistance and funding application assistance as requested by developers of affordable housing. During the 2018-2019 fiscal year, \$180,399 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-2.4.B	Support continuation of the County Mortgage Credit Certificate program benefiting new low- and moderate-income homeowners, and make information about it	Ongoing; review and update information annually or as needed	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	available at permit counter and on the City's website.		
13-P-2.4.C	Continue to provide a first-time homebuyer program in the city for the benefit of low- and moderate-income households utilizing appropriate CDBG and Housing Authority resources. Explore options for partnership with ABAG or other regional agencies on additional funding for a region-wide first time homebuyer program.	Ongoing; allocate resources annually or as available	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.D	Continue to provide information to local for-profit and not-for-profit developers about the types of state and federal low-interest land acquisition/construction funds available for development of homes affordable to low- and moderate-income households by distributing the list of available grant funds listed on www.hcd.ca.gov/fa/, and continuing to offer support in the application of these funds.	Ongoing; distribute the list annually and upon request	This task is undertaken on a case-by-case basis when individual developers approach the City's Economic Development Department and Planning Division, and request information or assistance in obtaining state and federal funds. In the past, the City has worked closely with nonprofit housing developers to participate in mortgage and construction loan and grant programs including but not limited to the Housing and Community Development Multi-family Housing Program (HCD MHP), Contra Costa HOME, Affordable Housing Partnership (AHP) funds, California Tax Credit Allocation Committee (CTCAC) tax credits, and the California Debt Limit Allocation Committee (CDLAC) Qualified Residential Rental Project Program.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.4.E	Continue to participate in the Contra Costa County Consortium to ensure access to and input on the distribution of HOME and HOPWA funds benefiting Pittsburg residents with special needs.	2015-2018	The City of Pittsburg continues to partner with the Contra Costa County Consortium to offer staff assistance and to ensure the receipt and distribution of Contra Costa HOME and Housing Opportunities for Persons with AIDS (HOPWA) funds that benefit Pittsburg residents.
13-P-2.4.F	Continue to co-sponsor homeownership/credit preparation classes within the community.	Ongoing; co-sponsor classes on quarterly basis or as appropriate	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-2.4.G	Amend the City's inclusionary housing ordinance to allow inclusionary units to count towards density bonuses.	2017	Not yet been implemented.
13-P-2.4.H	Review the appropriateness and feasibility of the City's inclusionary housing regulations as they relate to new and existing for-sale and rental housing development. Evaluate fluctuations in market-rate home sale and rental prices, income trends, and other relevant data, as well as recent case and state law as it relates to the City's	2017	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	adopted policy. If appropriate, consider adopting a revised inclusionary policy for new development in which fee payment (such as an affordable housing linkage fee) is the primary form of compliance for various types of development. Identify appropriate strategies for working with owners and occupants of existing inclusionary units depending on the results of the analysis.		
13-P-2.4.I	Support the development of homes affordable to low- and moderate-income households and developed by nonprofit organizations citywide. Support should include, but not be limited to, technical/staff assistance for grant and tax credit applications as well as incentives, credits and fee deferrals, and flexible development standards in accordance with the State-mandated Density Bonus Law. Prioritize partnerships with nonprofit developers that have a proven track	Ongoing; implement as development projects are proposed by nonprofit organizations	Implemented on a case-by-case basis as applications are submitted. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing.

Program	Objective	Timeframe	Status of Program Implementation
	record in developing successfully in the city.		
13-P-2.4.J	Create a list of publicly owned land, update the list on a quarterly basis, and make the list available to developers upon request. Prioritize partnerships for the disposition of publicly owned land with nonprofit developers that have a proven track record in developing successfully in the city.	Ongoing; establish list by 2016, update quarterly	Ongoing. The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.
13-P-2.4.K	Pursue federal resources to acquire foreclosed properties for the rehabilitation and re-tenanting of very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburgh when administering the program.	Ongoing; pursue federal resources and institute a local preference policy by 2017	No federal resources to acquire foreclosed properties were obtained during the reporting period. The Successor Agency for the Redevelopment Agency of the City of Pittsburgh partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. A working relationship is established between the homeowner and lender and so as to determine the best relief measures.
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority of the City of Pittsburg continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 175 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the Housing Authority of the City of Pittsburg opened the Housing Choice Voucher Wait List and conducted a lottery; 5,000 applicants were selected for consideration when funding is available. In October, the HACP Staff applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Additional vouchers were awarded in Summer 2018 & Spring 2019.
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance, fee waivers and deferrals, and financial assistance if and when available.	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.6.A	Continue to offer rehabilitation loans and possibly grants to low- and moderate-income homeowners to improve the energy efficiency of their residence and/or replace existing energy inefficient appliances.	Ongoing	During the 2018-2019 fiscal year, \$180,399 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$119,228 was expended under the Housing Rehabilitation program and assisted five Pittsburg residents with the renovation of their home.
13-P-2.6.B	Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review process of the Climate Action Plan (whichever comes first). Support the use of solar heating and cooling homes, consistent with adopted building, mechanical, and plumbing codes.	2015-2020	This program has not been implemented.
13-P-2.6.C	Work with public and private financing entities to develop a grant or long-term loan program fund to fund the installation of solar panels on single-family and multifamily residential developments to reduce energy consumption and	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	provide savings to property owners. Examples of such partnerships include but are not limited to Pittsburg Power Company, California FIRST Energy Savings Financing, Figtree PACE Program and expansion of the City's involvement into the HERO Program to include residential uses.		
13-P-2.6.D	Utilize efficient design principles in the site planning of new subdivisions to enhance the quality of life of Pittsburg residents. Closely follow the guidelines set forth in the adopted Green Building Development Review Design Guidelines and ensure that the City's Climate Action Plan includes neighborhood, site, and building design to maximize energy efficiency and smart growth principles and an incentive process to comply with the adopted Green Building Development Review Design Guidelines (see also Program 2.6.B).	2015-2020	Implemented on a case-by-case basis as development projects are proposed.
Eliminating Discrimination			

Program	Objective	Timeframe	Status of Program Implementation
Goal 3. Eliminate housing discrimination.			
13-P-3.1	Promote fair housing opportunities for all people.		
13-P-3.1.A	Prohibit housing discrimination on the basis of age, race, ethnic or national origin, physical or psychological special need, religion, sex, sexual orientation, familial status, or source of income in all projects which receive local public funds.	Ongoing.	The City is subject to and enforces state and federal fair housing laws. In addition, all agreements signed by the City contain a non-discrimination clause stating that there shall be no discrimination with regard to the rental or sale of units and no preference shall be given to any particular class or group of people except to the extent that the affordable units are provided to households that meet the minimum income requirements.
13-P-3.1.B	Amend the Zoning Ordinance to include a definition of employee housing as defined in Health and Safety Code Section 17021.5 and 17008 and to allow such housing for six or fewer residents in residential districts subject only to restrictions applicable to other residential uses of the same type in the same zone.	2015-2017	This program is not yet completed.
13-P-3.1.C	Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of impediments to Fair Housing Choice.	Adhere to the time frame established in the Analysis of Impediments	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.

Program	Objective	Timeframe	Status of Program Implementation
		to Fair Housing Choice	
13-P-3.1.D	Continue to fund tenant-landlord counseling services to help resolve problems and conflicts that occur in tenant/landlord relationships. Publicize the availability of these public resources through the City's website, and through the display and dissemination of written materials (in both English and Spanish) at City Hall and the Pittsburgh Library.	Annually	Currently, Pittsburgh Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-3.1.E	Give preference to persons who live and/or work within the City of Pittsburgh in the purchase or rental of local price restricted housing units constructed and/or acquired with local affordable housing funds.	Ongoing	A local resident and employee preference policy was implemented for all participants in the First Time Homebuyer Program prior to its dissolution; however, there is no local preference policy for potential occupants of inclusionary housing units.
13-P-3.1.F	Continue to refer families to Pacific Community Services (PCS) for fair housing issues or complaints. Provide posters with fair housing referral information in the lobby area of the	Ongoing	Currently, Pittsburgh Housing Authority staff refers fair housing issues to PCS. Fair housing information, including complaint forms and City contact information is available online. The Housing Authority Website will continue to be updated throughout the coming year. This program will continue to be implemented on an ongoing basis depending on the availability of funding.

Program	Objective	Timeframe	Status of Program Implementation
	Housing Authority office and add information to the Housing Authority's website.		
Housing Stock Preservation			
Goal 4. Improve and preserve the existing housing stock including affordable housing units, where feasible and appropriate.			
13-P-4.1	Support the conservation and rehabilitation of existing for-sale housing stock (including mobile homes) through a balanced program of code enforcement and property improvements.		
13-P-4.1.A	Continue to investigate complaints and take appropriate action involving Building and Housing Code violations in single-family and multi-family rental housing.	Ongoing	The Building Division administers the City's Residential Rental Inspection Program which was established in 2006, with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties in the City, the physical inspection of properties, and the issuance of correction notices and citations in order to gain compliance. As of February 2020, there were approximately 3,200 parcels registered in the program. In addition, the Building Division actively investigates citizen complaints regarding Municipal Code violations. This is accomplished through inspection, notification, communication, and the issuance of citations. The Building Division is also a key member of the City's Code Enforcement Team. The team includes staff from the Police Department, Engineering and Planning Divisions, the City Manager's office, and the City Attorney's office. This group systematically addresses the more egregious Municipal Code violations in addition to establishing a proactive response to citizens' concerns. During the 2018-2019 fiscal year, \$176,368 in CDBG funds were allocated to Code Enforcement activities to investigate complaints and take appropriate action involving residential code violations.
13-P-4.1.B	Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.	Ongoing	During the 2018-2019 fiscal year, \$180,399 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$119,228 was expended under the

Program	Objective	Timeframe	Status of Program Implementation
			Housing Rehabilitation program, which assisted five Pittsburgh residents with the renovation of their home.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburgh when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, Pittsburgh Housing Authority staff provides counseling on eligibility requirements, credit issues, and pre- and post-homeownership on an individual basis. Though no activities were funded by CDBG during the Program Year, the Successor Agency for the Redevelopment Agency of the City of Pittsburgh, partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. Local preference policy has not yet been implemented.
13-P-4.2	Utilize public funds to preserve rent restricted units at risk of conversion to market rate and conserve and rehabilitate the existing supply of housing affordable and made available to extremely low, very low, low and/or moderate-income households, when and where appropriate.		
13-P-4.2.A	Set aside 20 to 40% of the City's annual Community Development Block Grant (CDBG) funds for housing programs, including but not limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.	Annually	During the 2018-2019 fiscal year, \$119,228 was expended under the Housing Rehabilitation program, which assisted five Pittsburgh residents with the renovation of their home. During the same period, \$180,399 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.2.B	Monitor rent-restricted units at-risk of conversion to market rate and meet with property owners to explore possible options/incentives to retain the units in the affordable housing stock. Facilitate preservation of at-risk units through cooperative partnerships with non-profit housing provider(s), when feasible and appropriate. This includes monitoring the planned renewal of Section 8 Certificates for Lido Square and East Santa Fe Apartments, facilitating the renewal process when needed, and utilizing public funds, if available, to purchase covenants in and/or substantially rehabilitate the units for continued restriction of their affordability. Support developer and nonprofit applications for other state and federal funds available to them for the preservation of units at risk of conversion and for the rehabilitation of the existing housing stock. Notice tenants of at-risk units about available resources.	Start two years before expiration date for each development	The Successor Agency to the City of Pittsburg (former Redevelopment Agency) is responsible for the ongoing monitoring of units that are at risk of conversion to market rate. Redevelopment staff maintains lists of all deed-restricted housing units and monitors the status of the units. Units at risk of conversion would be eligible for rehabilitation grants and loans in exchange for maintaining deed restrictions on the units. Affordable units at risk of converting for the 2015-2023 Housing Element reporting period include: Lido Square Townhomes, East Santa Fe Avenue Apartments, and the Woods Grove Apartments (formerly Woods Manor). The deed restriction for the Woods Grove Apartments was set to expire on January 1, 2019. However, the apartments were purchased by a third party and are undergoing substantial rehabilitation. The affordability covenants for this property has also been extended for an additional 55 years. The Woods Grove Apartments contains a total 80 affordable units. Sixty-nine units were to be set aside for low income and 11 units were to be set aside for very low-income households.

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburgh's residential neighborhoods.			
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development Review Design Guidelines to require a high quality of design for new and existing residential development. Ensure that the guidelines require that a certain percentage of new homes within new subdivisions be limited to one story in height and/or regulate second-story elements to provide increased variety in building planes on all building elevations.	2017-2020	This program to further update the DRDG has not yet been implemented. In November 2010, the Planning Commission adopted Resolution No. 9864, amending the Development Review Design Guidelines to include "Green Building Design Guidelines." Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburgh's existing Development Design Standards and specific plans.

Program	Objective	Timeframe	Status of Program Implementation
13-P-5-2	Enhance the built environment through citywide landscaping efforts including the installation of street trees that will grow to create a street tree canopy along roadways and sidewalks.		
13-P-5.2.A	Publicize the existing street tree program in neighborhoods where street trees are scarce. Expand the program as funds become available.	Ongoing	This program has not been implemented.
13-P-5.2.B	Adopt a Tree Preservation Ordinance is to promote the health, safety, welfare, and quality of life of the residents of the City through the protection of specified trees located on private property within the City, and the establishment of standards for removal, maintenance, and planting of trees.	2015-2016	Implemented. In 2015, the City Council adopted Ordinance No. 15-1390, establishing a citywide tree preservation ordinance. The City has begun mapping developer-installed protected trees as part of its GIS.

701.03

**PC
RESO**

10141

04-14-20

VP

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan)
Annual Progress Report for Calendar Year)
2019 and Authorizing Submittal of the)
Report to the City Council, State Office of)
Planning and Research, State Department)
of Housing and Community Development,)
and Contra Costa Transportation Authority)

Resolution No. 10141

The Planning Commission of the City of Pittsburg DOES RESOLVE as follows:

Section 1. Background

- A. The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. In 2015, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period.
- B. Under California Government Code Section 65400, the City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD) by April 1st of each year. The purpose of the APR is to provide the City Council, OPR, and HCD with a progress report on the General Plan's implementation status. The APR is also meant to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.
- C. The General Plan APR is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of the State CEQA Guidelines, section 15061, in that there is no possibility that the APR may have a significant negative physical impact on the environment.
- D. On April 14, 2020, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2019 and oral and/or written testimony was considered.

Section 2. Findings

Based on the Planning Commission Staff Report entitled, "General Plan Annual Progress Report for Calendar Year 2019," dated April 14, 2020, and based on all the information contained in the Planning Division files on the project, adopted and incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

- A. All recitals above are true and correct and incorporated herein by reference.
- B. The General Plan Annual Progress Report for Calendar Year 2019 appropriately and accurately summarizes the City's progress to date in implementing the action policies in its General Plan.

Section 3. Decision

Based on the findings set forth above, the Planning Commission hereby accepts the General Plan APR for Calendar Year 2019, attached to this resolution as Exhibit A, and authorizes staff to submit the report to the City Council, OPR, HCD, and the Contra Costa Transportation Authority.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner Moreno, seconded by Commissioner Robinson, the foregoing resolution was passed and adopted the 14th day of April 2020, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES: Bhasin, Coniglio, Croskey, Foster, Nguyen, Moreno, Robinson

NAYES: None

ABSTAIN: None

ABSENT: None

I hereby certify that the above Resolution No. 10141 was adopted by the Planning Commission of the City of Pittsburg on April 14, 2020.



KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2019)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on April 14, 2020
Submitted to the City Council on ____ 2020.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

LAND USE ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
2-P-1	Review the City's Sphere of Influence every 5 years. Ensure necessary annexation and SOI changes through coordination with the county and LAFCo, in accordance with Figure 2-3.	Implementation Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Voter Measure I amending the ULL to include the property commonly known as Chevron East approved in November 2011. Environmental Impact Report for the proposed James Donlon Boulevard Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of Montreux and Tuscany Meadows properties completed in 2016 and 2017. Property owner-initiated annexation of the SW Hills/Faria property still underway.	
2-P-2	Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act. Title 17 further updated to streamline review of tentative maps in 2015. A tree preservation ordinance and wireless telecommunications ordinance, along with a variety of other miscellaneous amendments, adopted in 2015. Ordinances to define and regulate placement of smoke shops and smoking lounges, further update the wireless telecommunications regulations, as well as the retail sale and distribution of marijuana, adopted in 2016. Adopted ordinances in 2017, streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town. In 2018, adopted an ordinance modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments.	
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Regulations incorporated into the Phase 2 Zoning Code Update adopted May 2007.	

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-16	Develop criteria and standards for small-lot single-family residential development that: ○ Promotes design and development flexibility; ○ Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and ○ Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. Staff would like to revisit this policy as part of the General Plan update.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	California's new building code requires developers to install solar photovoltaic (PV) systems on single-family homes and multi-family homes that are up to three stories high.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-20	Revise the City's Zoning Ordinance to require under-grounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	Undergrounding of utilities is required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
2-P-22	Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	Implemented as part of development review.
2-P-24	Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.	Implemented as part of development review.
2-P-26	Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-foot setback with fire-resistant landscaping.	Implemented as part of development review.
Downtown		

LAND USE ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
2-P-32	Concentrate all Downtown Commercial activity — which includes specialty retail, professional offices, and personal services, entertainment and other compatible uses — along the Railroad Avenue corridor. (Downtown: 5-P-4)	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018.	
2-P-33	Limit commercial uses along the southern side of East Tenth Street to service commercial businesses—including repair and maintenance, retail sales, special trade contracting and other compatible uses. (Downtown: 5-P-8)	Implemented with the Phase 2 Zoning Code Update adopted May 2007.	
2-P-34	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses — such as specialty retail services, restaurants, marine repair and docking facilities, hotels and other uses listed in Table 5-1 (Downtown Element).	Implementation Ongoing. The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers. A majority of the 18-acre property is owned by one party (Third Street Pittsburgh) with a portion owned by the City of Pittsburgh.	
2-P-36	Improve the pedestrian path along Marina Blvd. connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with construction of the Marina Promenade completed in 2008. Implementation ongoing as development along Marina Boulevard is proposed. Additional bike and pedestrian improvements will be recommended through the draft Pittsburgh Moves Plan.	
Northeast River			

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-37	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Loveridge		
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.	Implementation ongoing. As part of the draft Pittsburg Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.
East Central		
2-P-53	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.	Implemented. Linear park built.
Railroad Avenue		

LAND USE ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
2-P-55	Pursue the extension of the Railroad Ave. linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor to the Civic Center and City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and the preliminary design and cost estimate has been completed.	
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009.	
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan," adopted November 2009.	
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.	

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. In 2015, this area was rezoned from Office Commercial (CO) District to Medium Density Residential (RM) District, and plans to convert the vacant office structure to a multifamily complex were approved by the City Council. The site is located between low- and high-density residential developments, and the medium-density area is compatible in scale and creates an appropriate transition between densities.
East Leland		
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the "Railroad Avenue Specific Plan," adopted November 2009.

LAND USE ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. The BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, provides parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.	
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue Specific Plan," adopted by the City Council in November 2009.	
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Ongoing. Identified as CIP Project ST-2 (BART Pedestrian/Bicycle Connectivity Project). Design for the \$4.5 M trail/path to be completed by Fall 2020 with construction by Fall 2021.	
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections. As part of the draft Pittsburgh Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.	

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Proposed "Standard Oil Avenue" is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: ○ Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; ○ Not result in any net increase of peak-hour stormwater flow; ○ Preserve and enhance existing north-south creeks; and ○ Respect natural topography in the design and construction of new units.	Ongoing as part of development review. Highlands Ranch Park (10.42 acres) was constructed sometime between 1999 and 2002 as part of the Highlands Ranch Subdivision.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Ongoing. Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Project). The project is still in the design stage with 65% construction drawings complete.
Woodlands		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-76	Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the stream bank, with continuous multi-use trail access along the west side for the creek.	Implemented as part of development review.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. CIP Project ST-28 (West Leland Street Lighting Project) will provide lighting levels that are up to current standards along W. Leland Road from Railroad Avenue to Burton Avenue. This project is still in the design stage. CIP Project ST-34 (West Leland Road Safety Improvements) would prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left, relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings. This project is currently awaiting funding. CIP Project ST-38 (West Leland Road Pavement Markers/Markings and Speed Signage Improvements) would install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Project would also install six driver speed feedback signage at locations prior to horizontal curves. The City has received design proposals for this project. CIP Project ST-43 (West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road) would occur between Railroad Avenue and Bailey Road. It would install raised pavement markers and reflectors through intersections to ensure proper lane usage; install warning signage and reflectors at horizontal curves; replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines); and modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach. This project is still in the design stage.

LAND USE ELEMENT			STATUS (AS OF 12/31/19)
ACTION POLICIES			
2-P-82	Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the Delta De Anza trail to Stoneman Park (since renamed John Henry Johnson Park).	
2-P-83	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park/John Henry Johnson Park. Continue to explore feasibility, opportunities and alternatives for pedestrian/bike crossings of the Contra Costa Canal.	
Southwest Hills			
2-P-84	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	Partially implemented. West Leland Rd. will be extended from Villa Road to Santa Teresa Drive by Fall 2020.	
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Partially implemented. The City Council adopted the "Pittsburg/Bay Point BART Station Master Plan," October 17, 2011 (Ordinance No. 11-1350) establishing multi-modal and mixed-use development standards for development of properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312), includes residential and commercial uses, a wide and meandering sidewalk next to West Leland Rd., and an internal east/west street with wide sidewalks. Implementation ongoing as development occurs in the specific plan area.	

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
2-P-93	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Implementation ongoing. Partially constructed with San Marco Villas Apartments and Toscana frontage improvements. January 2009 master plan approved for Alves Ranch includes a multi-use trail along the site's West Leland Road frontage and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Northwest River		
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Staff worked with TRANSPLAN in preparation of the most recent 2017 update to East County Action Plan for Routes of Regional Significance.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public. See: http://bit.ly/CORpipeline
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-15	Prepare, adopt and periodically update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.	The City Council recently adopted the City-wide CIP for fiscal years 2019/20 through 2023/24. The CIP categorizes capital improvement projects into ten categories: Streets, Traffic Signals, Water, Sewer, Storm Drainage, Buildings, Parks, General, Pittsburgh Power and Marina Projects. The items included in the CIP range from minor to major projects affecting the City's infrastructure.
3-P-16	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Also, a 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-17	As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.	Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. A 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities. The City is preparing the Pittsburg Moves plan which will include recommendations for future bike and pedestrian improvements citywide.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Ongoing.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

URBAN DESIGN ELEMENT			STATUS (AS OF 12/31/19)
ACTION POLICIES			
Views, Ridges, and Edges			
4-P-1	Require ridge setbacks for all new hillside development. Building pads should be located at least 150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.	Implemented as part of development review.	
4-P-4	Develop and implement use of a “Design Review Checklist” for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.	
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Ongoing. A monument sign with an LED readerboard was installed at the corner of Railroad Ave. and California Ave. as part of the multimodal transfer facility completed in 2018.	
Hillside Development			
4-P-8	Update the Hillside Planned Development District within the City’s Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.	

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-10	Amend the City's Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Implemented as part of development review.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Implemented as part of development review.
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Implemented as part of development review.
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Implemented as part of development review. Additionally, the City completed the following trails in 2017 and 2019: 1) Frontage Rd. from Railroad Ave. to Crestview Ave.; 2) Power Ave. from Railroad Ave. to Davi Ave.; and 3) San Marco Blvd. from Santa Lucia Dr. to W. Leland Rd.
Key Corridors		

URBAN DESIGN ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and the preliminary design and cost estimate has been completed.	
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Ongoing. The Enterprise Zone program was eliminated by State in 2014. However, Contra Costa County has designated 17 'Opportunity Zones' (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa's Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond.	
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. "Railroad Avenue Specific Plan," incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. The BART Multimodal Transfer Facility completed in 2018 is consistent with the applicable portions of the RASP Architectural and Design Criteria, utilizes varied materials and colors to provide visual interest, and incorporates outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.	
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the "Railroad Avenue Specific Plan," approved November 2009 and the "Old Town Pittsburg Design Guidelines," approved September 2005.	

URBAN DESIGN ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
		In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.	
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Not implemented.	
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan." Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.	
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Canal clean ups not implemented. The City does not currently have access to CCWD canal property. However, the City has held several Civic Pride Days in past years to clean up several areas in the community. In May 2019, the residents participated in clean ups for Buchanan Park, Riverview Park, MLK Jr. Spillway, Rancho Medanos, and Civic Park. More frequent clean ups are also done by community groups like Clean Pittsburg (see: https://www.facebook.com/cleanpittsburgca/).	

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division also worked with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the "Railroad Avenue Specific Plan," approved by the City Council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an	CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on State Route 4 at Range Road. The project would significantly improve the level of service of the overcrossings at Railroad Avenue and

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	interchange facility that will accommodate future traffic demands.	Bailey Road. It would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Ongoing.
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is still awaiting funding.
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-	Not implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	turn pockets for access to residential neighborhoods.	
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Implemented as part of development review. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing. Caltrans completed landscape right-of-way improvements in the area of Railroad Avenue, Loveridge Road, and Auto Center Drive.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburgh Civic Center and other destination points from State Route 4.	
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016.
Mixed Use Areas		

URBAN DESIGN ELEMENT			STATUS (AS OF 12/31/19)
ACTION POLICIES			
4-P-67	Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.	Properties rezoned M-P (Mixed Use with a Master Plan Overlay) District, and the "Pittsburg/Bay Point BART Master Plan," adopted with City Council adoption of Ordinance No. 11-1350 in October 2011.	
4-P-68	Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park and ride lots within a walkable, mixed use village.	Implementation ongoing. Guidance policies for the transit plaza development were incorporated into the "Pittsburg/Bay Point BART Master Plan" adopted by City Council in October 2011. Additionally, the BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, will help link BART to bus service, bicycle facilities, and automobiles.	
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).	
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: - o Mixed-use structures; - o Building design that focuses on street-orientation; - o Extensive landscaping and street trees; - o Pedestrian furniture (for example, benches and trash cans);	"Railroad Avenue Specific Plan" adopted by City Council in November 2009.	

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
	○ Street lighting; and ○ Signage.	
4-P-72	Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection. There is currently a request to approve plans for the San Marco Commercial Center Project. The project consists of a 29,822-square-foot anchor tenant, a 3,500-square-foot restaurant, and 1,826-square-foot pad building 35,148-square-foot on a 3.69-acre site located at 2011 W. Leland Road.
4-P-76	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas and Toscana. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-80	Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburgh's existing Development Design Standards and specific plans.
4-P-82	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Development standards not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013.
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulb-outs and lighted crosswalks. Bulb-outs, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program. In 2018, the City began preparation of the draft Pittsburgh Moves Plan, which will include additional policies related to pedestrian safety.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
4-P-85	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Implementation ongoing as development proposals are reviewed. Updated Development Review and Design Guidelines for new construction (adopted November 2010) include policies encouraging safe and unobstructed pedestrian access through neighborhoods. In 2018, the City began preparation of the draft Pittsburgh Moves Plan, which will include additional policies related to pedestrian safety.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
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DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburgh Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.

DOWNTOWN ELEMENT		STATUS (AS OF 12/31/19)	
ACTION POLICIES			
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission previously approved a façade update and restoration of the California Theater, to support re-establishment of the use as an entertainment facility. Rehabilitation of the California Theater commenced in 2010 and was completed in 2012. Further restoration and updates to the California Theater were completed in 2016. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the balcony at the California Theater.	
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.	
5-P-8	Limit commercial uses along the southern side of East 10 th Street to Service Commerce businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.	
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East 10 th Street, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.	
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	Not implemented. Property owner not pursuing development of the site at this time.	

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of a CIP project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties were been rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site. A majority of the 18-acre property is owned by one party (Third Street Pittsburgh) with a portion owned by the City of Pittsburgh.
5-P-14	Develop a detailed design plan for the City's new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. A majority of the 18-acre property is owned by one party (Third Street Pittsburgh) with a portion owned by the City of Pittsburgh.
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	In 2018, the property was purchased by the Making Waves Foundation for construction of the Making Waves Academy – a charter elementary, middle, and high school. The Planning Commission approved the project in February 2019. However, the owner/developer has cancelled the project and the site may be sold to another party in the future.

DOWNTOWN ELEMENT	
ACTION POLICIES	STATUS (AS OF 12/31/19)
5-P-18 Pursue the dedication of public open space during the redevelopment of infill sites within the downtown, particularly adjacent to the waterfront area.	Implemented on a case-by-case basis as development proposals are reviewed. Waterstone, an 82-unit single family infill development on approximately seven acres approved in 2016 includes approximately 12,000 square feet of community open space, including a tot lot and play structure. Liberty, a 57-unit single family infill development on approximately five acres approved in 2018 will include an approximately 11,897-square-foot park with a play structure, tables, and benches.
5-P-21 Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22 Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West 10th Street Neighborhood blocks has been removed in favor of promoting restoration of the existing homes and established single-family neighborhood. Construction of a new plaza at West 6th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the CIP. Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. In 2018, the City completed construction of Ray Giacomelli Park at the southeast corner of San Marco Boulevard and W. Leland Road. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
5-P-25 Improve streetscaping along West 10th Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Implemented. Construction completed in 2010 on City capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.
Design and Development	

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-26	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.	Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements included new trees, on-street diagonal parking stalls and raised intersections.
5-P-27	Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.	Design standards and policies adopted with the “Old Town Design Guidelines” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-29	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-31	Design and implement a gateway project at the Railroad Avenue overpass between Central Avenue and Tenth Street, providing an identifiable gateway into the downtown.	Old Town entry sign and public announcement reader-board constructed at Railroad Avenue and East 10 th Street in 2009.
5-P-32	Develop a “way-finding” system for Downtown Pittsburg. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been proposed but not installed.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-35	During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.	Implemented with the approval/construction of the Railroad Avenue streetscape improvements, the Vidrio and Siena Court projects, and various façade remodels (Mechanics Bank/Steeltown Coffee and Lumpy's Diner). In 2019, the City completed CIP Project ST-13 (Railroad Avenue 3 rd to 5 th Street Sidewalk Improvement) which replaced the aging and deteriorating paver system in the downtown sidewalks with concrete and pavers at the corners of 3 rd , 4 th , and 5 th streets.
5-P-39	Extend the historical flavor of architectural features within the New York Land Historical District to the intersection of Railroad Avenue and Tenth Street.	Design standards and policies adopted with the "Old Town Design Guidelines," in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Not implemented.
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3 rd Street to a new waterfront lookout point.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor, and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005, which lowered the residential parking requirement to 1.5 spaces per unit within the Downtown Subarea. Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court, Almenara, and Veterans Square apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Not implemented.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include bulb-outs and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	The draft Pittsburgh Moves Plan recommends Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street; and a parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. The draft Pittsburgh Moves plan recommends a new Class IV bikeway along Railroad Avenue between the Civic Center and Downtown.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade. Additionally, several pedestrian and bicycle improvements are recommended as part of the draft Pittsburgh Moves plan.

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ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-5	Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.	In September 2018, the City contracted with Willdan Financial Services to conduct a cost allocation plan and comprehensive user fee study to update the City’s Master Fee Schedule. Willdan completed their review and provided the City with a detailed comprehensive report and recommendations. The results of the study were incorporated into the amended Master Fee Schedule which was adopted by the City Council on February 3, 2020.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	The California Enterprise Zone program ended in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond. Other programs in place to help new and existing businesses include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburg to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented.
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Annual and seasonal events include Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, and Car Shows during summer months. Events have been held periodically in the California Theatre since its reopening in January 2013. In 2016, the City hosted a weekly "Off The Grid," event, a food truck pop-up series popular throughout the Bay Area, at John Buckley Square in Downtown Pittsburg. The City continued to host weekly Off The Grid events throughout 2017.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implementation ongoing with the Marina Master Plan, Phase 2 Zoning Update.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2018, the City received \$203,000 in CMAQ funding for school area safety improvements and \$1.3 M for the multimodal transfer facility.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implemented as part of development review.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implemented as part of development review.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction). The project is still in the design stage with 65% construction drawings complete.
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. CIP Project ST-54 (Avila Road Widening) and ST-55 (W. Leland Road Extension Phase 2) would: 1) widen Avila Road to four lanes; and 2) extend W. Leland Road from San Marco Boulevard to Avila Road. The new extension would be four lanes with a raised median and sidewalks. The project would accommodate bicycle facilities where appropriate. ST-54 is currently awaiting funding. ST-55 is under construction and should be completed by Fall 2020.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Implementation ongoing. CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on SR 4 at Range Road. This project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. As part of the SW Hills Faria Annexation Project, San Marco Boulevard would be extended from its southern terminus to Bailey Road. The Draft EIR for the project has been released for public review and the comment period has closed. The City is currently preparing responses to comments received on the adequacy of the Draft EIR.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulb-outs.
Transit and Public Transportation		

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implemented as part of development review.
7-P-29	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Implemented as part of development review. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs.
7-P-32	Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.	Implemented. The Pittsburgh Center BART Station was completed in 2018 along with the Multimodal Transfer Station.
Bikeways and Pedestrian Movement		

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-35	Work with school districts, school administrators and parents of elementary school students to develop a “suggested routes to school” program for students who bicycle and walk.	Implementation ongoing. School area safety improvements completed in 2015 at eight locations: Harbor St/Army St; Hanlon Way/Cove Way; Railroad Ave/8th St; Black Diamond/10th St; Range Rd/Ackerman Ave; Rio Verde Dr./Pillar Ridge Dr.; Railroad Ave/E 17th; and Yosemite Dr./Hillview Jr. High School. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. This project is currently awaiting funding. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. This project is also awaiting funding. Additional improvements will be recommended through the draft Pittsburg Moves Plan.
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implemented as part of development review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.	Implemented. The Traffic Division of the Development Services Department serves this function.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan.' Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. Additional improvements will be recommended through the draft Pittsburg Moves Plan.
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.	Implementation ongoing. In 2016, the Planning Commission, as part of its approval of the BART Multimodal Transfer Facility, adopted a condition of approval requiring the installation of high-visibility markings and countdown signals at the intersections of: 1) Railroad Avenue and California Avenue; 2) Railroad Avenue and Center Drive; 3) the westbound on-ramp at Railroad Avenue north of State Route 4; 4) the eastbound on-ramp at Railroad Avenue south of State Route 4; and 5) the Railroad Avenue off-ramp south of State Route 4. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. This project is currently awaiting funding. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. Additional improvements will be recommended through the draft Pittsburg Moves Plan. Additional improvements will be recommended through the draft Pittsburg Moves Plan.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. CIP Project ST-15 (E. 3rd Street Streetscape Improvements) would design and construct streetscape improvements along E. 3rd Street. Portions of the roadway would need to be widened, while a "road diet" would be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk would be widened and installed. Bus pull-outs and curb "bulb-outs" would also be included to enhance the area's walkability and promote alternative modes of transportation. This project is currently awaiting funding.
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	In 2018, the City began preparation of the Pittsburgh Moves plan (city-wide pedestrian and bicycle master plan). City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	Ongoing. A potential alignment has been mapped as part of the draft Pittsburgh Moves plan. Ongoing. A potential alignment has been mapped as part of the draft Pittsburgh Moves plan.
7-P-49	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Ongoing. Signage policies are being incorporated into the draft Pittsburg Moves Plan. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Ongoing. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Ongoing. New bikeway alignments have been mapped as part of the draft Pittsburg Moves plan. Once the plan is adopted, the City will seek grant funding to build the new bikeways. Developers will also be required to build bikeways as part of their frontage improvements.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007. The standard details may need to be updated upon adoption of the Pittsburg Moves plan.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

OPEN SPACE YOUTH AND RECREATION ELEMENT			STATUS (AS OF 12/31/19)
ACTION POLICIES			
Parks			
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. City collects fees or accepts parkland for all residential development but does not collect parkland fees for non-residential development. The Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects.	
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: - Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; - Sized according to the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); - Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and - A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. However, parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.	

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not implemented.
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.
Trails and Open Space		
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not implemented. However, in 2018 the City worked with EBRPD and the Delta Protection Commission on a grant to provide an educational program with kayak excursions. The City was not awarded the grant, but the application process resulted in more collaboration with both entities.
8-P-18	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Ongoing. New bikeway "Bay to Black Diamond" alignments have been mapped as part of the draft Pittsburgh Moves plan. Once the plan is adopted, the City will seek grant funding to build the new bikeways. Developers will also be required to build bikeways as part of their frontage improvements.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-20	Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-way including: - o Kinker Creek. The Kinker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. - o Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. - o PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	Ongoing. New Class 1 trail alignments along Contra Costa Canal and parts of the PG&E utility right-of-way have been mapped as part of the draft Pittsburg Moves plan.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Standards implemented with Phase 2 Zoning Update and Marina Master Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: - Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. - Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. - Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. - Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Ongoing. Marina Promenade constructed in 2008. Additionally, multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3rd Street to a new waterfront lookout point, but the project was cancelled by the owner/developer in late 2019.
Recreational and Cultural Programs		

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: - Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. - Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. - Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Ongoing. Ambrose Park Aquatic Center was reopened in 2017. City currently leases buildings at City Park to STS Academy, who operates a variety of childcare and teen programs out of the facility. CIP Project PK-14 (Skateboard Park at Stoneman North) would provide for an approximately 10,000-square-foot skateboard park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project would be close to parking, restrooms and a bus stop. This project is currently awaiting funding. CIP Project PK-26 (Buchanan Park Renovations) would add the following amenities to the existing Buchanan Park: basketball court, splash pad, public art, and would replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 square feet from the current 3,000-square-foot facility.
8-P-31	Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	Ongoing. Rehabilitation of the California Theatre was completed in 2012. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the theatre's balcony. An expansion of the Pittsburg Library was completed in 2013. Los Medanos Community College is being renovated and expanded. In 2016, the college renovated its gymnasium and resurfaced its tennis courts. New physical education and student union buildings are currently under construction.
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Ongoing. Policies adopted in the Railroad Avenue Specific Plan support and incentivize public art. Mural projects for individual sites around the city (Mi Pueblo Grocery Store and Ramar Foods International) supported through conditions of approval, where building architecture necessitates such installations.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Educational Facilities		
8-P-42	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.	Implementation ongoing. Developer-built public park now operational adjacent to Delta View Elementary in the San Marco Development, with the City and Mt. Diablo Unified School District sharing ongoing maintenance costs under a joint-use agreement. A joint City/school district project to improve an existing playfield at Hillview Junior High commenced in 2010 and was completed in 2011. The City Council has established subcommittees to meet regularly with PUSD and MDUSD board members to discuss ongoing opportunities for city/district cooperation. A condition of approval for the BART Multimodal Transfer Facility required the City partner with PUSD and have students design murals that will be placed on ten bike lockers at the Multimodal site.
8-P-44	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college board to allow public access to recreational facilities and programs.	Implementation ongoing.

GENERAL PLAN POLICY MATRIX

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RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Biological Resources and Habitat		
9-P-2	Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.	Not implemented. Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis during project review and preparation of required CEQA documentation.
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by state and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred on sensitive habitats in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA, design review, and grading permit processes.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-16	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: - Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. - Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.	Partially implemented. Standards considered for inclusion in the Hillside Regulations (on-hold). Standards identified in the policy are added as conditions of approvals on a case-by-case basis (where applicable) for projects.
9-P-18	Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.	Implementation ongoing.
9-P-19	As part of the City's Zoning Ordinance, establish regulations for the preservation of mature trees. Include measures for the replacement of all mature trees removed.	Implemented. Tree preservation ordinance (Ordinance No. 15-1390) adopted in 2015.
9-P-20	As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.	Not implemented in the form of a maintenance district, though City currently collects a Kirker Creek drainage fee for new construction in the Kirker Creek watershed.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-21	As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and city stormwater facilities impacted by potential project runoff.	Implementation ongoing.
Water Quality		
9-P-22	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.	Implementation ongoing and as part of development proposal review.
9-P-23	Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.	Implementation ongoing through application of Standard Conditions of Approval.
9-P-26	Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.	Implementation ongoing.
9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.	Implementation ongoing through application of Standard Conditions of Approval. City Public Works staff picks up and removes dumped debris alongside public roads. City sponsors annual volunteering event for clean-up of segments of Kirker Creek.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing as a component of the NPDES education and outreach program.
Historical and Cultural Resources		
9-P-35	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and re-modelings in the Historical District should be transferred to the Planning Commission.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-37	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as "important" or "unique" to local community, ethnic, or social groups.	Partially implemented with the adoption of the "Old Town Design Guidelines."

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: ○ Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. ○ Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. ○ Ensure revegetation of cut-and-fill slopes to control erosion. ○ Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
10-P-15	Develop standards for adequate setbacks from potentially active fault traces (as designated in Figure 10-2) for structures intended for human occupancy. Allow roads to be built over potentially active faults only where alternatives are impractical.	Implementation ongoing. Pittsburgh Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city. The theorized 'Pittsburg Fault' has been removed from City maps after extensive trenching did not result in any evidence that it exists.
10-P-17	Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.	Implementation ongoing. Pittsburgh Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city.
Flood Control		
10-P-18	Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system are appropriate to the project's share of the cumulative effect.	Implementation ongoing. Projects are reviewed under the City Storm Drainage Master Plan.
10-P-20	Develop and implement a Storm Flooding Mitigation Fee Program to fund required drainage improvements during construction of new development.	Implemented for Kirker Creek (Pittsburg Municipal Code chapter 15.104).
10-P-22	Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.	Implementation ongoing. Reviewed during plan check review.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Hazardous Materials		
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. In 2017 the City was awarded a \$300,000 Community-wide Environmental Assessment Grant from the US Environmental Protection Agency. As part of the grant, five Phase I and two Phase II preliminary cleanup assessments have been made on five properties. Other activities completed under this grant include site specific environmental work like Sampling and Analysis Plans, Soil Management Plans, and community outreach strategy development for specific industrial areas of the City.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. Contra Costa County responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Ongoing. The CARE program distributes information to schools about shelter-in-place procedures. Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) Program, which trains first responders in the event of major emergencies.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
GREEN BOLD TEXT – Policies with ongoing implementation

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
Water Supply and Distribution		
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.	CIP Project W-7 (Water Main Buchanan Road – Phase 2) would provide a new water transmission line to meet domestic and fire flow requirements for existing and new development in the southeast hills and infill development in Water Zone 2. This project will be implemented as development demand increases for the area. CIP Project W-8 (2020/21 Water Main Replacement/Installation Program) would identify and replace water mains, services, and valves that have reached the end of their useful life and have become maintenance problems, and/or install mains to improve fire flow in localized areas. Funding has been identified for this project in FY 19/20 and 20/21. CIP Project W-15 (12-inch Water Main Stoneman Avenue – Harbor Street to Loveridge Road) would provide for installation of approximately 3,300 feet of 12-inch transmission main along Stoneman Avenue, from Harbor Street to Loveridge Road. This project would also provide additional system looping to enhance pressures and fire protection capabilities in Water Zone 2. This project is awaiting funding. CIP Project W-24 (Pittsburg-Antioch Highway Waterline Improvements – Eastern Loop) would provide 4,000 of 18-inch water line to initiate water service to businesses along PA Highway, east of Loveridge Road. It would run from the east end of California Avenue going east on PA Highway to approximately 500 ft. west of the City's eastern limits and tie into Century Boulevard to provide a looped system. This project is currently awaiting funding. CIP Project W-40 (Water Main Installation Replacement Program) would identify and replace water mains, services, and valves that have reached the end of their useful life. Funding has been identified for this project in FY 21/22 and 22/23.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment #3 approved and revised facility reserve charges. Updated 2015 Water System Master Plan adopted in 2016.
11-P-8	Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new Delta Diablo Sanitation District (DDSD) Reclamation Plant.	Not implemented. No ordinance has been adopted, although facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians. New development projects are required to connect to Delta Diablo's recycled water infrastructure as a condition of approval when feasible.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Ongoing. DDSD consults with City staff in understanding land use and wastewater projections for sites located within the City.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Sewers are inspected through CIP Project SS-1 (Citywide Sewer Inspection Project) to determine replacement and rehabilitation needs. CIP Project SS-2 (FY 2022/23 Sewer Replacement Program) would replace sewer lines that are maintenance problems. Funding has been identified for this project in FY 21/22 and 22/23.
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	CIP Project SS-4 (Sewer Master Plan Update) would provide \$175,000 funding to fully update the City's sewer master plan. This project is fully funded.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Ongoing.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-18	Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	Ongoing. Developers are charged facility reserve charges for development projects built in the city.
Solid Waste		
11-P-22	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.	Ongoing. Information distributed by the Public Works Division and Neighborhood Improvement Team and as part of the NPDES public outreach and education program.
11-P-23	Encourage builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	Implementation ongoing through the development review process and supported by the development review and design guidelines last amended in November 2010.
Fire Protection		
11-P-24	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.	Not implemented. Fire prevention measures implemented for new development projects on a case by case basis.
11-P-26	Cooperate with Contra Costa County Fire Protection District (CCCFPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.	Ongoing. The CCCFPD received design review approval to relocate two fire stations within the City limits. Construction on the new Station 85 on Loveridge Road and the new Station 84 on Railroad Avenue were completed in 2010. In 2016, Fire Station 87 in Pittsburg was reopened.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/19)
11-P-28	Cooperate with CCCFPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: - Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. - Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

Legend: **BLUE BOLD TEXT** – Policies with completed implementation
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NOISE ELEMENT		STATUS (AS OF 12/31/19)
ACTION POLICIES		
12-P-4	Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.
12-P-8	Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.	
12-P-9	Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.	
12-P-10	Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.	

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2019 – December 31, 2019

Table 1: Housing Development Applications Submitted in 2019

Address	Project Name	Tracking ID	Categ.	Total Units	VL (R)	VL (U)	L (R)	L (U)	M (R)	M (U)	AM
400, 404, 408, and 412 E. 8 th Street; and 399, 403, 407, and 411 E. 9 th Street	East Street Estates	AP-19-1470	SFD	8	0	0	0	0	0	0	8
Carion Court	Edgewater Apartments Expansion	AP-19-1424	5+	12	0	0	0	0	0	12	0
1479 Valenzuela Court	Solares ADU	BP-19-0148	ADU	1	0	0	0	0	0	1	0
Totals:				21	0	0	0	0	0	13	8
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 2: Annual Building Activity Report Summary – Completed Entitlements in 2019

Address	Project Name	Tracking ID	Categ.	Total Entitled	VL (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision	AP-18-1348	SFD	352	-	-	6	-	-	-	346
Totals:				352	-	-	6	-	-	-	346
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 3: Annual Building Activity Report Summary – Issued Building Permits in 2019

Address	Project Name	Tracking ID	Categ.	Total Permits Issued	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
2186 Crestview Drive	Ortiz Infill	AP-18-1358	SFD	1	-	-	-	-	-	1	-
Carion Court	Edgewater Apartments	AP-17-1228	5+	16	-	-	-	-	-	16	-
6, 14, 45, 70, and 78 Alturas Avenue	Alturas Triplexes	AP-17-1260	2 to 4	6	-	-	-	6	-	-	-
300 Central Avenue	Liberty Subdivision	AP-17-1229	SFD	22	-	-	3	-	-	-	19
Various	Positano at San Marco	AP-16-1174	SFD	60	-	-	-	-	-	-	60
Various	Waterstone Subdivision	AP-15-1092	SFD	10	-	-	-	-	-	-	10
1479 Valenzuela Court	Solares ADU	BP-19-0148	ADU	1	-	-	-	-	-	1	-
Totals:				116			3	6		18	89
Notes: AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 4: Annual Building Activity Report Summary – Final Inspections Completed in 2019

Address	Project Name	Tracking ID	Categ.	Total Finals	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
158, 118, and 110 Alturas Avenue	Alturas Subdivisions	AP-18-1328	SFD	9	-	-	-	-	-	-	9
Carion Court	Edgewater Apartments	AP-17-1228	5+	62	-	-	-	-	-	62	-
Various	Positano at San Marco	AP-16-1174	SFD	18	-	-	-	-	-	-	18
2106 Marsh Avenue	Discovery Infill	BP-18-0068	SFD	1	-	-	-	-	-	-	1
1201 Stoneman Avenue	Stoneman Apartments	AP-14-1000	5+	230	23	-	205	-	-	-	2
Various	Waterstone Subdivision	AP-15-1092	SFD	8	-	-	-	-	-	-	8
Totals:				328	23	-	205	-	-	62	38

Notes:

AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700)

VL = Very low-income (households earning 0-50% of AMI)

L = Low-income (households earning 50-80% of AMI)

M = Moderate income (households earning 80-120% of AMI)

AM = Above-moderate income (households earning above 120% of AMI)

(R) = Deed Restricted

(U) = Unrestricted

Table 5: Regional Housing Needs Allocation Progress – Permitted Units Issued

Income Level		RHNA Allocation	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Remaining
LI	Deed Restricted	392	-	2	-	23	-					25	367
	Unrestricted		-	-	-	-	-						
L	Deed Restricted	254	2	2	6	205	3					227	27
	Unrestricted		-	-	-	3	6						
M	Deed Restricted	316	-	-	-	-	-					216	100
	Unrestricted		150	-	-	48	18						
AM		1063	252	171	147	68	89					727	336
Total RHNA		2025											
Total Units			404	175	153	347	116					1195	830
Notes: AMI = Area Median Income (for 2019, the AMI for a 4-person household in Contra Costa County was \$111,700) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)													

Program Implementation Status

Program	Objective	Timeframe	Status of Program Implementation
Housing Supply			
Goal 1. Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all incomes.			
13-P-1.1	Ensure there is an adequate supply of mixed use and residentially zoned land of appropriate densities to accommodate existing and anticipated housing needs through 2022.		
13-P-1.1.A	Conduct periodic inventories of vacant and underutilized land to determine their suitability for more intense residential use. Maintain a list for distribution to interested homebuilders.	Quarterly	The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request and posted on the City's website. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2017, the City expanded its GIS program to provide additional information regarding the City's land inventory and current zoning and made zoning information and aerial imagery publicly accessible online.

13-P-1.1.B	Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Upon request by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to include the M (Mixed Use) District, and rezoning approximately 75-acres throughout the City to the M District. Development standards for the M District are determined through the Design Review process unless otherwise specified in the Railroad Avenue Specific Plan or the Pittsburg/Bay Point BART Master Plan. In 2009, the City Council adopted Ordinance No. 09-1319, rezoning approximately 1,075 acres around the future BART station to PD (Planned Development) District and adopted the Railroad Avenue Specific Plan. The Specific Plan contains development standards allowing residential development up to 65 units per acre (not including density bonuses) in the area adjacent to the future BART station. On September 19, 2011, the City Council adopted Ordinance No. 11-1350, rezoning approximately 50 acres around the existing Pittsburg/Bay Point BART station to M-P (Mixed Use with a Master Plan Overlay) District. The M-P District allows high-density residential development up to 70 units per acre (not including density bonuses), and establishes development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2015, the City Council approved the rezoning of a 1.51 acre commercial parcel to Medium Density Residential (RM) to allow for the adaptive reuse of a long standing vacant structure as a multifamily residential complex. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of a medium density project with 82 units, plus 8 accessory dwelling units. In 2018, the City approved the Liberty Subdivision, which included a request to rezone a 4.98-acre site from a combination of Service Commercial (CS) District and Single-Family Residential (RS-5) District to Planned Development (PD) District in order to allow a single-family residential project with 57 units, plus six accessory dwelling units. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units.
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Program	Objective	Timeframe	Status of Program Implementation
13-P-1.1.C	Continue to facilitate the development of multifamily uses on identified Public/Institutional lands to streamline future permitting process, in the event the properties are deemed surplus.	As requested by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to allow residential uses on Public/Institutional-designated land provided that the City Council deems the land surplus and not needed for a future public use. In 2009, a portion of Los Medanos Village Apartments, a 71-unit affordable multi-family development, was constructed on surplus public land after the City Council found that the site was surplus. In 2009, the Railroad Avenue Specific Plan was adopted by the City Council. The planning area contained eight publicly owned parcels that were identified for future mixed-use development at densities between 20 and 65 units per acre. In 2011, the City Council adopted the Pittsburgh/Bay Point BART Master Plan which rezoned approximately 27 acres of publicly owned land that is currently being used as public parking for BART patrons to allow mixed-use development at densities between 20 and 70 units per acre. In 2015, the Planning Commission approved the development of Stoneman Apartments, a 230-unit multifamily apartment complex on the site of the former Central Junior High School, within the GQ District. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units.
13-P-1.1.D	Encourage residential and mixed-use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed-use development on sites that have been designated within Priority Development Areas (PDAs) under the MTC/ABAG FOCUS Program. Assist nonprofit and for-profit developers to obtain grants and other capital improvement funds	Apply for grant and other capital improvements funds annually as funding sources become available.	There are three PDAs in the City of Pittsburgh, including Downtown Pittsburgh (309 acres), the Railroad Avenue Specific Plan (1,075 acres) and a shared PDA between the City of Pittsburgh and Contra Costa County around the existing Pittsburgh/Bay Point BART station, 125 acres of which are located within the City of Pittsburgh. During the previous Housing Element cycle, several mixed-use and high-density residential projects were approved and constructed within the City PDAs, including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable multi-family apartments above 8,000 square feet of commercial and quasi-public uses); Siena Court (111 affordable senior apartments above 10,300 square feet of commercial development); and La Almenara, a 20-unit affordable multi-family infill residential development in downtown Pittsburgh. In 2015, the Planning Commission approved the construction of 38 units within the Railroad Avenue Specific Plan (RASP) PDA (Greystone Place, completed in 2016) and

Program	Objective	Timeframe	Status of Program Implementation
	offered to PDAs to develop and improve those infill sites, and offer incentives for mixed-income projects, including but not limited to streamlined review, fee deferrals, priority application processing, and other incentives identified by affordable housing developers.		the renovation of the Burllessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units, within the RASP PDA.
13-P-1.1.E	Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, offering new recreational opportunities, and/or increasing the supply of affordable housing.	Upon request by developers or as deemed appropriate	The City has utilized the PD District zoning to allow for higher density mixed-use development as well as high-density, luxury apartments in the hills. In 2016, 2018, and 2019 the City approved the Waterstone, Liberty, and Alves Ranch subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 485 units, plus 20 accessory dwelling units which are affordable by design. Each subdivision utilizes innovative site plans to help maximize the number of units on these infill sites.
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	In 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance have been proposed during the current Housing Element Cycle (2015-2023).
13-P-1.2	Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburg to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.2.A	Establish minimum lot sizes when rezoning the foothills to accommodate large homes. Provide flexible lot sizes on up to 50% of the lots, when requested, in conjunction with a density bonus and long-term affordable housing agreement.	Ongoing; implement upon request	Developable areas within the southern foothills have been pre-zoned as Hillside Planned Development (HPD) District, and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 d.u./ac depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development.
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing; implement as development projects are proposed	Development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 d.u./ac. Such a density range would be conducive to a subdivision development of estate homes.
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots in the foothills are over 3,000 square feet (net garage) in size.	Ongoing; implement as development projects are proposed	All development projects and tentative subdivision maps are subject to review by the Planning Commission; therefore, this policy be implemented on a case-by-case basis.
13-P-1.2.D	Support the development of moderate- and above moderate-income housing within the existing City limits, such as high-end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	Ongoing; implement as development projects are considered and proposed	The southwest portion of the City, which extends from State Route 4 to the north to the southwest hills to the south, is located in the 693-acre San Marco PD, which was established in 1993 and is composed of approximately 14 distinct "villages" with varying densities and housing types specified for each. In 2012, the Planning Commission approved a Vesting Tentative Map in the San Marco PD for up to 252 small lot single-family lots (ranging from 2,992 square feet to 5,480 square feet) on approximately 30.2 acres. In 2008, the San Marco Villas were constructed within the large-scale San Marco PD District. The development resulted in development of 330 market-rate multi-family apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate- and above moderate-income families. In 2015, the

Program	Objective	Timeframe	Status of Program Implementation
			Planning Commission approved the Villas II Extension, which added an additional 132 units immediately west. In 2015, the Planning Commission approved the construction of Greystone Place (38 units) within the Railroad Avenue Specific Plan (RASP) PDA and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. Construction of the Greystone Place Subdivision was completed in 2016. In 2016 and 2018, the City approved the Waterstone and Liberty subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 139 units, plus 14 accessory dwelling units. The Waterstone Subdivision is currently under construction. The City also approved the 62-unit Edgewater Apartment Project and the 54-unit Beacon Villas Project in 2018. Construction of the Waterstone Subdivision was completed in 2019. Construction of the Liberty Subdivision began in 2019. The Edgewater Apartments Project was completed in 2019. Beacon Villas is still on hold. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City. This project is still on hold. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units. Construction of the Alves Ranch Subdivision is currently underway.
13-P-1.4	Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.		
13-P-1.4.A	Encourage the development of high-density, transit-oriented mixed-use development for all income levels, within identified Priority Development Areas (PDAs) near existing and planned transit through the	Communicate with interested developers at least once per year and implement as development	The City Council adopted Ordinance No. 09-11303 approving the Railroad Avenue Specific Plan on November 2, 2009. The plan regulates development within the Railroad Avenue PDA and allows densities up to 65 units per acre in areas closest to Pittsburgh Center BART Station. In 2011, the City Council adopted Ordinance No. 11-1350 rezoning approximately 50 acres around the existing Pittsburgh/Bay Point BART Station to M-P (Mixed Use with a Master Plan Overlay) District. The Master Plan allows high-density residential

Program	Objective	Timeframe	Status of Program Implementation
	implementation of the Pittsburg/Bay Point BART Master Plan and the Railroad Avenue Specific Plan. Where feasible and appropriate, provide incentives such as fee waivers or deferrals, reduced parking requirements (in accordance with the adopted plans) and fast-track permit processing.	projects are proposed	development up to 70 units per acre (not including density bonuses), and contains development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The development under construction is designed at a density of 11.5 d.u./ac, and is located within a ½ mile radius of the BART station at the intersection of Railroad Avenue and SR 4. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburg/Bay Point BART Station. In 2019, the City approved the Alves Ranch Subdivision, a 346-unit single-family subdivision approximately ½-mile west of the Pittsburg/Bay Point BART Station.
13-P-1.4.B	If deemed necessary by the City Engineer, research and implement Transportation Demand Management (TDM) strategies, such as parking pricing, unbundling housing and parking, and employer sponsored transit passes, for in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.	Ongoing; review annually or as development projects are proposed	The Railroad Avenue Specific Plan contains Policy No. 6-P-13, to implement TDM strategies including those listed within Program 13-P-1.4.C, when traffic and parking demand increases within the Specific Plan area. Further, the Specific Plan contains reduced parking requirements for residential developments within the plan area. In 2016, the City hired a consultant to prepare a TDM strategy, and held multiple community meetings within neighborhoods affected by the Pittsburg Center BART Station to discuss TDM strategies and gather feedback. The Pittsburg/Bay Point BART Master Plan contains subsection, 6.7, Station Area Development Strategies-Parking Management Strategies that sets forth recommendations to reduce parking demand on BART-owned properties. Further, the Master Plan contains parking maximums and no parking minimum standard for properties within the plan area.
13-P-1.4.C	Encourage owners of very large parcels (in excess of 20 acres) within one-half	Ongoing; implement as development	Implementation ongoing as development projects are proposed within these areas.

Program	Objective	Timeframe	Status of Program Implementation
	mile of an established or planned PDA to partner with nonprofit housing developers to develop a portion of the site with housing affordable to low- and moderate-income households.	projects are proposed	
13-P-1.5	Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.		
13-P-1.5.A	Support the development of second units through reductions and waivers of city transportation and planning fees for accessory residential units.	Ongoing; implement as second units are proposed	New accessory dwelling unit (ADU) laws went into effect on January 1, 2020 that define the maximum standards that can be applied to ADUs and Junior ADUs. The Community Development Department is currently preparing revisions to the City of Pittsburgh’s ADU ordinances to bring them into compliance with the new State laws. The passage of these laws has significantly raised interest in the construction of ADUs in Pittsburgh. The City has also received SB 2 grant funds to prepare pre-approved ADU plans that could be used by residents to help reduce the cost of ADU construction.
13-P-1.5.B	Work with Delta Diablo Sanitation District and Contra Costa Water District to reduce or waive fees for utility installations for accessory dwelling units.	2015-2017	
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	
13-P-1.6	Meet Pittsburgh’s fair share regional housing needs.		
13-P-1.6.A	Endeavor to facilitate the production of a minimum of	2014-2022	During 2019, the City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved six percent of

Program	Objective	Timeframe	Status of Program Implementation
	2,025 housing units between January 1, 2014, and June 30, 2022, including at least 392 units serving extremely low- and very low-income households, 254 units serving low-income households, and 316 units serving moderate-income households through implementation of the policies and actions identified in this element.		its very low; 89% of its low; 68% of its moderate; and 68% of its above-moderate income RHNA targets through issuance of building permits (see Tables 1-5 above). The City approved one large residential project in 2019: Alves Ranch, a 352-unit single-family subdivision currently under construction at the intersection of Alves Ranch Road and W. Leland Road. Building permits were issued for 116 new residential units in 2019. Of those total permits, nine were for low-income, 18 were for moderate income, and 89 were for above-moderate income units.
13-P-1.6.B	Monitor the City's inventory of sites appropriate to meet housing at all income levels and ensure that adequate sites remain available throughout the planning period, in compliance with Government Code Section 65863(b).	2014-2022	Ongoing. The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.
Affordable Housing/Special Needs Housing			
Goal 2. Promote the expansion of the City's affordable housing stock, including that which accommodates special needs households.			
13-P-2.1	Provide incentives to developers who assist the City in meeting affordable housing needs, including units to accommodate special needs households: female-headed households, seniors, disabled, developmentally disabled, large families, emancipated youth, seasonal and temporary workers, and the homeless.		
13-P-2.1.A	Utilize public funds to increase the supply of housing affordable to extremely low-, very low-,	Review CDBG funding annually to provide funds	The Housing Authority of the City of Pittsburgh (HACP) administers rental assistance through the Section 8/Housing Choice Vouchers program to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense.

Program	Objective	Timeframe	Status of Program Implementation
	and low-income households, and moderate-income large family households. Endeavor to set aside a minimum 20% of the City's annual Community Development Block Grant (CDBG) funds for affordable housing projects and programs targeting special needs populations described in Policy 2.1.	for affordable housing projects and targeted special needs populations.	The Housing Authority provides rental subsidy to the maximum extent allowable. Funding is awarded by the Federal government to subsidize low-income families with their rent. The number of families the Housing Authority can assist is determined by the annual contract contribution awarded. Factors in determining the number of units available to assist eligible families are based on average housing assistance payments, fair market rents established by HUD, and administrative costs. For calendar year 2018-2019, the Housing Authority received \$16,927,532. These funds were used to subsidize 948 Section 8 recipients and 175 Veteran Affairs Supportive Housing (VASH) vouchers. A total of \$119,228 was expended under the Housing Rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. One first time homebuyer loan was funded with Cal-Home funds.
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low-income households for identified special needs groups described in Policy 2.1.	Funding will be prioritized annually.	During the 2007–2014 Housing Element planning period, the Redevelopment Agency invested approximately \$6.4 million in the Los Medanos Village Apartments, which consists of 71 units that were set aside for qualified low-income residents and small families. During 2018-2019 fiscal year, \$101,541 of CDBG funds was expended for the Veterans Square Project. The Developer has agreed to dedicate and restrict thirteen (13) of the one-bedroom units and one (1) of the two-bedroom units in the development, for a total of 14 units to very low-income veterans and their families.
13-P-2.1.C	Provide fee waivers and allow fee deferrals until issuance of a Certificate of Occupancy for developers constructing affordable housing developments and/or developers providing housing and programming serving identified special needs populations described in Policy 2.1.	Ongoing; implement as affordable housing projects are proposed	Between 2015 and 2019, the Planning Commission entitled 523 new residential units as part of the Greystone, Waterstone, Liberty, and Alves Ranch projects. The development agreements for these projects require construction of 24 attached accessory dwelling units (ADUs) for lower-income households. They also require the City to waive the impact fees for the ADUs.

Program	Objective	Timeframe	Status of Program Implementation
	Investigate the possibility of extending fee deferrals beyond issuance of a Certificate of Occupancy to allow developers of affordable housing to amortize the fees over a longer period of time.		
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Veterans Square Apartments, and La Almenara.
13-P-2.1.E	Give priority in processing to project applications with an affordable housing component and/or serving an identified special needs population described in Policy 2.1.	Ongoing; Review annually and implement as development project applications are received	Historically, Los Medanos Village Apartments (71 unit affordable multi-family development) obtained planning entitlements as well as engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111-unit affordable development including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010). More recently, Greystone Place, which included the construction of four affordable second dwelling units, obtained approvals and began construction in less than 20 months (February 2014 to November 2015). Waterstone, which included the construction of eight affordable accessory dwelling units, obtained approvals and began construction in less than a year (September 2015 to August 2016). Liberty, which included the construction of six affordable accessory dwelling units, obtained approvals and began construction in less than two years (February 2017 to September 2019). Alves Ranch, which included the

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.1.F	Support density bonuses and other incentives above those required in the State mandated Density Bonus Law for mixed-income housing projects which address the housing needs of an identified population described in Policy 2.1.	Review annually and implement as development projects are proposed	construction of six accessory dwelling units, obtained approvals and began construction in less than two years (June 2018 to February 2020). Implemented on a case-by-case basis as affordable housing projects are proposed. Since 2010, the Planning Commission approved Siena Court, an affordable housing development for seniors, and Veterans Square Apartments, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).
13-P-2.1.G	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/fa) to construct affordable housing projects and/or residential developments that serve an identified special housing needs population described in Policy 2.1.	Annually communicate with nonprofit developers and annually, depending on state funding cycles, submit applications for funding.	In 2015, the City applied for several County and State grant funding programs to support affordable housing. The City received a \$20,000 grant from the San Francisco Foundation. The Housing Authority of the City of Pittsburgh has agreed to provide a loan agreement for up to \$947,000 for the financing of Veteran's Square through Resolution No. 15-288 dated June 15, 2015. In April 2016, the developer was notified that the Veteran's Square project will be receiving an award of over \$3 Million in state Veterans Housing and Homeless Prevention Program funds and the project was invited to submit a full application for the state Affordable Housing and Sustainable Communities Program. The City will continue to apply for County and State funding in the coming years.
13-P-2.1.H	Facilitate the development of onsite childcare space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site childcare.	Review annually and implement as development projects are proposed.	PMC section 18.50.010, "Land Use Regulations for All Residential Districts," allows General Day Care uses as a permitted use in medium and high-density residential districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a childcare center within this reporting period. The City's Municipal Code currently allows small family day cares as a permitted use in all residential zones. In March 2017, the City Council adopted an ordinance amending Title 18 of the PMC to permit large family daycare homes of up to 14 children, with limitations related to noise, parking, and spacing/concentration, consistent with state law. The

Program	Objective	Timeframe	Status of Program Implementation
			ordinance also streamlined the permitting process and minimized processing fees for large daycare homes.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		
13-P-2.2.A	Continue to implement a Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes. Advertise the loan program through flyers, online materials, and outreach at the Senior Center and the Housing Authority.	Ongoing; distribute flyers and update outreach materials annually or as needed	During the 2018-2019 fiscal year \$180,399 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-2.2.B	To facilitate aging in place, encourage that a percentage of new homes within new subdivisions be limited to one-story in height, and incorporate universal design principles as part of a comprehensive update of the development review design guidelines.	2015-2017	The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case-by-case basis as development proposals are reviewed.
13-P-2.3	Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.		
13-P-2.3.A	Coordinate with the County and local non-profits to identify and address the	Annually	During the 2018-2019 fiscal year, the City provided approximately \$57,219 in CDBG Funds to local non-profit programs that provide services to the local homeless population, including: Coordinated Outreach, Referral, and Engagement Program (CORE) teams

Program	Objective	Timeframe	Status of Program Implementation
	housing and social service needs of the local homeless.		serve as an entry point into the coordinated entry system for unsheltered persons and work to identify, engage, stabilize and house chronically homeless individuals and families. The outreach teams provide basic needs supplies, counseling, benefits assistance, linkages to healthcare, shelter placement, and referrals and transportation to C.A.R.E. Centers; the Winter Nights Rotating Family Shelter is a project of the Interfaith Council of Contra Costa County that provides emergency shelter, food, tutoring, transportation, case management, housing placement assistance and more to homeless families living primarily in East and Central County; Loaves and Fishes, which provides hot meals Monday through Friday; and the St. Vincent de Paul RotaCare, a free medical clinic for low income and underserved uninsured Pittsburg residents. The City is actively engaged in the Contra Costa County of Continuum of Care (CoC) which is governed by the Contra Costa Council on Homelessness (Council). The Council provides a forum for communication and coordination about the implementation of the County's strategic plan to prevent and end homelessness, and for orchestrating a vision on ending homelessness in the County, educating the community on homeless issues, and advocating on federal, state, and local policy issues affecting people who are homeless or at risk of homelessness. The Council provides advice and input on the operations of homeless services, program operations, and program development efforts in the county. Pittsburg has been closely participating in the Council meetings as well as the Health, Housing, and Homeless Services (H3) Community meetings. The purpose of H3 community meetings is to exchange information regarding housing resources to County and non-profit staff, housing advocates, consumers of the homeless CoC, and the general public. Input and feedback from H3 community meetings are brought to the Mental Health Commission's Consolidated Planning and Advisory Workgroup and the Council.
13-P-2.3.B	Continue to fund operations of the permanent homeless shelters in Central Contra Costa County using CDBG and other funds targeted to serve lower income households.	Ongoing; allocate funds annually	The City continues to participate in the countywide efforts to assist the homeless population by funding services that take proactive steps to implement the CoC strategy for the homeless. During the 2018-2019 fiscal year, the City provided \$15,479 in CDBG funds to the St. Vincent De Paul RotaCare clinic that is operated at the St. Vincent De Paul facility in Pittsburg. This program not only offers free medical care for the uninsured but also serves as a daytime shelter for homeless families. A feeding program is also within walking

Program	Objective	Timeframe	Status of Program Implementation
			distance from the facility and offers hot meals for these families. Additionally, the City provided \$31,740 in CDBG funds to CORE and the Winter Nights Rotating Shelter. The Housing Authority of the City of Pittsburg applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Ten (10) additional vouchers were awarded in Summer 2018 and another five (5) for March 2019. Later in 2019, the Housing Authority applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County.
13-P-2.3.C	Amend the Zoning Ordinance to redefine supportive and transitional housing to be consistent with Health and Safety Code Sections 50675.2 and 50675.14. In accordance with more recent interpretations of Senate Bill 2, amend the Zoning Ordinance to allow supportive and transitional housing as residential uses subject only to restrictions applicable to other residential uses of the same type in the same zone.	2015-2016	Not yet implemented.
13-P-2.3.D	Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.	Ongoing; allocate funding annually or as available	The Successor Agency has partnered in the past and continues to allocate funding to Pacific Community Services, Inc. (PCSI), to provide confidential counseling to families who are in danger of losing their homes to foreclosure; facilitate tenant/landlord dispute resolution; conduct pre- and post- purchase counseling to homebuyers within the City; provide free of charge information and referral services regarding home ownership to households within the City; refer homeowners within the City that require credit

Program	Objective	Timeframe	Status of Program Implementation
			maintenance and money management services to a credit counseling agency. In fiscal year 2018-2019, the Successor Agency has allocated \$10,000 for PCSI's efforts. During the 2018-2019 fiscal year, the City provided \$10,000 in CDBG funds to Contra Costa Senior Legal Services, to support legal counseling, advice, representation, and litigation services to seniors in connection with housing issues.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.	Annually	This program has not been implemented.
13-P-2.3.F	Continue to support community-based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Ongoing. Future Build provides pre-apprenticeship training for low-income residents in East Contra Costa County. Training is offered in the building trades, solar theory and installation, construction, and hazardous waste. The program also provides post-graduate services including job coaching, referrals, and assistance from workforce investment job placement specialists. Successful graduates have been hired at Plumbers Local 159, Iron Workers Local 378, Laborer's Local 324, Solar City, Aerotec, and Tesla. Opportunity Junction (headquartered in Antioch) also provides job training and placement in addition to career counseling and placement assistance.
13-P-2.4	Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.		
13-P-2.4.A	Provide support for the development of homes for extremely low-, very low-, and low-income households under sweat equity programs, through technical assistance, funding application assistance, and	Ongoing; implement as development projects are proposed	The City has not implemented a sweat equity program during the current Housing Element cycle. City staff provides technical assistance and funding application assistance as requested by developers of affordable housing. During the 2018-2019 fiscal year, \$180,399 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.

Program	Objective	Timeframe	Status of Program Implementation
	financial assistance if and when available.		
13-P-2.4.B	Support continuation of the County Mortgage Credit Certificate program benefiting new low- and moderate-income homeowners, and make information about it available at permit counter and on the City's website.	Ongoing; review and update information annually or as needed	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.C	Continue to provide a first-time homebuyer program in the city for the benefit of low- and moderate-income households utilizing appropriate CDBG and Housing Authority resources. Explore options for partnership with ABAG or other regional agencies on additional funding for a region-wide first time homebuyer program.	Ongoing; allocate resources annually or as available	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.D	Continue to provide information to local for-profit and not-for-profit developers about the types of state and federal low-interest land acquisition/construction funds available for development of homes	Ongoing; distribute the list annually and upon request	This task is undertaken on a case-by-case basis when individual developers approach the City's Economic Development Department and Planning Division, and request information or assistance in obtaining state and federal funds. In the past, the City has worked closely with nonprofit housing developers to participate in mortgage and construction loan and grant programs including but not limited to the Housing and Community Development Multi-family Housing Program (HCD MHP), Contra Costa HOME, Affordable Housing Partnership (AHP) funds, California Tax Credit

Program	Objective	Timeframe	Status of Program Implementation
	affordable to low- and moderate-income households by distributing the list of available grant funds listed on www.hcd.ca.gov/fal/ , and continuing to offer support in the application of these funds.		Allocation Committee (CTCAC) tax credits, and the California Debt Limit Allocation Committee (CDLAC) Qualified Residential Rental Project Program.
13-P-2.4.E	Continue to participate in the Contra Costa County Consortium to ensure access to and input on the distribution of HOME and HOPWA funds benefiting Pittsburg residents with special needs.	2015-2018	The City of Pittsburg continues to partner with the Contra Costa County Consortium to offer staff assistance and to ensure the receipt and distribution of Contra Costa HOME and Housing Opportunities for Persons with AIDS (HOPWA) funds that benefit Pittsburg residents.
13-P-2.4.F	Continue to co-sponsor homeownership/credit preparation classes within the community.	Ongoing; co-sponsor classes on quarterly basis or as appropriate	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-2.4.G	Amend the City's inclusionary housing ordinance to allow inclusionary units to count towards density bonuses.	2017	Not yet been implemented.
13-P-2.4.H	Review the appropriateness and feasibility of the City's inclusionary housing	2017	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	regulations as they relate to new and existing for-sale and rental housing developments. Evaluate fluctuations in market-rate home sale and rental prices, income trends, and other relevant data, as well as recent case and state law as it relates to the City's adopted policy. If appropriate, consider adopting a revised inclusionary policy for new development in which fee payment (such as an affordable housing linkage fee) is the primary form of compliance for various types of development. Identify appropriate strategies for working with owners and occupants of existing inclusionary units depending on the results of the analysis.		
13-P-2.4.I	Support the development of homes affordable to low- and moderate-income households and developed by nonprofit organizations citywide. Support should include, but not be limited to, technical/staff assistance for grant and tax credit	Ongoing; implement as development projects are proposed by nonprofit organizations	Implemented on a case-by-case basis as applications are submitted. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing.

Program	Objective	Timeframe	Status of Program Implementation
	applications as well as incentives, credits and fee deferrals, and flexible development standards in accordance with the State-mandated Density Bonus Law. Prioritize partnerships with nonprofit developers that have a proven track record in developing successfully in the city.		
13-P-2.4.J	Create a list of publicly owned land, update the list on a quarterly basis, and make the list available to developers upon request. Prioritize partnerships for the disposition of publicly owned land with nonprofit developers that have a proven track record in developing successfully in the city.	Ongoing; establish list by 2016, update quarterly	Ongoing. The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.
13-P-2.4.K	Pursue federal resources to acquire foreclosed properties for the rehabilitation and re-tenanting of very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who	Ongoing; pursue federal resources and institute a local preference policy by 2017	No federal resources to acquire foreclosed properties were obtained during the reporting period. The Successor Agency for the Redevelopment Agency of the City of Pittsburgh partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. A working relationship is established between the homeowner and lender and so as to determine the best relief measures.

Program	Objective	Timeframe	Status of Program Implementation
	work and/or attend school in Pittsburgh when administering the program.		
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority of the City of Pittsburgh continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 175 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the Housing Authority of the City of Pittsburgh opened the Housing Choice Voucher Wait List and conducted a lottery; 5,000 applicants were selected for consideration when funding is available. In October, the HACP Staff applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Additional vouchers were awarded in Summer 2018 & Spring 2019.
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance, fee waivers and	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.

Program	Objective	Timeframe	Status of Program Implementation
	deferrals, and financial assistance if and when available.		
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		
13-P-2.6.A	Continue to offer rehabilitation loans and possibly grants to low- and moderate-income homeowners to improve the energy efficiency of their residence and/or replace existing energy inefficient appliances.	Ongoing	During the 2018-2019 fiscal year, \$180,399 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$119,228 was expended under the Housing Rehabilitation program and assisted five Pittsburgh residents with the renovation of their home.
13-P-2.6.B	Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review process of the Climate Action Plan (whichever comes first). Support the use of solar heating and cooling homes, consistent with adopted building, mechanical, and plumbing codes.	2015-2020	This program has not been implemented.
13-P-2.6.C	Work with public and private financing entities to develop	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	a grant or long-term loan program fund to fund the installation of solar panels on single-family and multifamily residential developments to reduce energy consumption and provide savings to property owners. Examples of such partnerships include but are not limited to Pittsburgh Power Company, California FIRST Energy Savings Financing, Figtree PACE Program and expansion of the City's involvement into the HERO Program to include residential uses.		
13-P-2.6.D	Utilize efficient design principles in the site planning of new subdivisions to enhance the quality of life of Pittsburgh residents. Closely follow the guidelines set forth in the adopted Green Building Development Review Design Guidelines and ensure that the City's Climate Action Plan includes neighborhood, site, and building design to maximize energy efficiency and smart growth principles and an incentive process to comply	2015-2020	Implemented on a case-by-case basis as development projects are proposed.

Program	Objective	Timeframe	Status of Program Implementation
	with the adopted Green Building Development Review Design Guidelines (see also Program 2.6.B).		
Eliminating Discrimination			
Goal 3. Eliminate housing discrimination.			
13-P-3.1	Promote fair housing opportunities for all people.		
13-P-3.1.A	Prohibit housing discrimination on the basis of age, race, ethnic or national origin, physical or psychological special need, religion, sex, sexual orientation, familial status, or source of income in all projects which receive local public funds.	Ongoing.	The City is subject to and enforces state and federal fair housing laws. In addition, all agreements signed by the City contain a non-discrimination clause stating that there shall be no discrimination with regard to the rental or sale of units and no preference shall be given to any particular class or group of people except to the extent that the affordable units are provided to households that meet the minimum income requirements.
13-P-3.1.B	Amend the Zoning Ordinance to include a definition of employee housing as defined in Health and Safety Code Section 17021.5 and 17008 and to allow such housing for six or fewer residents in residential districts subject only to restrictions applicable to other	2015-2017	This program is not yet completed.

Program	Objective	Timeframe	Status of Program Implementation
	residential uses of the same type in the same zone.		
13-P-3.1.C	Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of Impediments to Fair Housing Choice.	Adhere to the time frame established in the Analysis of Impediments to Fair Housing Choice	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-3.1.D	Continue to fund tenant-landlord counseling services to help resolve problems and conflicts that occur in tenant/landlord relationships. Publicize the availability of these public resources through the City's website, and through the display and dissemination of written materials (in both English and Spanish) at City Hall and the Pittsburg Library.	Annually	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-3.1.E	Give preference to persons who live and/or work within the City of Pittsburg in the purchase or rental of local price restricted housing units constructed and/or	Ongoing	A local resident and employee preference policy was implemented for all participants in the First Time Homebuyer Program prior to its dissolution; however, there is no local preference policy for potential occupants of inclusionary housing units.

Program	Objective	Timeframe	Status of Program Implementation
	acquired with local affordable housing funds.		
13-P-3.1.F	Continue to refer families to Pacific Community Services (PCS) for fair housing issues or complaints. Provide posters with fair housing referral information in the lobby area of the Housing Authority office and add information to the Housing Authority's website.	Ongoing	Currently, Pittsburgh Housing Authority staff refers fair housing issues to PCS. Fair housing information, including complaint forms and City contact information is available online. The Housing Authority Website will continue to be updated throughout the coming year. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
Housing Stock Preservation			
Goal 4. Improve and preserve the existing housing stock including affordable housing units, where feasible and appropriate.			
13-P-4.1	Support the conservation and rehabilitation of existing for-sale housing stock (including mobile homes) through a balanced program of code enforcement and property improvements.		
13-P-4.1.A	Continue to investigate complaints and take appropriate action involving Building and Housing Code violations in single-family and multi-family rental housing.	Ongoing	The Building Division administers the City's Residential Rental Inspection Program which was established in 2006, with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties in the City, the physical inspection of properties, and the issuance of correction notices and citations in order to gain compliance. As of February 2020, there were approximately 3,200 parcels registered in the program. In addition, the Building Division actively investigates citizen complaints regarding Municipal Code violations. This is accomplished through inspection, notification, communication, and the issuance of citations. The Building Division is also a key member of the City's Code Enforcement Team. The team includes staff from the Police Department, Engineering and Planning Divisions, the City Manager's office, and the City

Program	Objective	Timeframe	Status of Program Implementation
			Attorney's office. This group systematically addresses the more egregious Municipal Code violations in addition to establishing a proactive response to citizens' concerns. During the 2018-2019 fiscal year, \$176,368 in CDBG funds were allocated to Code Enforcement activities to investigate complaints and take appropriate action involving residential code violations.
13-P-4.1.B	Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.	Ongoing	During the 2018-2019 fiscal year, \$180,399 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$119,228 was expended under the Housing Rehabilitation program, which assisted five Pittsburgh residents with the renovation of their home.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburgh when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, Pittsburgh Housing Authority staff provides counseling on eligibility requirements, credit issues, and pre- and post-homeownership on an individual basis. Though no activities were funded by CDBG during the Program Year, the Successor Agency for the Redevelopment Agency of the City of Pittsburgh, partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. Local preference policy has not yet been implemented.
13-P-4.2	Utilize public funds to preserve rent restricted units at risk of conversion to market rate and conserve and rehabilitate the existing supply of housing affordable and made available to extremely low, very low, low and/or moderate-income households, when and where appropriate.		
13-P-4.2.A	Set aside 20 to 40% of the City's annual Community Development Block Grant (CDBG) funds for housing	Annually	During the 2018-2019 fiscal year, \$119,228 was expended under the Housing Rehabilitation program, which assisted five Pittsburgh residents with the renovation of their home. During the same period, \$180,399 of CDBG funds were allocated for the housing

Program	Objective	Timeframe	Status of Program Implementation
	programs, including but not limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.		rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-4.2.B	Monitor rent-restricted units at-risk of conversion to market rate and meet with property owners to explore possible options/incentives to retain the units in the affordable housing stock. Facilitate preservation of at-risk units through cooperative partnerships with non-profit housing provider(s), when feasible and appropriate. This includes monitoring the planned renewal of Section 8 Certificates for Lido Square and East Santa Fe Apartments, facilitating the renewal process when needed, and utilizing public funds, if available, to purchase covenants in and/or substantially rehabilitate the units for continued restriction of their affordability. Support developer and nonprofit applications for other state and federal funds available	Start two years before expiration date for each development	The Successor Agency to the City of Pittsburg (former Redevelopment Agency) is responsible for the ongoing monitoring of units that are at risk of conversion to market rate. Redevelopment staff maintains lists of all deed-restricted housing units and monitors the status of the units. Units at risk of conversion would be eligible for rehabilitation grants and loans in exchange for maintaining deed restrictions on the units. Affordable units at risk of converting for the 2015-2023 Housing Element reporting period include: Lido Square Townhomes, East Santa Fe Avenue Apartments, and the Woods Grove Apartments (formerly Woods Manor). The deed restriction for the Woods Grove Apartments was set to expire on January 1, 2019. However, the apartments were purchased by a third party and are undergoing substantial rehabilitation. The affordability covenants for this property has also been extended for an additional 55 years. The Woods Grove Apartments contains a total 80 affordable units. Sixty-nine units were to be set aside for low income and 11 units were to be set aside for very low-income households.

Program	Objective	Timeframe	Status of Program Implementation
	to them for the preservation of units at risk of conversion and for the rehabilitation of the existing housing stock. Notice tenants of at-risk units about available resources.		
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburgh's residential neighborhoods.			
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development Review Design Guidelines to require a high quality of design for new and existing residential development. Ensure that the guidelines require that a certain percentage of new homes	2017-2020	This program to further update the DRDG has not yet been implemented. In November 2010, the Planning Commission adopted Resolution No. 9864, amending the Development Review Design Guidelines to include "Green Building Design Guidelines." Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the

Program	Objective	Timeframe	Status of Program Implementation
	within new subdivisions be limited to one story in height and/or regulate second-story elements to provide increased variety in building planes on all building elevations.		California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburgh's existing Development Design Standards and specific plans.
13-P-5-2	Enhance the built environment through citywide landscaping efforts including the installation of street trees that will grow to create a street tree canopy along roadways and sidewalks.		
13-P-5.2.A	Publicize the existing street tree program in neighborhoods where street trees are scarce. Expand the program as funds become available.	Ongoing	This program has not been implemented.
13-P-5.2.B	Adopt a Tree Preservation Ordinance is to promote the health, safety, welfare, and quality of life of the residents of the City through the protection of specified trees located on private property within the City, and the establishment of standards for removal, maintenance, and planting of trees.	2015-2016	Implemented. In 2015, the City Council adopted Ordinance No. 15-1390, establishing a citywide tree preservation ordinance. The City has begun mapping developer-installed protected trees as part of its GIS.



City of
Pittsburgh

Consideration Item:
General Plan Annual Progress
Report for CY 2019

Annual Progress Report



- Required annually for every city and county;
- Must be submitted to OPR and HCD by April 1st each year; and
- Provides the City Council, OPR, HCD, and CCTA with a progress report on the General Plan's implementation status.

2019 Accomplishments – Housing Production



Income Level	RHNA Alloc.	2015-2018	2019	Total (to Date)	Remain.
Very Low	392	25	0	25	367
Low	254	218	9	227	27
Moderate	316	198	18	216	100
Above Moderate	1063	638	89	727	336
Total Units:		1,079	116	1,195	830

Notes:

Very low-income (households earning 0-50% of AMI)

Low-income (households earning 50-80% of AMI)

Moderate income (households earning 80-120% of AMI)

Above-moderate income (households earning above 120% of AMI)

Recommendation



City Council adopt a resolution accepting the APR for calendar year 2019.



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution to Authorize Implementation of the Early Retirement Incentive Plan for Fiscal Year 2020/2021

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

In response to the City's current fiscal constraints, an Early Retirement Incentive Plan (ERIP) and Health Reimbursement Arrangement (HRA) have been developed to seek voluntary employment separations from eligible employees to achieve a reduction in salary/wage and benefit costs.

FISCAL IMPACT

The ERIP has a maximum cost of \$1,353,130, with expected participation costs to be less than \$1,015,000 to the City over various funds. If approved, funding for the plan will come from the salary savings generated within each department and fund associated with the early retirement of personnel participating in the plan.

The HRA has an estimated cost of \$2,000 per year in third-party administration fees. If approved, funds for the HRA plan will be allocated from the Other Post-Employment Benefits (OPEB) budget. There are sufficient funds in this source to accommodate the requested allocation.

RECOMMENDATION

The City Council adopt a resolution authorizing implementation of the ERIP for Fiscal Year 2020/2021.

BACKGROUND

The City of Pittsburg is confronted with serious fiscal constraints as a result of the COVID-19 global pandemic and is undertaking organizational reviews to optimize the efficiency of operational functions. One response to these challenges is the development of the ERIP for qualified employees. Voluntary separations under the ERIP are intended to achieve specific institutional objectives: 1) reduction in salary/wage and benefit costs and 2) redirecting

positions to focus on higher priorities. Voluntary separations under the ERIP may also assist in avoiding or minimizing future involuntary terminations due to reductions in personnel.

SUBCOMMITTEE FINDINGS

This item was presented to the Finance Subcommittee on April 17, 2020 and staff was directed to proceed for the City Council's consideration.

STAFF ANALYSIS

The ERIP is a one-time opportunity for eligible employees to apply for separation and enter retirement at an earlier date than might otherwise have been planned. Full-time and part-time regular employees in all bargaining units at the City of Pittsburgh are eligible to apply for the ERIP if, as of June 30, 2020, the employee is at least 55 years of age with at least five (5) years of regular service with the City.

Following voluntary separation from the City of Pittsburgh under the ERIP, plan participants will be provided with an option to elect a lump sum payment or contribution to an HRA account to reimburse future medical expenses within the meaning of Section 213(d) of the Internal Revenue Code through a third-party administrator or, for eligible employees, a reduced lump sum payment or contribution to an HRA account with an enhancement to the retiree medical tier as prescribed in the Memorandum of Understanding of the bargaining units.

The adoption of the resolution will allow staff to implement an Early Retirement Incentive Plan to seek voluntary employment separations from eligible employees to achieve a reduction in salary/wage and benefit costs.

ATTACHMENTS: Early Retirement Incentive Plan (Draft)
 Resolution

Report Prepared By: Stacy Shell, Director of Human Resources

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution to Authorize Implementation)
Of the Early Retirement Incentive Plan)
For Fiscal Year 2020/2021)

RESOLUTION NO. 20-

The City Council of the City of Pittsburgh FINDS AND DETERMINES as follows:

WHEREAS, the City is confronted with serious fiscal constraints and is undertaking organizational reviews to optimize the efficiency of operational functions; and,

WHEREAS, in response, an Early Retirement Incentive Plan (ERIP) for Fiscal Year 2020/2021 has been developed; and,

WHEREAS, full-time and part-time regular employees in all bargaining units are eligible to apply for the ERIP if, as of June 30, 2020, the employee is at least 55 years of age with at least five (5) years of regular service with the City; and,

WHEREAS, ERIP participants may to choose to receive a lump sum payment or contribution to a Health Retirement Account equivalent to \$1,000 per year of regular City service; or a lump sum payment or contribution to an Health Retirement Account equivalent to three (3) months of salary based on current annual salary; or, if eligible for retiree medical, enhancement to next higher tier of City contribution/reimbursement toward medical insurance premiums in accordance with the provisions set forth in the applicable employee group Memorandum of Understanding and a lump sum payment or contribution to a Health Retirement Account equivalent to \$500 per year of regular City service; and

WHEREAS, staff is requesting an estimated allocation of \$2,000 from the Other Post-Employment Benefits budget for the Health Reimbursement Arrangement administration fees.

NOW, THEREFORE, the City Council DOES RESOLVE as follows:

- Section 1. The recitals set forth above are true and correct statements and are hereby incorporated.
- Section 2. The Early Retirement Incentive Plan for Fiscal Year 2020/2021 is approved.
- Section. 3. The estimated allocation of \$2,000 from the Other Post-Employment Benefits budget is approved.
- Section 4. This Resolution shall take effect immediately.

PASSED AND ADOPTED by the City Council of the City of Pittsburg at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk



EARLY RETIREMENT INCENTIVE PLAN

FISCAL YEAR 2020/2021

INTRODUCTION

The City of Pittsburgh is confronted with serious fiscal constraints and is undertaking organizational reviews to optimize the efficiency of operational functions. One response to these challenges is the adoption of the Early Retirement Incentive Plan (ERIP) for qualified employees. Voluntary separations under the ERIP are intended to achieve specific institutional objectives: 1) reduction in salary/wage and benefit costs and 2) redirecting positions to focus on higher priorities. Voluntary separations under the ERIP may also assist in avoiding or minimizing future involuntary terminations due to reductions in personnel.

GENERAL DESCRIPTION

The ERIP is a one-time opportunity for eligible employees to apply for separation and enter retirement at an earlier date than might otherwise have been planned. ERIP participants will be required to sign a Separation Agreement that contains a release of all employment rights and claims, described later in this document. Following voluntary separation from the City of Pittsburgh, ERIP participants will receive the benefits provided by this plan, which will either include a lump sum payment, contribution to a Health Reimbursement Account, and/or enhanced retiree medical benefits as described in this document.

Participation in the ERIP is completely voluntary. Applicants may revoke their application at any time up to seven (7) days after signing the Separation Agreement. Eligible employees who decline to participate or who revoke an application to participate will not be treated any differently than any other similarly situated employee.

Applications for the ERIP will be accepted for a limited period of time, starting May 11, 2020, and ending at 5:00 p.m. on May 29, 2020.

Separations under the ERIP are to be effective on or before June 30, 2020, with a retirement date no later than July 1, 2020, except as allowed by circumstances described later in this document.



Additional information, including the ERIP application form, a Separation Agreement, and Frequently Asked Questions can be obtained at the following website: [HR Forms & Links - For City Employees](#)

ELIGIBILITY

Full-time and part-time regular employees in all bargaining units at the City of Pittsburgh are eligible to apply for the ERIP if, as of **June 30, 2020**, the employee is at least **55 years of age** with at least **five (5) years** of regular service with the City.

“Full-time service” means the years of full-time regular service at the City of Pittsburgh, including hourly service for those full-time employees who transitioned from hourly status to regular status during the period of 1994 through 1998. Service at another entity, whether or not it is affiliated with the City does not count in satisfying the above eligibility criteria.

“Regular employee” means an individual who is employed in a full-time or part-time position of indefinite term with the City of Pittsburgh, who has completed the probationary period as required in the City’s Personnel Rules.

SEPARATION DATE

To participate in the ERIP, an eligible employee who has applied for and received final approval to participate in the ERIP must sign a Separation Agreement that releases the City of Pittsburgh from all employment rights and claims, and must agree to separate from the City of Pittsburgh on one of the following dates:

1. **June 30, 2020**, is the intended separation date for most ERIP participants.
2. **September 30, 2020**, is an alternative separation date that ERIP participants may designate when it is clearly in the best interest of the City of Pittsburgh.
3. **December 31, 2020**, is an alternative separation date that ERIP participants may designate when it is clearly in the best interest of the City of Pittsburgh.

The above three separation dates are the only separation dates available under the ERIP. Under no circumstances will an ERIP separation date be extended beyond **December 31, 2020**. Regardless of separation date, the ERIP application must be submitted by 5:00 p.m. on May 29, 2020.

**SEPARATION INCENTIVE BENEFIT OPTIONS**

The City shall offer three (3) separation incentive benefit options from which the ERIP participant may elect:

- 1) Lump sum payment or contribution to a Health Reimbursement Arrangement account equivalent to \$1,000 per year of regular City service; or
- 2) Lump sum payment or contribution to a Health Reimbursement Arrangement account equivalent to three (3) months of salary based on current annual salary; or
- 3) If eligible for retiree medical, enhancement to next higher tier of City contribution/reimbursement toward medical insurance premiums in accordance with the provisions outlined in the applicable employee group MOU and a lump sum payment or contribution to a Health Reimbursement Arrangement account equivalent to \$500.00 per year of regular City service.

Under options #1 or #2, the City shall either provide a lump sum payment to the ERIP participant or contribute the amount to a **Health Reimbursement Account (HRA)** on behalf of the ERIP participant based on the employee's regular years of service or annual salary. The City will credit the applicable lump sum amount to the ERIP participant's direct deposit account or HRA during the month following the ERIP participant's separation date.

The ERIP participant can use the HRA account to reimburse medical expenses within the meaning of Section 213(d) of the Internal Revenue Code on behalf of the participant, his or her spouse, and his or her eligible dependents. Examples of medical expenses that qualify for HRA reimbursement:

- After-tax medical insurance premiums (COBRA and retiree premiums)
- Deductibles and copayments not covered by another medical plan
- Dental and vision care expenses not cover by another plan
- Eyeglasses
- Prescription drugs
- Preventive care
- Medicare Part B and D premiums

Additional details about this HRA feature are available at [P&A Group](#) and for a complete list of qualified medical expenses that qualify for reimbursement refer to IRS Publication 502, "Medical and Dental Expenses."



The Internal Revenue Service (IRS) does not allow the use of HRA funds for expenses associated with a domestic partner, unless the partner qualifies as a dependent under IRS regulations.

The IRS does not allow HRA accounts to be transferred to any other individual, except in the event of the participant's death. If the participant dies after separating from the City, but before the date that funds are used, the HRA account can be used by the participant's spouse to reimburse medical expenses within the meaning of Section 213(d) of the Internal Revenue Code, as described above. If there is no spouse at the time of the participant's death, the HRA account can be used by an IRS qualified dependent. (Changing the name on the HRA account to a spouse or dependent is not automatic, and the surviving spouse or dependent will need to contact the City's HRA third party administrator to initiate the process.) If there is no spouse or dependent at the time of the participant's death, any balance in the HRA account will be forfeited back to the City.

HRA accounts will be administered by P&A Group, 17 Court St. #500, Buffalo, NY 14202, 1-800-688-2611.

All other applicable collectively bargained retirement benefits for which the ERIP participant is eligible shall be granted.

ERIP APPLICATION PROCEDURE

Eligible employees shall be provided a copy of this Plan, which includes a Separation Agreement, on or before **Wednesday, May 6, 2020**.

The application period for the ERIP begins on May 11, 2020 and ends on May 29, 2020. Applications submitted later than 5:00 p.m. on May 29, 2020, will not be considered.

To apply for the ERIP, an eligible employee must complete and submit an application form located at [HR Forms & Links - For City Employees](#). When the application form is submitted, the applicant is indicating a desire to voluntarily separate from the City of Pittsburgh in exchange for one of the ERIP separation incentive benefits.

Applicants may revoke their application at any time up to seven (7) days after signing the Separation Agreement. To revoke or withdraw an ERIP application, the applicant may send a notice of revocation to the City's Human Resources Department. On the eighth (8th) day after signing the Separation Agreement, the ERIP application is irrevocable.

As indicated above, separations under the ERIP will be effective June 30, 2020, with a retirement date of July 1, 2020, except as otherwise provided under the Plan.



The City intends for ERIP separations to achieve specific organizational objectives: 1) reduction in salary/wage and benefit costs or 2) redirecting positions to focus on higher priorities. Voluntary separations under the ERIP are also to avoid or minimize future involuntary terminations due to reductions in personnel. As such, the City of Pittsburgh would like to allow as many eligible employees to participate in the ERIP as possible. ERIP applications will be reviewed based on the following criteria:

- 1) How the employee's separation and the department's subsequent actions will meet City objectives
- 2) The position's funding source

Following a review period during the beginning of June 2020, applicants will be notified when their application has been approved. Upon approved, applicants will be provided a Separation Agreement to sign.

REQUIRED APPROVALS

The City's Human Resources Department will first review the ERIP application to confirm the employee's eligibility to participate. ERIP applications require the following approvals:

Initial Reviewer	2nd Level	Final Reviewer
Department Director	Director of Finance	City Manager

If the Initial Reviewer approves the application, then he or she is responsible for providing a statement demonstrating how the ERIP separation will meet the above institutional objectives, including a statement explaining how any planned replacement will also meet those objectives.

Final approval of the ERIP application is required by the City Manager's Office. Participation in the ERIP is not a right.

SUBSEQUENT EMPLOYMENT

An ERIP participant cannot be reemployed by the City in any seasonal or part-time position for six (6) months following his or her separation date.

An ERIP participant cannot be reemployed by the City in any full-time regular position for five (5) years following his or her separation date.

**RECOVERY OF HRA PAYMENTS MADE IN ERROR**

Health Reimbursement Account contributions made by mistake of fact or paid contrary to the terms of the ERIP plan shall be returned to the City by the separated employee.

REPRESENTATIONS CONTRARY TO THE ERIP

No employee, director, executive, or agent of the City has the authority to alter, vary or modify the terms of the ERIP, except by means of an authorized written amendment to the ERIP on file with the Director of Human Resources. No verbal or written representations contrary to the terms of the ERIP and any amendments shall be binding upon the City of Pittsburgh.

AMENDMENT AND TERMINATION

The City reserves the right to amend or terminate the ERIP at any time. Notwithstanding the foregoing, no amendment of ERIP may reduce ERIP payments or other considerations once an ERIP Separation Agreement is fully executed.

NONDISCRIMINATION STATEMENT

The City of Pittsburgh will not engage in discrimination against any person because of age, color, disability, ethnicity, gender, gender identity, genetic information, marital status, national origin, race, religion, sexual orientation, or veteran status, and will comply with all federal and state nondiscrimination, equal employment laws and regulation.

**CITY OF PITTSBURG
CITY COUNCIL/AGENCY CONCURRENT MEETING MINUTES**

DATE: April 20, 2020

LOCATION: Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, CA 94565

CITY COUNCIL.AGENCY MEMBERS

Jelani Killings, Mayor/Chair
Marilyn Craft, Vice-Mayor/Chair
Holland Barrett White, Council/Agency Member
Shanelle Scales-Preston, Council/Agency Member
Juan Antonio Banales, Council/Agency Member
S.L. Floyd, Agency Member
Annie Hill Herring, Agency Member

APPOINTED OFFICIALS

Garrett Evans, City Manager/Executive Director
Donna Mooney, City Attorney/Legal Counsel
Alice E. Evenson, City Clerk/Agency Secretary (elected)
Nancy Parent, City Treasurer (elected)

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the City Council for April 20, 2020 was conducted electronically for Closed Session and through Zoom with broadcasting live through Granicus on the City's website. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber was not open for the meeting. Council Members participated electronically or through Zoom and were not physically present in the Council Chamber.

Mayor Killings called the meeting of the City Council to order at 7:04 P.M. in the City Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, CA after convening a Budget Workshop at 5:38 P.M. and in Closed Session at 6:20 P.M. for the following items:

1. CONFERENCE WITH LABOR NEGOTIATORS Pursuant to Section 54957.6:

City designated representatives: Garrett Evans, Stacy Shell, Fritz McKinley, Brad Farmer

Employee organizations: American Federation of State, County, and Municipal Employees Local 512 Management/Professional/Confidential Unit and Miscellaneous A Unit; Pittsburg Police Officers' Association; Pittsburg Police Managers Group; Teamsters Local 856

Unrepresented employees: Management Group; Senior Executive Team

There was no reportable action taken in Closed Session.

ROLL CALL

All Members were present.

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

CITY MANAGER REPORTS/REMARKS

There were no City Manager remarks.

PUBLIC COMMENT

Mary Clancy, Pittsburg, asked about landscape maintenance around San Marco.

Wolfgang Croskey, Pittsburg, asked the City Council to consider economic development and safety as their priorities when setting goals.

COMMITTEE REPORTS

There were no committee reports.

JOINT CITY COUNCIL AND HOUSING AUTHORITY CONSIDERATION

3. Adoption of a Housing Authority and City Council Resolution Approving a Purchase and Sale Agreement and an Assignment and Assumption Agreement with Amendments by and Between the City of Pittsburg and Rose Clarke Winter, and a Housing Authority Resolution Approving a Loan to the City of Pittsburg

On Motion by Vice-Mayor Craft, seconded by Member Scales-Preston to adopt the City Council Resolution Approving a Purchase and Sale Agreement and an Assignment and Assumption Agreement with Amendments by and Between the City of Pittsburg and Rose Clarke Winter, and carried unanimously.

On Motion by Vice-Chair Craft, seconded by Member Scales-Preston to adopt the Housing authority Resolution Approving a Loan to the City of Pittsburg, and carried by the following vote:

AYES: Banales, Craft, Floyd, Scales-Preston, White, Killings
ABSENT: Herring

PUBLIC HEARING

7. Adoption of two City Council Resolutions to Approve the Community Development Block Grant 2020-2025 Consolidated Plan and to Approve the 2020-2021 Annual Action Plan

Mayor Killings opened the Public Hearing. There being no one to speak to the item,

Mayor Killings closed the Public Hearing.

On Motion by Vice-Mayor Craft, seconded by Member White to adopt both City Council Resolutions, and carried unanimously.

CONSIDERATION

8. Adoption of a City Council Resolution Approving a Consultant Agreement for Preparing a Climate Action Plan

On Motion by Member White, seconded by Member Banales to adopt and carried unanimously.

CONFLICT OF INTEREST STATEMENT

There were no conflict of interest statements.

COMBINED CITY COUNCIL, PITTSBURG ARTS AND COMMUNITY FOUNDATION, PITTSBURG POWER COMPANY AND SOUTHWEST PITTSBURG GHAD II AND SUCCESSOR AGENCY CONSENT CALENDAR

On Motion by Member Banales, seconded by Member White to adopt and carried unanimously.

9. Minutes of April 6, 2020

10. Adoption of a City Council Resolution to Allocate Funds for Replacement of Waterline in Central Avenue between Railroad Avenue and Solari Street

11. Adoption of a City Council Resolution to Amend the Police Officers' Association, Police Managers' Group, Teamsters, ASFCME Management, Professional, Confidential and Miscellaneous A Bargaining Units Agreements and Amendments to the Unrepresented Groups Salary and Benefit Schedules

COUNCIL REQUEST FOR FUTURE AGENDA ITEMS

There were no requests for future agenda items.

COUNCIL MEMBER REPORTS AND REMARKS

Vice-Mayor Craft asked people to please follow guidelines and stay indoors through this pandemic, as there are many folks that are compromised and cannot be exposed.

ADJOURNMENT

The City Council meeting adjourned at 8:22 P.M. May 4, 2020.

Respectfully submitted,

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor/Chair and Council/Governing Board Members

FROM: Garrett Evans, Executive Director/City Manager

SUBJECT: Adoption of a Resolution Approving a List of Firms for On-Call Material Testing, Environmental, and Geotechnical Services For Capital Improvement Projects and Authorizing the City Manager/Executive Director to Enter into Agreements with Selected Firms

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The Material Testing, Environmental, and Geotechnical on-call list (the "On-Call List") of pre-qualified local firms will allow staff to engage these services as they are needed for the design and construction of various infrastructure projects.

FISCAL IMPACT

There are no fiscal impacts as a result of approving the proposed On-Call List. No task orders will be issued to any of the firms on this list without City Council/Agency approval of a project budget for project Material Testing, Environmental, and Geotechnical studies.

RECOMMENDATION

City Council/Agency adopt the attached resolution approving the list of recommended firms for on-call material testing, environmental, and geotechnical services and authorizing the City Manager/Executive Director to enter into agreements with selected firms as needed.

BACKGROUND

Design and construction of projects included in the City's Five-Year Capital Improvement Program (CIP) and for capital projects for Pittsburg Power and the Southwest Pittsburg Geologic Hazard Abatement District II (GHAD) often require quality control, reporting, and investigative services provided by material testing, environmental, and geotechnical firms.

On June 4, 2018, the City Council adopted Resolution 18-13483, approving a list of 22 local material testing, environmental, and geotechnical firms that responded to the City's Request for Qualifications (RFQ) for on-call services. The list was valid for two years.

On February 21, 2020, City staff sent a, RFQ to 33 Material Testing, Environmental, and Geotechnical firms with previous experience working with the City or that had requested to be included in the selection process.

Seventeen firms submitted a statement of qualifications (SOQ) prior to the March 20, 2020, deadline. Staff reviewed the SOQs, scoring each across parameters including each firm's history, resource capabilities, relevant experience, response time, familiarity with public works projects, references and cost. All 17 firms were deemed qualified and are recommended for inclusion in the On-Call List attached to this report.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

The creation of an on-call list of pre-qualified consultants streamlines the process for engaging local firms to provide these services, reducing the amount of time spent by staff if they were to be selected on a project-by-project or emergency basis.

If the attached resolution is approved, the services from the pre-qualified material testing, environmental, and geotechnical firms will be used as they are needed for various capital projects undertaken by the City, GHAD and Pittsburg Power Company.

To assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms. For a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs.

For an individual project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs.

When an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders.

The amount of each task order will be negotiated and approved by the City Engineer before the work begins. Task orders shall not exceed \$150,000, and total compensation for each firm during the term of the On-Call agreement will not exceed \$500,000.

Costs for each task order will be paid from budgets for infrastructure projects or operating budgets previously approved by the City Council.

If approved, the On-Call List will be valid for two years from the date of approval of this resolution. Task orders that are underway at the expiration of the two-year On-Call List will continue to be valid until the work to be performed under those task orders is complete.

The City or Agency will not be under any obligation to award any task orders or contracts, or to use any “on-call” agreement to its limits. Staff is requesting the City Manager/Executive Director be authorized to extend the time limit of any on-call agreement by up to one year.

ATTACHMENTS: Resolution
 On-Call List
 Sample Professional Services Agreement

Report Prepared By: Gina Haynes, Senior Civil Engineer

BEFORE THE PITTSBURG POWER COMPANY OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a List of Firms for)
On-Call Material Testing, Environmental)
and Geotechnical Services Related to) RESOLUTION NO. 20-
Pittsburg Power Capital Projects and)
Authorizing the Executive Director to)
Enter into Agreements with Selected Firms)

The Pittsburg Power Company of the City of Pittsburg FINDS AND DETERMINES as follows:

WHEREAS, the Pittsburg Power Company requires the services of material testing, environmental, and geotechnical on occasion; and

WHEREAS, design and construction of projects for Pittsburg Power Company often require quality control, reporting, and investigative services that are provided by material testing, environmental, and geotechnical firms; and

WHEREAS, on February 21, 2020, the City of Pittsburg emailed 33 material testing, environmental, and geotechnical firms a request for qualifications (RFQ's) to create an on-call list to perform duties associated with infrastructure projects and Five-Year Capital Improvement Program; and

WHEREAS, these firms have previous experience working with the City or had requested to be included in the selection process; and

WHEREAS, staff received statements of qualifications (SOQ) from 17 material testing, environmental, and geotechnical firms before the April 20, 2020 deadline; and

WHEREAS, SOQs received were reviewed and scored by staff and all 17 firms were deemed qualified and are recommended for inclusion in the on-call list; and

WHEREAS, a list of recommended on-call firms (the "on-Call List"), in no particular order, is attached to the staff report accompanying this resolution; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches needs of Pittsburg Power Company; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the needs of Pittsburgh Power Company; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, staff recommends the Pittsburgh Power Company adopt the On-Call List; and

WHEREAS, staff requests the Executive Director be authorized to execute agreements for on-call material testing, environmental, and geotechnical services with firms on the On-Call List; and

WHEREAS, work performed per the On-Call List shall be by task order per the on-call agreement and based on an agreed upon fee; and

WHEREAS, staff recommends the maximum fee for each task order for services to be performed per the on-call material testing, environmental, and geotechnical Services agreement will be \$150,000; and

WHEREAS, staff recommends total compensation to each firm during the term of the agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$150,000 will require Pittsburgh Power Company Board approval and an amendment to the on-call agreement; and

WHEREAS, task orders issued in amounts up to \$150,000 will be approved based on signing authority limits or by the Executive Director and will be paid from project accounts previously authorized by the Pittsburgh Power Company Board of Directors.

NOW, THEREFORE BE IT RESOLVED by the Pittsburgh Power Company:

- Section 1. The Pittsburgh Power Company Board hereby adopts the On-Call List for use on an as needed basis.
- Section 2. The adopted On-Call List shall remain in effect for a period of two years and the Executive Director is authorized to enter into agreements with these selected firms for use on Pittsburgh Power Company projects.
- Section 3. The maximum amount per task order is set at \$150,000 and the total compensation during the term of this agreement shall not exceed \$500,000. Estimated costs for on-call services shall be included in the project budgets as approved by the Pittsburgh Power Company Board of Directors.

Section 4. The Executive Director is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call List to provide material testing, environmental, and geotechnical services.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the Pittsburgh Power Company Board of Directors at a regular meeting held on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Chair

ATTEST:

Garrett Evans, Executive Secretary

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a List of Firms for)
On-Call Material Testing, Environmental)
And Geotechnical Services Related to the) RESOLUTION NO. 20-
City's Capital Improvement Projects and)
Authorizing the City Manager to Enter Into)
Agreements with Selected Firms)

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, on June 4, 2018, the City Council adopted Resolution 18-13483, approving a list of 22 on-call material testing, environmental, and geotechnical firms in the local area qualified to provide these services to the City on an on-call basis, that list was valid for a period of two years; and

WHEREAS, design and construction of projects included in the City's Five-Year Capital Improvement Program (CIP) often require quality control, reporting, and investigative services that are provided by material testing, environmental, and geotechnical firms; and

WHEREAS, on February 21, 2020, staff sent a request for qualifications (RFQ) distributed to 33 material testing, environmental, and geotechnical firms with previous experience working for the City or that had requested to be included in the selection process; and

WHEREAS, staff received responses from 17 material testing, environmental, and geotechnical firms by the March 20, 2020, deadline for submission of statements of qualifications (SOQ); and

WHEREAS, the SOQ's received were reviewed by staff and scored across parameters including firm history, resource capability, relevant experience, response time, familiarity with public works projects, references and cost, and all 17 firms were deemed qualified and are recommended for inclusion in the on-call list; and

WHEREAS, a list of the recommended on-call firms and their locations (the "on-Call List"), in no particular order, is attached to the staff report; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, staff recommends the City Council adopt the On-Call List; and

WHEREAS, staff requests the City Manager be authorized to execute agreements for on-call material testing, environmental, and geotechnical services with firms on the On-Call List; and

WHEREAS, work performed per the On-Call List shall be by task order per the on-call agreement and based on an agreed upon fee; and

WHEREAS, staff recommends the maximum fee for each task order for services to be performed per the agreement will be \$150,000 and the total compensation during the term of the agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$150,000 will require City Council approval and an amendment to the on-call agreement; and

WHEREAS, task orders in amounts up to \$150,000 will be approved based on signing authority limits or by the City Manager and will be paid from project accounts previously authorized by the City Council.

NOW, THEREFORE BE IT RESOLVED, by the City Council as follows:

Section 1. The City Council approves the attached On-Call List for use on an as-needed basis.

Section 2. The City Manager is authorized to enter into agreements with selected Material Testing, Environmental, and Geotechnical Services on the On-Call List for use on City projects.

Section 3. Estimated costs for professional material testing, environmental, and geotechnical services shall be included in the various project budgets to be approved by the City Council.

Section 4. The maximum task order fee for each design contract or study performed under a task order shall be \$150,000 and the total compensation during the term of this agreement shall not exceed \$500,000. Task orders under \$150,000 shall be approved based on signing authority limits or by the City Manager and shall be paid from project accounts previously authorized by the City Council.

Section 5. The City Manager is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call List to provide professional services.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk

BEFORE THE SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT
DISTRICT II

In the Matter of:

Adoption of a Resolution Approving a List)
of Firms for On-Call Material Testing,)
Environmental, and geotechnical Services)
Related to the GHAD II District Capital)
Projects and Authorizing the Executive)
Director to Enter into Agreements with)
Selected Firms)

RESOLUTION NO. 20-

The Southwest Pittsburg Geologic Hazard Abatement District II FINDS AND DETERMINES as follows:

WHEREAS, the GHAD II requires the services of material testing, environmental, and geotechnical on occasion; and

WHEREAS, design and construction of projects for the GHAD often require quality control, reporting, and investigative services that are provided by material testing, environmental, and geotechnical firms; and

WHEREAS, on February 21, 2020, the City of Pittsburg distributed a request for qualifications (RFQs) to 33 material testing, environmental, and geotechnical firms to create an on-call list to perform duties associated with City projects and the Five-Year Capital Improvement Program; and

WHEREAS, these firms have either had previous experience working with the City or had requested to be included in the selection process; and

WHEREAS, by the March 20, 2020, deadline for submission of statements of qualifications (SOQ), staff received SOQ's from 17 material testing, environmental, and geotechnical firms; and

WHEREAS, SOQs received were reviewed by staff and evaluated across several parameters, including firm history, resource capabilities, relevant experience, response time, familiarity with public works projects, references and cost; and

WHEREAS, all 17 firms were deemed qualified and are recommended for inclusion in the on-call list attached to the staff report for this resolution; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the District's needs; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the District's needs; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, staff recommends that the GHAD II adopt the On-Call List; and

WHEREAS, staff requests that the Executive Director be authorized to execute agreements for on-call material testing, environmental, and geotechnical services with firms on the On-Call List; and

WHEREAS, work performed per the On-Call List shall be by task order per the on-call agreement and based on an agreed upon fee; and

WHEREAS, staff requests that the maximum fee for each task order be \$150,000, and total compensation during the term of this agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$150,000 will require GHAD II Board approval and an amendment to the on-call agreement; and

WHEREAS, task orders issued in the amount of \$150,000 or less will be approved based on signing authority limits or by the Executive Director and will be paid from project accounts previously authorized by the GHAD II Board.

NOW, THEREFORE BE IT RESOLVED, by the GHAD II Board as follows:

Section 1. The GHAD II Board hereby adopts the On-Call List for use as needed.

Section 2. The adopted On-Call List shall remain in effect for a period of two years and the Executive Director is authorized to enter into agreements with these selected firms for use on GHAD II projects.

Section 3. The maximum amount per task order is set at \$150,000 and the total compensation during the term of this agreement shall not exceed \$500,000. Estimated costs for on-call material testing, environmental, and geotechnical services shall be included in the various project budgets as approved by the GHAD II Board.

Section 4. The Executive Director is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call List to provide material testing, environmental, and geotechnical services.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the GHAD II Board of Directors at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Chair

ATTEST:

Alice E. Evenson, Clerk of the Board

**ON-CALL MATERIAL TESTING/ENVIRONMENTAL/GEOTECHNICAL SERVICES
AGREEMENT BETWEEN
THE CITY OF PITTSBURG AND
[NAME OF CONSULTANT]**

THIS Agreement ("Agreement") for consulting services is made by and between the City of Pittsburgh ("City") and [REDACTED] ("Consultant") (together referred to as the "Parties") as of [REDACTED], 20[REDACTED] (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Task Orders issued during the term of this Agreement, and incorporated herein, at the time and place and in the manner specified therein.

- 1.1 Scope of Services.** Consultant is expected to perform the following services as specified in Task Orders issued during the term of this agreement:

**** Scope of Service to be included will be per consultant expertise****

ENVIRONMENTAL SERVICES:

- a) Preparation of hazardous material lead paint and asbestos abatement reports and recommendations for demolition projects (pre-demolition surveys to include hazardous material summary table, sampling/analytical data, sample locations/site plans, abatement recommendations and requirements, and worker protection recommendations)
- b) Obtaining samples and performing lab analysis on soil, building materials, and groundwater
- c) Providing estimates of hazardous material quantities
- d) Prepare hazardous material survey location and site plans
- e) Providing reports and treatment recommendations for contaminated sites
- f) Providing field observations of operations related to treatment and abatement of hazardous materials
- g) Providing procedural information for hazardous material regulations from local, state, and federal agencies
- h) Preparing testing and observation daily reports
- i) Review of outside material testing reports to assist with regulatory requirements for disposal and treatment

CONSTRUCTION MATERIAL TESTING:

- j) Obtaining samples and performing lab analysis on soil, asphalt, and concrete to test conformance with project plans and specifications
- k) Providing reports and field testing for moisture/density during site grading, backfill, placement of engineered fill, sub-grade preparation, asphalt concrete, etc...
- l) Providing continuous and/or periodic field observations of construction activities
- m) Providing special inspections of concrete reinforcement, structural steel construction, shop/field welding, high strength bolting, masonry construction, etc...
- n) Preparing testing and observation daily reports
- o) Providing moisture/density curves for site and import materials

GEOTECHNICAL SERVICES:

- p) Preparation of soil/geotechnical reports and recommendations for various construction activities
- q) Obtaining samples and performing lab analysis on soil to provide recommendations in design
- r) Preparing testing and observation reports
- s) Review of construction material submittals for conformance with project plans and specifications
- t) Construction monitoring
- u) Shop drawing review
- v) Peer review

1.2 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on **April 20, 2022**, all Task Orders issued during the term of this Agreement, shall be completed within three(3) years of the end date of this Agreement unless otherwise terminated by the one or both of the Parties, or extended, as authorized by an amendment to this agreement, executed by the Parties.

1.3 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement according to the standards observed by a competent practitioner of the profession in which Consultant is engaged.

1.4 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, requests in writing the reassignment of any such persons to ensure Consultant performs services in accordance with the Standard of Performance, Consultant shall, immediately upon receiving City's request, reassign such persons.

- 1.5 Time.** Consultant shall devote such time to the performance of services pursuant to Task Orders issued per this Agreement as may be reasonably necessary to meet the standard of performance provided herein above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. The Consultant shall be paid for the actual fees, costs and expenses for all time and materials required and expended, pursuant to the rate schedule incorporated in Task Orders issued per this Agreement. A total not-to-exceed amount of compensation will be determined by the Task Order(s) issued. In no event shall total compensation exceed the amount of the Task Order, without City's prior written approval. Unless authorized by amendment to this agreement, executed by the Parties, no Task Order shall exceed \$150,000. The total compensation during the term of this agreement shall not exceed \$500,000. The not to exceed dollar amount is not a guarantee that the City will issue Task Orders for the full amount to the Consultant, or that City will enter into a Task Order with Consultant, but is merely a limit of potential City expenditures pursuant to a Task Order under this Agreement.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required per Task Order, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation per Task Order is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

- 2.1 Invoices.** Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Separate invoices shall be submitted for each Task Order. Invoices shall contain the following information, unless waived by the City Manager, or his or her designee:

- A unique invoice number;
- The beginning and ending dates of the billing period;
- A Task Summary identifying the scope of services performed including project name, number, or Task Order name/description
- Detail of Charges including, where appropriate, labor (by sub-category), travel, materials, equipment, supplies, subcontractor charges, and miscellaneous expenses (include title, number of hours, and hourly rate billed).
- An Invoice Summary containing the original Task Order amount, the amount of prior billings, the total due this period, the balance

available under the Task Order, and the percentage of completion;

- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The Consultant's signature.
- Invoices shall be addressed to:

City of Pittsburg
Engineering Division
Attn: Gina Haynes
65 Civic Avenue
Pittsburg, CA 94565

- 2.2 Monthly Payment.** City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall pay undisputed invoices that comply with the above requirements within 30 days from the receipt of the invoice.
- 2.3 Final Payment.** Consultant shall submit its final invoice for each Task Order within 60 days of completing its services. Consultant's failure to submit its final invoice for each Task Order within this 60-day period shall constitute Consultant's waiver of any further billings to, or payments from, City.
- 2.4 Reimbursable Expenses.** Reimbursable expenses, if any, are to be specified and included in the total compensation authorized per Task Order. Expenses not listed in the approved Task Order are not chargeable to, or reimbursable by, City.
- 2.5 Payment of Taxes.** Consultant is solely responsible for the payment of all federal, state and local taxes, including employment taxes, incurred under this Agreement.
- 2.6 Authorization to Perform Services.** The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of a written authorization from the City Manager, or his or her designee.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement

Section 4. INSURANCE REQUIREMENTS. Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

4.1 Workers' Compensation. Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General requirements. Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than \$1,000,000 per occurrence and \$2,000,000 aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 Minimum scope of coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

- a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.
- b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.
- c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and non-contributing.
- d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.
- e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount.

4.3 Professional Liability Insurance.

4.3.1 General requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than \$1,000,000 per occurrence or claim, \$2,000,000 aggregate covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
- b. Insurance must be maintained, and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.
- c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must purchase an extended period coverage for a minimum of five (5) years after completion of work under this Agreement.
- d. A copy of the claim reporting requirements must be submitted to the City for review prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

- a. Certificate of Liability Insurance in the amounts specified in this Agreement; and
- b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Policies.

4.4.2 Acceptability of Insurers. All insurance required by this Agreement is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than \$100,000.

4.4.4 Wasting Policies. No policy required herein shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from

Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Consultant, its employees, agents, and subcontractors.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all the requirements stated herein, and Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.7 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

5.1 General Requirement. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged negligent acts, omissions or willful misconduct of Consultant, its officials, officers, employees, agents, and subcontractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including

without limitation the payment of all consequential damages, attorneys' fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs, including reasonable attorneys' fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City or its directors, officials, officers, employees, agents or volunteers. Notwithstanding the foregoing, to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. This Section 5.1 shall survive any expiration or termination of this Agreement.

- 5.2 PERS Indemnification.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

- 6.1 Independent Contractor.** At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City.
- 6.2 Consultant Not an Agent.** Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 Compliance with Applicable Laws.** Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder. Consultant shall also, to the extent required by the California Labor Code, pay not less than the latest prevailing wage rates as determined by the California Department of Industrial Relations.
- 7.3 Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have, and will maintain at their sole cost and expense, all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid business licenses from City.
- 7.4 Nondiscrimination and Equal Opportunity.** Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, genetic information, marital status, sex, sexual orientation, gender or gender identity, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 Termination.** Upon ten days' prior written notice, City may cancel this Agreement at any time and without cause upon such written notification to Consultant. In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other

materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.

8.2 Amendments. The parties may amend this Agreement only by a writing signed by the parties hereto.

8.3 Assignment and Subcontracting. City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the City Manager, or his or her designee. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the City Manager, or his or her designee.

8.4 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant, including but not limited to the provisions of Section 5, shall survive the termination of this Agreement.

8.5 Options upon Breach by Consultant. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.5.1 Immediately terminate the Agreement;

8.5.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.5.3 Retain a different consultant to complete the work described in the Task Orders issued during the term of this Agreement not finished by Consultant; or

8.5.4 Charge Consultant the difference between the cost to complete the work described in the Task Orders issued during the term of this Agreement that are unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

8.5.5 The remedies mentioned in this Agreement are not exclusive of any other right, power or remedy permitted by law. The City's failure or delay in exercising any remedy shall not constitute a waiver of such remedy or preclude the further exercise of City's rights.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 Records Created as Part of Consultant's Performance. All final versions of reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement, and the City may use, reuse or otherwise dispose of the documents without Consultant's permission. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential drafts and will not be released to third parties by Consultant without prior written approval of City.

9.2 Consultant's Books and Records. Consultant shall maintain any and all records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement. All such records shall be maintained in accordance with generally accepted accounting principles and shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Pursuant to Government Code Section 8546.7, the Agreement may be subject to the examination and audit of the State Auditor for a period of 3 years after final payment under the Agreement.

Section 10. MISCELLANEOUS PROVISIONS.

10.1 Attorneys' Fees. If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to

reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.

10.2 Venue. In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in Contra Costa County or in the United States District Court for the Northern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.

10.6 Conflict of Interest. Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a "conflict of interest," as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

10.7 Solicitation. Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.8 Notices. Any notice, demand, request, consent or approval that either party is required to give the other pursuant to this Agreement, shall be in writing and may be given by either (i) personal service, or (ii) certified United States mail, postage prepaid, return receipt requested,. Notice

shall be effective upon personal delivery or delivery to the addresses specified below, as reflected on the receipt of delivery or return receipt, as applicable.

Consultant :

City: City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
ATTN: City Manager

- 10.9 Professional Seal.** Where applicable in the determination of the City Manager, or his or her designee, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation. The stamp/seal shall be in a block entitled “Seal and Signature of Registered Professional with report/design responsibility.”
- 10.10 Integration.** This Agreement, including the scope of work included in any Task Orders issued during the term of this Agreement represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. To the extent there are any inconsistencies between this Agreement and Task Orders issued during the term of this Agreement, the Agreement shall control.
- 10.11 Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.
- 10.12 Construction of Agreement.** Each party hereto has had an equivalent opportunity to participate in the drafting of the agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting party shall not apply hereto.
- 10.13 No Third Party Beneficiaries.** This Agreement is made solely for the benefit of the parties hereto, with no intent to benefit any third parties.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PITTSBURG

CONSULTANT

Garrett Evans, City Manager

[NAME, TITLE]

Attest:

Alice Evenson, City Clerk

Approved as to Form:

Donna Mooney, City Attorney

CERTIFICATE OF COMPLIANCE WITH LABOR CODE § 3700

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

CONSULTANT

By: _____

Title: _____

2784982.1

2020 On-Call List For Construction Material Testing/Geotechnical/Environmer

	Firm Name	Material Testing	Geotechnical
1	NCE		
2	PSI Interdeck		
3	SCA Environmental, Inc.		
4	Inspection Services Inc.	X	
5	Ninyo & Moore	X	X
6	Geocon Consultants, Inc.	X	X
7	Kleinfelder	X	X
8	Matriscope Engineering Laboratories, Inc.	X	X
9	Construction Testing Services	X	X
10	Znap Fly		
11	Terracon	X	X
12	Apex Testing Laboratories	X	X
13	Fugro	X	X
14	Apex Companies, LCC		
15	Cal Engineering and Geology		X
16	Atlas Geosphere Consultants, Inc.	X	X
17	Acheivement Engineering Corp	X	X

ntal/Hazardous Material Testing

Environmental/ Hazardous Materials	Office Location
X	Richmond
X	Oakland
X	Oakland
	Berkeley
X	Alameda
X	Livermore
X	Pittsburg
X	Livermore
	Brentwood
X	Vacaville
X	Concord
	San Francisco
X	Walnut Creek
X	Pleasant Hill
	Walnut Creek
X	San Ramon
X	San Jose



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor/Chair and Council/Governing Board Members

FROM: Garrett Evans, Executive Director/City Manager

SUBJECT: Adoption of a Resolution Approving a List of Civil Engineering Firms for On-Call Professional Engineering Services and Authorizing the City Manager/Executive Director to Enter into Agreements with Selected Firms

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The Civil Engineering On-Call list of pre-qualified civil engineering firms will allow staff to engage these services as they are needed for design, surveying, and studies needed for infrastructure projects or to supplement staff in the performance of City functions.

FISCAL IMPACT

There are no fiscal impacts as a result of approving the proposed on-call civil engineering list. No task orders will be issued to any of the firms on this list without City Council /Agency approval of a project budget or operating budget for engineering design, surveys or studies.

RECOMMENDATION

City Council/Agency adopt the attached resolutions approving the list of recommended firms for on-call civil engineering services and authorizing the City Manager/Executive Director to enter into agreements with selected firms as needed.

BACKGROUND

On April 16, 2018, the City Council adopted Resolution 18-13462, approving a list of 20 civil engineering firms that responded to a Request for Qualifications (RFQ) and were qualified to provide engineering services on an on-call basis. The list was valid for two years.

Consultants from the current on-call civil engineering list provided surveying, design and traffic studies for projects in the Five-Year Capital Improvement Program (CIP).

On February 21, 2020, City staff sent an RFQ to 37 consulting firms with previous experience working for the City or that had requested to be included in the selection process. Twenty-three firms submitted a statement of qualifications (SOQ) prior to the March 20, 2020, deadline.

Staff reviewed the SOQs, scoring each across parameters including firm history, resource capabilities, relevant experience, experience of assigned personnel, approach to project management, ability to perform, familiarity with public works projects, references and cost.

A list of 21 recommended firms, in no particular order, is attached to this report.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

The creation of an on-call list of pre-qualified consultants streamlines the process for engaging local firms to provide these services, reducing the amount of time spent by staff if they were to be selected on a project-by-project or emergency basis.

Duties performed by consultants selected from the on-call civil engineering task list is expected to include, but is not limited to, assisting staff with processing documentation related to the City's Five-Year Capital Improvement Program (CIP), preparation of construction documents, and performing traffic or drainage studies related to future development projects.

To assure the best fit for each project and promote competition, staff will solicit proposal(s) from the list of qualified firms. For a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the City Manager will be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs.

For an individual project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more qualified firms, and the City Manager will be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs.

When an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders.

Each Agreement will have a negotiated rate schedule established at the time of contract execution. The "not to exceed" fee for each task order will be negotiated at the time the task order is assigned.

Task orders shall not exceed \$250,000, and total compensation for each firm during the term of the On-Call agreement will not exceed \$500,000. Costs for each task order will be paid from budgets for capital projects or operating budgets approved by the City Council.

If approved, the On-Call List will be valid for two years. Task orders that are underway at the expiration of the two-year On-Call List will continue to be valid until the work to be performed under those task orders is complete.

The City or Agency will not be under any obligation to award any task orders or contracts, or to use any "on-call" agreement to its limits. Staff is requesting the City Manager/Executive Director be authorized to extend the time limit of any on-call agreement by up to one year.

The current proposed list contains 21 firms with varying areas of expertise to ensure a pool of available consultants sufficient to meet future needs. The number of consultants that are pre-qualified does not obligate the City to issue any task orders to selected firms.

The City may choose to issue additional requests for proposals for civil engineering consultation at its discretion.

A sample Professional Services Agreement is attached to this Staff Report.

ATTACHMENTS: Resolution
 On-Call Civil Engineering List
 Sample Professional Services Agreement

Report Prepared By: Gina Haynes, Senior Civil Engineer

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a List of On-Call	)	
Civil Engineering Firms for Professional	)	RESOLUTION NO. 20-
Engineering Services and Authorizing	)	
the City Manager to Execute Agreements	)	
<u>with Selected Firms</u>	)	

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, on April 16, 2018, the City Council adopted Resolution 18-13462, approving a list of 20 civil engineering firms qualified to provide engineering services to the City on an on-call basis; and

WHEREAS, the City has a need for continuing engineering and surveying services to augment the City's engineering staff; and

WHEREAS, staff requested qualifications from 37 civil engineering firms with previous experience with the City or had requested to be included in the selection process; and

WHEREAS, staff received a statement of qualifications from 23 civil engineering consulting firms; and

WHEREAS, staff reviewed and scored the qualifications submitted and compiled a list of 21 qualified civil engineering firms; and

WHEREAS, staff recommends that the City Manager be authorized to execute agreements for professional services with firms on the On-Call civil engineering list; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the City Manager shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the City's needs; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, staff recommends the maximum fee for each task order for design or studies performed per the On-Call professional services agreement will be \$250,000; and

WHEREAS, the total compensation during the term of this agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$250,000 will require City Council approval and an amendment to the On-Call agreement; and

WHEREAS, task orders issued in the amount of \$250,000 or less will be approved based on signing authority limits or by the City Manager and will be paid from project budgets or operating budgets previously approved by the City Council.

NOW, THEREFORE BE IT RESOLVED, by the City Council of the City of Pittsburgh:

Section 1. The City Council approves the attached On-Call list of 21 qualified professional engineering and surveying firms for use on an on-call basis.

Section 2. The City Manager is authorized to enter into agreements with selected civil engineering firms on the list for use on City projects.

Section 3. Estimated costs for professional engineering services shall be included in the various project budgets to be approved by the City Council.

Section 4. The maximum amount per task order is set at \$250,000 and the total compensation during the term of this agreement shall not exceed \$500,000. Task orders under \$250,000 shall be approved based on signing authority limits or by the City Manager and shall be paid from project accounts previously authorized by the City Council.

Section 5. The City Manager is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call civil engineering list to provide professional engineering services.

Section 6. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk

BEFORE THE PITTSBURG POWER COMPANY OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving a List of On-Call)
Civil Engineering Firms for Professional)
Engineering Services and Authorizing)
The Executive Director to Execute)
Agreements with Selected Firms)

RESOLUTION NO. 20-

The Pittsburg Power Company FINDS AND DETERMINES as follows:

WHEREAS, the Pittsburg Power Company requires the services of civil engineering firms on occasion; and

WHEREAS, the creation of an On-Call list of pre-qualified civil engineering firms will reduce the amount of time the Pittsburg Power Company Manager would spend on selecting qualified firms on a project by project basis or emergency basis, thereby resulting in improved service; and

WHEREAS, the City of Pittsburg sent a Request for Qualifications (RFQ) to 37 consulting firms with previous experience working with the City or that requested to be included in the selection process. Staff received in response statements of qualifications (SOQ's) from 23 civil engineering consulting firms; and

WHEREAS, the SOQs received were evaluated and 21 firms were deemed qualified using criteria acceptable to the Pittsburg Power Company Manager and necessary to be included on the On-Call Civil Engineering list; and

WHEREAS, staff request that the Pittsburg Power Company adopt the On-Call list of 21 civil engineering firms that City of Pittsburg staff has evaluated and recommended; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the needs of Pittsburg Power Company; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the needs of Pittsburg Power Company; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, work performed per the On-Call Professional Services Agreement shall be by task order and based on an agreed upon fee; and

WHEREAS, staff requests that the maximum fee for each task order for design or studies performed per the Agreement will be \$250,000, and the total compensation during the term of this Agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$250,000 will require Pittsburg Power Company Board approval and an amendment to the On-Call Agreement; and

WHEREAS, task orders issued in the amount of \$250,000 or less will be approved based on signing authority limits or by the Executive Director and will be paid from project accounts previously authorized by the Pittsburg Power Company Board.

NOW, THEREFORE BE IT RESOLVED, by the Pittsburg Power Company:

Section 1. The Pittsburg Power Company Board hereby adopts, for use, the On-Call list of 21 civil engineering firms that City of Pittsburg staff has evaluated and recommended.

Section 2. The adopted list qualified On-Call Civil Engineering firms attached to the staff Report shall remain in effect for a period of two years and the Executive Director is authorized to enter into agreements with these selected firms for use on Pittsburg Power Company projects.

Section 3. The maximum amount per task order is set at \$250,000 and the total compensation during the term of this agreement shall not exceed \$500,000. Estimated costs for On-Call Civil Engineering services shall be included in the various project budgets as approved by the Pittsburg Power Company Board.

Section 4. The Executive Director is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call civil engineering list to provide professional engineering services.

Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the Pittsburg Power Company Board of Directors at a regular meeting held on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Chair

ATTEST:

Garrett Evans, Executive Secretary

BEFORE THE SOUTHWEST PITTSBURG GEOLOGIC HAZARD ABATEMENT
DISTRICT II

In the Matter of:

Resolution Approving a List of On-Call)
Civil Engineering, Services Related)
to the GHAD II District and Authorizing)
the Executive Director to Enter Into)
Agreements with Selected Firms)

RESOLUTION NO. 20-

The Southwest Pittsburgh Geologic Hazard Abatement District II FINDS AND DETERMINES as follows:

WHEREAS, the GHAD II requires the services of civil engineering firms on occasion; and

WHEREAS, the creation of a list of pre-qualified civil engineering firms will reduce the amount of time the District Manager would spend on selecting qualified firms on a project by project basis or emergency basis, thereby resulting in improved service; and

WHEREAS, the City of Pittsburgh sent 37 consulting firms a request for qualifications (RFQ's) to perform duties associated with City projects and the Five-Year Capital Improvement Program; and

WHEREAS, these firms have either had previous experience working with the City or had requested to be included in the selection process. Staff received statements of qualifications (SOQ's) from 23 civil engineering consulting firms; and

WHEREAS, the SOQs received were evaluated and 21 firms were deemed qualified using criteria acceptable to the GHAD II District Manager and necessary to be included on the On-Call Civil Engineering list; and

WHEREAS, staff request that the GHAD II adopt the On-Call list of 21 civil engineering firms that City of Pittsburgh staff has evaluated and recommended; and

WHEREAS, work performed per the On-Call list shall be by task order per the On-Call Professional Services Agreement and based on an agreed upon fee; and

WHEREAS, to assure the best fit for each project and promote competition, staff proposes to solicit proposal(s) from the list of qualified firms; and

WHEREAS, for a project with consultant costs equal to or exceeding \$50,000, staff will solicit proposals from three or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the District's needs; and

WHEREAS, for a project where consultant costs are estimated to be less than \$50,000, staff will solicit proposal(s) from one or more firms, and the Executive Director shall be authorized to enter into a Professionals Services Agreement with the firm that best matches the District's needs; and

WHEREAS, when an on-call consultant is selected for a project task order where consultant costs are equal to or exceed \$50,000 and another project task order for an amount less than \$50,000, one fully executed Professionals Services Agreement shall serve for both task orders; and

WHEREAS, staff recommends the maximum fee for each task order for design or studies performed per the On-Call Professional Services Agreement will be \$250,000 and total compensation during the term of this agreement shall not exceed \$500,000; and

WHEREAS, any task orders over \$250,000 will require GHAD II Board approval and an amendment to the On-Call Agreement; and

WHEREAS, task orders issued in the amount of \$250,000 or less will be approved based on signing authority limits or by the Executive Director and will be paid from project accounts previously authorized by the GHAD II Board.

NOW, THEREFORE BE IT RESOLVED, by the GHAD II Board:

- Section 1. The GHAD II Board hereby adopts, for use, the On-Call list of 21 civil engineering firms that City of Pittsburg staff has evaluated and recommended.
- Section 2. The adopted list pre-qualified Civil Engineering firms attached to the staff report shall remain in effect for a period of two years and the Executive Director is authorized to enter into agreements with these selected firms for use on GHAD II projects.
- Section 3. The maximum amount per task order is set at \$250,000. Estimated costs for On-Call Civil Engineering services shall be included in the various project budgets as approved by the GHAD II Board.
- Section 4. The Executive Director is hereby authorized to execute such further documents and take such further actions as may be necessary or appropriate to contract with any of the firms on the On-Call Civil Engineering list to provide professional engineering services.
- Section 5. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the GHAD II Board of Directors at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Chair

ATTEST:

Alice E. Evenson, Clerk of the Board

2020 On-Call List For En

	Civil Consultanting Firm	Surveying	Street
1	RJA (Ruggeri-Jenson-Azar)	X	X
2	Sandis	X	X
3	R.E.Y. Engineering Inc.	X	X
4	Arkel Engineering Group Inc.		
5	Belleci	X	X
6	Wood-Rodgers	X	X
7	Quincy Engineering (Murrysmith)	X	X
8	NCE		X
9	Cinquini & Passarino, Inc	X	
10	MSN Engineers Inc.	X	X
11	Harrison Engineering Inc.		X
12	HydroScience		
13	Diablo Engineering Group		
14	LCC	X	
15	Fehr & Peers		X
16	CBG	X	X
17	BKF	X	X
18	Brown & Calldwell		
19	TJKM		
20	W-Trans		
21	Tran Systems		X

Engineering/Surveying Services

Waterline	Sewer	Storm	Transportation
X	X	X	
			X
X	X	X	
X	X	X	
X	X	X	
X	X	X	
X	X		
		X	
X	X	X	X
X	X	X	X
	X	X	
			X
			X
X			
X	X	X	X
X	X	X	
			X
			X
	X	X	

Office Location
Pleasanton
Campbell
Folsom
Fresno
Concord
Sacramento
Walnut Creek
Richmond
Napa
Antioch
Concord
Concord
Oakland
Martinez
Walnut Creek
San Ramon
Walnut Creek
Walnut Creek
Pleasanton
Santa Rosa
Berkeley

**ON-CALL CIVIL ENGINEERING CONSULTING SERVICES AGREEMENT
BETWEEN
THE CITY OF PITTSBURG AND
[NAME OF CONSULTANT]**

THIS Agreement ("Agreement") for consulting services is made by and between the City of Pittsburgh ("City") and [REDACTED] ("Consultant") (together referred to as the "Parties") as of [REDACTED], 20[REDACTED] (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services described in the Task Orders issued during the term of this Agreement, and incorporated herein, at the time and place and in the manner specified therein.

1.1 Scope of Services. Consultant is expected to perform the following services as specified in Task Orders issued during the term of this agreement:

Assist staff with processing documentation related to the City's Capital Improvement Program, including:

1. Coordination with Caltrans for federal-aid project approvals
2. Facilities planning studies
3. Unanticipated capital improvements/repairs/modifications/studies
4. Programming and project scope development
5. Schematic design and design development
6. Value Engineering, Constructability Review, and Peer Review
7. Project meeting coordination and minutes preparation
8. Preparation or review of detailed cost estimates
9. Internal and regulatory agency project approval coordination
10. Preparation or review of traffic studies
11. Obtaining right of way and easements

Preparation or assistance in the preparation of construction documents:

1. Develop Plan, Specifications and Estimates for projects
2. Coordination with outside agencies and utilities
3. Development of detailed project schedules and cost estimates
4. Assistance during bidding and construction
5. Construction monitoring
6. Shop drawing review

7. Coordination and preparation of change orders
8. Preparation of as built plans from marked construction plans
9. Construction management
10. Surveying

1.2 Term of Services. The term of this Agreement shall begin on the Effective Date and shall end on **April 20, 2022**, all Task Orders issued during the term of this Agreement, shall be completed within three(3) years of the end date of this Agreement unless otherwise terminated by the one or both of the Parties, or extended, as authorized by an amendment to this agreement, executed by the Parties.

1.3 Standard of Performance. Consultant shall perform all services required pursuant to this Agreement according to the standards observed by a competent practitioner of the profession in which Consultant is engaged.

1.4 Assignment of Personnel. Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, requests in writing the reassignment of any such persons to ensure Consultant performs services in accordance with the Standard of Performance, Consultant shall, immediately upon receiving City's request, reassign such persons.

1.5 Time. Consultant shall devote such time to the performance of services pursuant to Task Orders issued per this Agreement as may be reasonably necessary to meet the standard of performance provided herein above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. The Consultant shall be paid for the actual fees, costs and expenses for all time and materials required and expended, pursuant to the rate schedule incorporated in Task Orders issued per this Agreement. A total not-to-exceed amount of compensation will be determined by the Task Order(s) issued. In no event shall total compensation exceed the amount of the Task Order, without City's prior written approval. Unless authorized by amendment to this agreement, executed by the Parties, no Task Order shall exceed \$250,000. The total compensation during the term of this agreement shall not exceed \$500,000. The not to exceed dollar amount is not a guarantee that the City will issue Task Orders for that full amount to the Consultant, or that City will enter into a Task Order with Consultant, but is merely a limit of potential City expenditures pursuant to a Task Order under this agreement.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required per Task Order, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation per Task Order is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Separate invoices shall be submitted for each Task Order. Invoices shall contain the following information, unless waived by the City Manager, or his or her designee:

- A unique invoice number;
- The beginning and ending dates of the billing period;
- A Task Summary identifying the scope of services performed including project name, number, or Task Order name/description
- Detail of Charges including, where appropriate, labor (by sub-category), travel, materials, equipment, supplies, subcontractor charges, and miscellaneous expenses (include title, number of hours, and hourly rate billed).
- An Invoice Summary containing the original Task Order amount, the amount of prior billings, the total due this period, the balance available under the Task Order, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The Consultant's signature.
- Invoices shall be addressed to:

City of Pittsburg
Engineering Division
Attn: Gina Haynes
65 Civic Avenue
Pittsburg, CA 94565

- 2.2 Monthly Payment.** City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall pay undisputed invoices that comply with the above requirements within 30 days from the receipt of the invoice.
- 2.3 Final Payment.** Consultant shall submit its final invoice for each Task Order within 60 days of completing its services. Consultant's failure to submit its final invoice for each Task Order within this 60 day period shall constitute Consultant's waiver of any further billings to, or payments from, City.
- 2.4 Reimbursable Expenses.** Reimbursable expenses, if any, are to be specified and included in the total compensation authorized per Task Order. Expenses not listed the approved Task Order are not chargeable to, or reimbursable by, City.
- 2.5 Payment of Taxes.** Consultant is solely responsible for the payment of all federal, state and local taxes, including employment taxes, incurred under this Agreement.
- 2.6 Authorization to Perform Services.** The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of a written authorization from the City Manager, or his or her designee.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement

Section 4. INSURANCE REQUIREMENTS. Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

- 4.1 Workers' Compensation.** Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation

and Employer's Liability Insurance may be waived by the City upon written verification that Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General requirements. Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than \$1,000,000 per occurrence and \$2,000,000 aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 Minimum scope of coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis. Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

- a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.
- b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.

- c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and non-contributing.
- d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.
- e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount.

4.3 Professional Liability Insurance.

4.3.1 General requirements. Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than \$1,000,000 per occurrence or claim, \$2,000,000 aggregate covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
- b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.
- c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must purchase an extended period coverage

for a minimum of five (5) years after completion of work under this Agreement.

- d. A copy of the claim reporting requirements must be submitted to the City for review prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

- a. Certificate of Liability Insurance in the amounts specified in this Agreement; and
- b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Policies.

4.4.2 Acceptability of Insurers. All insurance required by this Agreement is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than \$100,000.

4.4.4 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Consultant, its employees, agents, and subcontractors.

4.4.5 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein, and Consultant shall ensure that City, its officers,

officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.6 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

5.1 General Requirement. To the fullest extent permitted by law, Consultant shall defend, indemnify and hold City, its officials, officers, employees, volunteers and agents free and harmless from any and all claims, demands, causes of action, costs, expenses, liability, loss, damage or injury, in law or equity, to property or persons, including wrongful death, in any manner arising out of or incident to any alleged negligent acts, omissions or willful misconduct of Consultant, its officials, officers, employees, agents, and subcontractors arising out of or in connection with the performance of the Services, the Project or this Agreement, including without limitation the payment of all consequential damages, attorneys' fees and other related costs and expenses. Consultant shall defend, at Consultant's own cost, expense and risk, any and all such aforesaid suits, actions or other legal proceedings of every kind that may be brought or instituted against City, its directors, officials, officers, employees, agents or volunteers. Consultant shall pay and satisfy any judgment, award or decree that may be rendered against City or its directors, officials, officers, employees, agents or volunteers, in any such suit, action or other legal proceeding. Consultant shall reimburse City and its directors, officials, officers, employees, agents and/or volunteers, for any and all legal expenses and costs, including reasonable attorneys' fees, incurred by each of them in connection therewith or in enforcing the indemnity herein provided. Consultant's obligation to indemnify shall not be restricted to insurance proceeds, if any, received by City or its directors, officials, officers, employees, agents or volunteers. Notwithstanding the foregoing,

to the extent Consultant's Services are subject to Civil Code Section 2782.8, the above indemnity shall be limited, to the extent required by Civil Code Section 2782.8, to claims that arise out of, pertain to, or relate to the negligence, recklessness, or willful misconduct of the Consultant. This Section 5.1 shall survive any expiration or termination of this Agreement.

- 5.2 PERS Indemnification.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

- 6.1 Independent Contractor.** At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City.
- 6.2 Consultant Not an Agent.** Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 Compliance with Applicable Laws.** Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder. Consultant shall also, to the extent required by the California Labor Code, pay not less than the latest prevailing wage rates as determined by the California Department of Industrial Relations.
- 7.3 Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors

have, and will maintain at their sole cost and expense, all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid business licenses from City.

- 7.4 Nondiscrimination and Equal Opportunity.** Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, genetic information, marital status, sex, sexual orientation, gender or gender identity, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 Termination.** Upon ten days' prior written notice, City may cancel this Agreement at any time and without cause upon such written notification to Consultant. In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.
- 8.2 Amendments.** The parties may amend this Agreement only by a writing signed by the parties hereto.
- 8.3 Assignment and Subcontracting.** City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and

competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the City Manager, or his or her designee. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the subcontractors noted in the proposal, without prior written approval of the City Manager, or his or her designee.

8.4 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant, including but not limited to the provisions of Section 5, shall survive the termination of this Agreement.

8.5 Options upon Breach by Consultant. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.5.1 Immediately terminate the Agreement;

8.5.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.5.3 Retain a different consultant to complete the work described in the Task Orders issued during the term of this Agreement not finished by Consultant; or

8.5.4 Charge Consultant the difference between the cost to complete the work described in the Task Orders issued during the term of this Agreement that are unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

8.5.5 The remedies mentioned in this Agreement are not exclusive of any other right, power or remedy permitted by law. The City's failure or delay in exercising any remedy shall not constitute a waiver of such remedy or preclude the further exercise of City's rights.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 Records Created as Part of Consultant's Performance. All final versions of reports, data, maps, models, charts, studies, surveys,

photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement, and the City may use, reuse or otherwise dispose of the documents without Consultant's permission. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential drafts and will not be released to third parties by Consultant without prior written approval of City.

- 9.2 Consultant's Books and Records.** Consultant shall maintain any and all records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement. All such records shall be maintained in accordance with generally accepted accounting principles and shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Pursuant to Government Code Section 8546.7, the Agreement may be subject to the examination and audit of the State Auditor for a period of 3 years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

- 10.1 Attorneys' Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 10.2 Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in Contra

Costa County or in the United States District Court for the Northern District of California.

10.3 Severability. If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.

10.4 No Implied Waiver of Breach. The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.

10.5 Successors and Assigns. The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.

10.6 Conflict of Interest. Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a “conflict of interest,” as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

10.7 Solicitation. Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

10.8 Notices. Any notice, demand, request, consent or approval that either party is required to give the other pursuant to this Agreement, shall be in writing and may be given by either (i) personal service, or (ii) certified United States mail, postage prepaid, return receipt requested,. Notice shall be effective upon personal delivery or delivery to the addresses specified below, as reflected on the receipt of delivery or return receipt, as applicable.

Consultant :

City: City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
ATTN: City Manager

- 10.9 Professional Seal.** Where applicable in the determination of the City Manager, or his or her designee, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation. The stamp/seal shall be in a block entitled "Seal and Signature of Registered Professional with report/design responsibility."
- 10.10 Integration.** This Agreement, including the scope of work included in any Task Orders issued during the term of this Agreement represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral. To the extent there are any inconsistencies between this Agreement and Task Orders issued during the term of this Agreement, the Agreement shall control.
- 10.11 Counterparts.** This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.
- 10.12 Construction of Agreement.** Each party hereto has had an equivalent opportunity to participate in the drafting of the agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting party shall not apply hereto.
- 10.13 No Third Party Beneficiaries.** This Agreement is made solely for the benefit of the parties hereto, with no intent to benefit any third parties.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PITTSBURG

CONSULTANT

Garrett Evans, City Manager

[NAME, TITLE]

Attest:

Alice Evenson, City Clerk

Approved as to Form:

Donna Mooney, City Attorney

CERTIFICATE OF COMPLIANCE WITH LABOR CODE § 3700

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

CONSULTANT

By: _____

Title: _____



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Accepting a Grant from the State Department of Transportation for a Local Road Safety Plan

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The California Department of Transportation (Caltrans) has awarded a grant to the City in the amount of \$72,000 to develop a Local Road Safety Plan to evaluate roadway safety and recommend improvements.

FISCAL IMPACT

Under Caltrans grant guidelines, the \$72,000 grant award requires local matching funds in the amount of \$8,000. Sufficient funds are available for reallocation in the Traffic Signal Modification Project (Project 2220). The study is an appropriate use for these funds. No new funds are requested.

RECOMMENDATION

City Council adopt the attached resolution accepting the \$72,000 Local Road Safety Plan grant and authorizing the City Manager to execute a funding agreement and other documentation necessary to receive the grant.

BACKGROUND

On October 29, 2019, staff applied to Caltrans for grant funding for development of a Local Road Safety Plan to increase road safety in the City.

On February 11, 2020, Caltrans notified the City that the grant application was approved for \$72,000.

The City Engineer requested the grant funds, and \$8,000 from the Traffic Signal Modification Project be allocated to a new project, the Local Road Safety Plan project, with a total approved budget of \$80,000. The unexpended funds are available and appropriate for use to develop a the road safety study.

SUBCOMMITTEE FINDINGS

This item was not reviewed by a subcommittee.

STAFF ANALYSIS

Staff recommends the City Council approve the attached resolution to accept the grant, authorize the City Manager to execute a funding agreement, and re-allocate \$8,000 from another project as local matching funds to the Local Road Safety Plan project.

The grant will allow the City to leverage \$8,000 in local funds to develop an \$80,000 study to address intersection and roadway segments with a history of serious vehicle crashes and identify potential improvements. These alternatives may include modifications to traffic signals, pedestrian countdown signals, installing roadway lighting, center line rumble strips/stripes, directional signs, raised pavement markers and traffic hardware.

Staff and a traffic design consultant will use grant funds to update collision data, perform community outreach and develop a plan to improve roadway safety for vehicles and pedestrians.

ATTACHMENTS: Resolution

Report Prepared By: Nhat Phan, Civil Engineer I

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution to Accept Local Road Safety)
Program (LRSP) Grant and Allocate)
Funds for Local Road Safety Plan)

RESOLUTION 20-

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, the City applied for, and has been awarded, a Local Road Safety Program (LRSP) grant in the amount of \$72,000 for development of a Local Road Safety Plan within the City (the "Project"). The Project will evaluate roadway safety problems and recommend safety improvements; and

WHEREAS, the LRSP grant that was awarded to the City is in the amount of \$72,000; and

WHEREAS, this grant requires matching funds from the City in the amount of \$8,000; and

WHEREAS, staff requests that the City Council adopt the resolution accepting the \$72,000 LRSP grant, approve the project and allocate unexpended funds from another project to establish a project budget of \$80,000.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pittsburgh hereby accepts the LRSP grant in the amount of \$72,000, authorizes the City Manager to execute all necessary documents required for the grant and further authorizes re-allocation of \$8,000 from the Traffic Signal Modification Project (Project 2220) for the development of a Local Road Safety Plan.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for Traffic Signal Synchronization on East Leland Road

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) recently approved \$16,748 grant award to the City through its Program for Arterial System Synchronization (PASS), to improve travel time along the East Leland Road corridor. The attached resolution approves an agreement between MTC and the City, as required for the grant.

FISCAL IMPACT

Under MTC grant guidelines, the \$16,748 grant award requires local matching funds in the amount of \$3,552. Sufficient funds are available for re-allocation in the Traffic Signal Modification Project (Project 2220). The study is an appropriate use for these unexpended funds.

RECOMMENDATION

City Council adopt the attached resolution accepting the \$16,748 PASS grant and authorize the City Manager to execute a funding agreement and other documentation necessary to receive the grant.

City Council approve the attached "Waiver of Claims and Indemnification Agreement between Metropolitan Transportation Commission and City of Pittsburg" and authorize the City Manager to execute all documents pertaining to this program.

BACKGROUND

On October 18, 2019, staff applied for the PASS grant for Fiscal Year 2019/20 to fund the synchronization of traffic signals along the East Leland Road corridor to improve traffic circulation.

On January 15, 2020, MTC notified the City that the PASS grant application was approved for \$16,748.

SUBCOMMITTEE FINDINGS

This item was not reviewed by a subcommittee.

STAFF ANALYSIS

Staff and a traffic design consultant will use the grant funds to evaluate and improve efficiency of traffic signal timing during peak commute hours along the East Leland Road from Piedmont Way to Century Boulevard.

The proposed improvements will help reduce traffic congestion, travel times, and greenhouse gas emissions (GHG). The grant will help improve travel time reliability and traffic safety.

ATTACHMENTS: Resolution
 Indemnification Agreement between MTC and City of Pittsburg

Report Prepared By: Nhat Phan, Civil Engineer I

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a Resolution to Accept Program)
For Arterial System Synchronization (PASS)) RESOLUTION 20 -
Grant for Traffic Signal Synchronization on)
East Leland Road)

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, the City applied for, and has been awarded, a PASS grant in the amount of \$16,748 for Traffic Signal Synchronization on East Leland Road (the "Project"). The Project will improve travel time along the East Leland Road corridor; and

WHEREAS, the grant requires matching funds from the City in the amount of \$3,552; and

WHEREAS, staff requests that the City Council adopt the resolution accepting the \$16,748 PASS grant, approve the Project, allocate funds and establish a budget in the amount of \$20,300.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pittsburgh hereby accepts the PASS grant in the amount of \$16,748, authorizes the City Manager to execute all agreements necessary for the grant, and also authorizes re-allocation of \$3,552 from the Traffic Signal Modification Project (Project 2220) for the Traffic Signal Synchronization on East Leland Road.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk

WAIVER OF CLAIMS AND INDEMNIFICATION AGREEMENT
Between METROPOLITAN TRANSPORTATION COMMISSION
And CITY OF PITTSBURG

THIS AGREEMENT is made and entered into as of April 6, 2020, by and between the Metropolitan Transportation Commission, a regional transportation planning agency established pursuant to California Government Code § 66500 *et seq.*, (herein called “MTC”), and the City of Pittsburgh (herein called CITY).

WITNESSETH

WHEREAS, MTC has entered or will enter into technical services agreements with several consulting firms (herein called “the Consultants”), under which the firms will provide assistance to various Bay Area jurisdictions in the retiming of traffic signals (herein called “the Project”); and

WHEREAS, CITY is participating in the Project by receiving assistance from one or more of the Consultants (herein called “the Consultant”); and

WHEREAS, the parties wish to define CITY’s obligations to MTC respecting waiver of claims and indemnity;

NOW, THEREFORE, the parties hereto agree as follows:

1.0 WAIVER OF CLAIMS AGAINST MTC

CITY waives all claims by CITY, its directors, supervisors, officers, employees, or agents against MTC, its commissioners, officers, and/or employees for damages, loss, injury and/or liability, direct or indirect, resulting from CITY’s participation in the Project and/or the services provided to CITY by the Consultant under contract to MTC. CITY’s waiver shall not apply to liability arising from and caused by the gross negligence or willful misconduct of MTC, its commissioners, officers, and/or employees.

2.0 INDEMNIFICATION AND DEFENSE

CITY agrees to indemnify, hold harmless and defend MTC, its commissioners, officers, and employees from any and all third party claims, demands, lawsuits, liability, loss, damages, injury and/or liability, direct or indirect (including any and all costs and expenses in connection therewith), resulting from or in connection with provision of services to CITY by the Consultant under contract with MTC, to the extent such claims, demands, etc. are not covered by the Consultant’s indemnification of MTC in the Consultant’s contract with MTC. CITY’s indemnification obligation shall not apply to liability arising from and caused by the gross negligence or willful misconduct of MTC, its commissioners, officers, agents, and employees. CITY is responsible for obtaining from MTC a copy of the applicable Consultant agreement(s).

3.0 TERM

The term of this Agreement shall continue indefinitely, applying to multiple Consultant contracts, unless terminated by written notice of either party or superseded by another Indemnification Agreement.

IN WITNESS WHEREOF, this agreement has been executed by the parties hereto.

METROPOLITAN TRANSPORTATION
COMMISSION

CITY OF PITTSBURG

Therese W. McMillan, Executive Director

Garrett Evans, City Manager

Approved as to form:

Donna Mooney, City Attorney

ATTACHMENT A
PROGRAM FOR ARTERIAL SYSTEM SYNCHRONIZATION (“PASS”)
CONSULTANT INDEMNIFICATION AND INSURANCE REQUIREMENTS

CONSULTANT INDEMNIFICATION

CONSULTANT agrees to indemnify and hold harmless MTC, Caltrans, and Client Jurisdictions, and their commissioners, directors, officers, agents, and employees (collectively “MTC Indemnified Parties”) from and against any and all claims, demands, actions, causes of action, damages, liability, obligation, costs and expenses (including attorneys’ fees and costs) of any kind whatsoever, including (without limitation) those for personal injuries (including, but not limited to death, bodily injuries, emotional or mental distresses and losses of consortium), property damages or pecuniary, financial or economic losses of any kind whatsoever (collectively “Claims and Losses”) if the Claims and Losses arise out of, pertain to, or relate to CONSULTANT’s recklessness, willful misconduct, or negligent services performed under this Agreement. It is understood and agreed that Consultant has no obligation to indemnify and hold the MTC Indemnified Parties harmless to the extent that the Claims and Losses are caused by the negligence of the MTC Indemnified Parties.

CONSULTANT further agrees to immediately defend the MTC Indemnified Parties with respect to any Claims and Losses if such Claims and Losses are alleged to arise out of, pertain to, or relate to any allegations of CONSULTANT’s recklessness, willful misconduct, or negligent services performed under this Agreement. As part of this defense obligation, CONSULTANT agrees to either retain counsel to defend the MTC Indemnified Parties or pay charges of the MTC Indemnified Parties’ attorneys with regard to the Claims and Losses.

CONSULTANT’s reasonable defense costs (including attorney and expert fees), incurred in providing a defense for the MTC Indemnified Parties shall be reimbursed by MTC except to the extent such defense costs arise, under principles of comparative fault, from CONSULTANT’s (a) negligent acts or omissions; (b) recklessness; or (c) willful misconduct.

The provisions set forth in this Article are intended to be applied to the fullest extent allowed under the law and, if any portion of it is found to be void or unenforceable, the remainder is to be severable and enforceable. This indemnification shall survive termination or expiration of this Agreement.

CONSULTANT INSURANCE REQUIREMENTS

A. Minimum Coverages. The insurance requirements specified in this section shall cover CONSULTANT’s own liability and the liability arising out of work or services performed under this Agreement by any subconsultants, subcontractors, suppliers, temporary workers, independent contractors, leased employees, or any other persons, firms or corporations that CONSULTANT authorizes to work under this Agreement (hereinafter referred to as “Agents.”) CONSULTANT shall, at its own expense, obtain and maintain in effect at all times during the life of this Agreement the following types of insurance against claims, damages and losses due to injuries to persons or damage to property or other losses that may arise in connection with the performance of work under this Agreement.

CONSULTANT is also required to assess the risks associated with work to be performed by Agents under subcontract and to include in every subcontract the requirement that the Agent maintain adequate insurance coverage with appropriate limits and endorsements to cover such risks. To the

extent that an Agent does not procure and maintain such insurance coverage, CONSULTANT shall be responsible for said coverage and assume any and all costs and expenses that may be incurred in securing said coverage or in fulfilling CONSULTANT's indemnity obligation as to itself or any of its Agents in the absence of coverage.

In the event CONSULTANT or its Agents procure excess or umbrella coverage to maintain certain requirements outlined below, these policies shall also satisfy all specified endorsements and stipulations, including provisions that CONSULTANT's insurance be primary without right of contribution from MTC. Prior to beginning work under this contract, CONSULTANT shall provide MTC with satisfactory evidence of compliance with the insurance requirements of this section.

1. Workers' Compensation Insurance with Statutory limits, and Employer's Liability Insurance with a limit of not less than \$1,000,000 per employee and \$1,000,000 per accident, and any and all other coverage of CONSULTANT's employees as may be required by applicable law. Such policy shall contain a Waiver of Subrogation in favor of MTC. Such Workers' Compensation & Employer's Liability may be waived, if and only for as long as CONSULTANT is a sole proprietor or a corporation with stock 100% owned by officers with no employees.

2. Commercial General Liability Insurance for Bodily Injury and Property Damage liability, covering the premises and operations, and products and completed operations of CONSULTANT and CONSULTANT's officers, agents, and employees and with limits of liability which shall not be less than \$1,000,000 combined single limit per occurrence with a general aggregate liability of not less than \$2,000,000, a products/completed operations aggregate liability limit of not less than \$2,000,000 and Personal & Advertising Injury liability with a limit of not less than \$1,000,000. Such policy shall contain a Waiver of Subrogation in favor of MTC.

Products and completed operations insurance shall be maintained for three (3) years following termination of this Agreement.

MTC and those entities listed in Part 3 of this Attachment E (if any), and their commissioners, directors, officers, representatives, agents and employees are to be named as additional insureds for ongoing and completed operations. Such insurance shall be primary and non-contributory, and contain a Separation of Insureds Clause as respects any claims, losses or liability arising directly or indirectly from CONSULTANT's operations.

3. Business Automobile Insurance for all automobiles owned (if any), used or maintained by CONSULTANT and CONSULTANT's officers, agents and employees, including but not limited to owned (if any), leased (if any), non-owned and hired automobiles, with limits of liability which shall not be less than \$1,000,000 combined single limit per accident.

4. Umbrella Insurance in the amount of \$1,000,000 providing excess limits over Employer's Liability, Automobile Liability, and Commercial General Liability Insurance. Such umbrella coverage shall be following form to underlying coverage including all endorsements and additional insured requirements.

5. Errors and Omissions Professional Liability Insurance for errors and omissions and the resulting damages, including, but not limited to, economic loss to MTC and having minimum limits of \$1,000,000 per claim.

The policy shall provide coverage for all work performed by CONSULTANT and any work performed or conducted by any subcontractor/consultant working for or performing services on behalf of CONSULTANT. No contract or agreement between CONSULTANT and any

subcontractor/consultant shall relieve CONSULTANT of the responsibility for providing this Errors & Omissions or Professional Liability coverage for all work performed by CONSULTANT and any subcontractor/consultant working on behalf of CONSULTANT on the project.

6. Property Insurance. Property Insurance covering CONSULTANT'S own business personal property and equipment to be used in performance of this Agreement, materials or property to be purchased and/or installed on behalf of MTC (if any), and builders risk for property in the course of construction (if applicable). Coverage shall be written on a "Special Form" policy that includes theft, but excludes earthquake, with limits at least equal to the replacement cost of the property. Such policy shall contain a Waiver of Subrogation in favor of MTC.

B. Acceptable Insurers. All policies will be issued by insurers acceptable to MTC, generally with a Best's Rating of A- or better with a Financial Size Category of VIII or better.

C. Self-Insurance. CONSULTANT's obligation hereunder may be satisfied in whole or in part by adequately funded self-insurance, upon evidence of financial capacity satisfactory to MTC.

D. Deductibles and Retentions. CONSULTANT shall be responsible for payment of any deductible or retention on CONSULTANT's policies without right of contribution from MTC. Deductible and retention provisions shall not contain any restrictions as to how or by whom the deductible or retention is paid. Any deductible or retention provision limiting payment to the Named Insured is unacceptable.

In the event that MTC seeks coverage as an additional insured under any CONSULTANT insurance policy that contains a deductible or self-insured retention, CONSULTANT shall satisfy such deductible or self-insured retention to the extent of loss covered by such policy, for any lawsuit arising from or connected with any alleged act of CONSULTANT, subconsultant, subcontractor, or any of their employees, officers or directors, even if CONSULTANT or subconsultant is not a named defendant in the lawsuit.

E. Claims Made Coverage. If any insurance specified above is written on a "Claims-Made" (rather than an "occurrence") basis, then in addition to the coverage requirements above, CONSULTANT shall:

- (1) Ensure that the Retroactive Date is shown on the policy, and such date must be before the date of this Agreement or the beginning of any work under this Agreement;
- (2) Maintain and provide evidence of similar insurance for at least three (3) years following project completion, including the requirement of adding all additional insureds; and
- (3) If insurance is cancelled or non-renewed, and not replaced with another claims-made policy form with a Retroactive Date prior to the Agreement effective date, CONSULTANT shall purchase "extended reporting" coverage for a minimum of three (3) years after completion of the work.

F. Failure to Maintain Insurance. All insurance specified above shall remain in force until all work or services to be performed are satisfactorily completed, all of CONSULTANT's personnel, subconsultants, subcontractors, and equipment have been removed from MTC's property, and the work or services have been formally accepted. CONSULTANT must notify MTC if any of the above required coverages are non-renewed or cancelled. The failure to procure or maintain required insurance and/or an adequately funded self-insurance program will constitute a material breach of this Agreement.

G. Certificates of Insurance. Prior to commencement of any work hereunder, CONSULTANT shall deliver to MTC Certificates of Insurance verifying the aforementioned coverages. Such certificates

shall make reference to all provisions and endorsements referred to above and shall be signed on behalf of the insurer by an authorized representative thereof.

H. Disclaimer. The foregoing requirements as to the types and limits of insurance coverage to be maintained by CONSULTANT are not intended to and shall not in any manner limit or qualify the liabilities and obligations otherwise assumed by CONSULTANT pursuant hereto, including, but not limited to, liability assumed pursuant to Article 9 of this Agreement.



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Approving an Agreement with Metropolitan Transportation Commission for Pavement Management Technical Assistance Program

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The Metropolitan Transportation Commission (MTC) recently awarded a \$40,880 grant to the City through its Pavement Management Technical Assistance Program (P-TAP). The grant provides the City a pavement management tool to inventory streets, assess pavement conditions, track maintenance and forecast budget needs for pavement maintenance citywide.

FISCAL IMPACT

MTC recently approved a \$40,880 grant award to the City through its Surface Transportation Program funds that requires \$10,220 in local matching funds, for a total project budget of \$51,100. Matching funds are available in the unexpended balance for Contract 2019-20, Fiscal Year 2019/20 Citywide Pavement Management (Project 2223). The study is an appropriate use for these funds.

RECOMMENDATION

City Council adopt the attached resolution accepting the \$40,880 P-TAP grant, reallocating funds from Contract 2019-20 for a total approved budget of \$51,100 and authorizing the City Manager to execute a funding agreement and other documentation necessary to receive the grant.

BACKGROUND

On November 18, 2019, staff applied for P-TAP grant funding to leverage City funds in order to update the City's pavement database and help manage maintenance projects to preserve pavement throughout the City.

On February 25, 2020, MTC notified the City that the P-TAP grant application was approved for \$40,880.

SUBCOMMITTEE FINDINGS

This item was not reviewed by a subcommittee.

STAFF ANALYSIS

If approved, staff will work with a traffic design consultant to inventory street pavement to update the City's database, assess pavement conditions, record historical maintenance and forecast budget needs for pavement management projects.

ATTACHMENTS: Resolution

Report Prepared By: Nhat Phan, Civil Engineer I

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution to Accept a Grant from Program for)
Pavement Management Technical)
Assistance Program (P-TAP) Grant for)
Pavement Management)

RESOLUTION NO. 20-

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, the City applied for, and has been awarded, a P-TAP grant in the amount of \$40,880 to inventory street pavement, assess pavement conditions, track maintenance, forecast budget needs, and view impacts of funding on citywide pavement condition over time; and

WHEREAS, the PASS grant requires matching funds from the City in the amount of \$10,220; and

WHEREAS, staff requests that the City Council adopt the resolution accepting the \$40,880 P-TAP grant and establish a project budget in the amount of \$51,100.

NOW, THEREFORE, BE IT RESOLVED, that the City Council of the City of Pittsburgh hereby accepts the P-TAP grant in the amount of \$40,880, authorizes re-allocation of \$10,220 from the Contract 2019-20 Fiscal Year 2019/20 Citywide Pavement Management (Project 2223) for the Pavement Management Technical Assistance Program for a total approved budget of \$51,100, and authorizes the City Manager to execute a funding agreement and other grant related documents as necessary to obtain and administer the grant.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Directing the Engineer of Work to Prepare and File an Annual Report for the Citywide Landscaping and Lighting Assessment District 88-01 for Fiscal Year 2020-2021

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

Directing the Engineer of Work (City Engineer) to prepare and file the Engineer's Report is the first of three steps in the annual renewal process for the Citywide Landscaping and Lighting Maintenance District 88-01. Upon receipt and approval of the Engineer's Report, the City Council may then order that the liens be placed on the County tax roll. Revenue collected through this district is necessary to fund the landscaping and lighting operations on a citywide basis.

FISCAL IMPACT

The fiscal impact of the approval of the Landscaping and Lighting Maintenance District 88-01 has not yet been determined for Fiscal Year (FY) 2020-21. This will be part of the next step with review of the Engineer's Report. For FY 2019-20, the assessments collected are estimated at \$2,908,050. This amount reflects the increase approved by voters in June 2007 of \$25 per benefit factor for each residential land use, resulting in a total assessment of \$102.18 per benefit factor. The approved spending plan to maintain the district was estimated at \$4,293,323. A transfer of \$1,252,252 which includes the City's subsidy of assessments on school properties and City-owned properties and general benefit that has been budgeted from the General Fund. In addition, last year there was a carryover of \$28,020 from FY2018-19 and the City budgeted Measure J Funds in the amount of \$105,000 to cover the cost of concrete repairs (damaged by street trees) within the District.

RECOMMENDATION

City Council approve the attached resolution directing the Engineer of Work to prepare and file an annual report for Fiscal Year 2020-21 for Landscaping and Lighting District 88-01.

BACKGROUND

In June 1988, the City Council confirmed the Engineer's Report, ordered improvements and levied the first annual assessment for District 88-01. Since then, the funds collected annually by this district support the City's landscaping and lighting operations citywide.

Services include the following:

Park maintenance, including park related structures (restrooms, pool, etc.);
Street median and right-of-way landscaping maintenance;
Street tree maintenance;
Sidewalk repair related to street tree damage only; and
Street light energy costs and maintenance.

SUBCOMMITTEE FINDINGS

This item was not reviewed by a Subcommittee.

STAFF ANALYSIS

State statutes mandate the annual renewal procedures for District 88-01. The first step is for the City Council to direct the Engineer of Work to prepare and file an annual Engineer's Report. The Engineer's Report will be submitted for City Council consideration in June. Following preparation of the annual Engineer's Report, the City Council will consider adoption of a resolution of intention to levy and collect assessments within the district. In July, the City Council will hold a public hearing before considering confirming the district and levying the annual assessments.

ATTACHMENTS: Resolution

Report Prepared By: SM Saklaen, Civil Engineer II

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Directing the Engineer of Work to)	RESOLUTION 20-
Prepare and File an Annual Report for)	
Citywide Landscaping and Lighting)	
<u>Assessment District 88-01 (FY 2020-21)</u>)	

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, Streets and Highways Code Section 22500, et seq. contains the Landscaping and Lighting Act of 1972 (the "Act"), which governs assessments to be levied for landscaping and lighting improvements; and

WHEREAS, the Act outlines certain steps that must be taken each year to renew existing landscaping and lighting maintenance assessment districts; and

WHEREAS, the City Council desires to renew the Landscaping and Lighting Maintenance Assessment District 88-01.

NOW, THEREFORE BE IT RESOLVED that the City Council of the City of Pittsburgh hereby finds and determines as follows:

Section 1:

There are no proposed new improvements or any substantial changes in the existing improvements to the Landscaping and Lighting Assessment District 88-01, Citywide (District 88-01).

Section 2:

Direct Richard Abono, Engineer of Work for District 88-01, to prepare and file with the City Clerk an annual report in accordance with Section 22622 of the Act.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Directing the Engineer of Work to Prepare and File an Annual Report for the Oakhills Landscaping and Lighting Assessment District 88-02 for Fiscal Year 2020-2021

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

Directing the Engineer of Work (City Engineer) to prepare and file the Engineer's Report is the first of three steps in the annual renewal process for the Oakhills Landscaping and Lighting Maintenance District 88-02. Upon receipt and approval of the Engineer's Report, the City Council may order that the assessments be placed on the County tax roll. Revenue collected through this district is necessary to fund the City's landscaping and lighting operations in the Oakhills area.

FISCAL IMPACT

The fiscal impact of the approval of the Landscaping and Lighting Maintenance District 88-02 has not yet been determined for Fiscal Year (FY) 2020-21. This will be part of the next step with review of the Engineer's Report. For FY 2019-20 the estimated assessments collected totaled \$33,959. The approved spending plan was \$37,298.

RECOMMENDATION

City Council approve the attached resolution directing the Engineer of Work to prepare and file an annual report for Fiscal Year 2020-21 for the Oakhills Landscaping and Lighting Assessment District 88-02.

BACKGROUND

In June 1988, the City Council confirmed the Engineer's Report, ordered improvements and levied the first annual assessment for District 88-02. Since then, the funds collected annually by this district support the City's landscaping and lighting operations in the Oakhills area.

Services include the following:

Street median and right-of-way landscaping maintenance;
Street tree maintenance;
Sidewalk repair related to street tree damage; and
Street light energy costs and maintenance.

SUBCOMMITTEE FINDINGS

This item was not reviewed by a Subcommittee.

STAFF ANALYSIS

State statutes mandate annual renewal of District 88-02. The first step is for the City Council to direct the Engineer of Work to prepare and file an annual Engineer's Report. The Engineer's Report will be submitted for City Council consideration in June. Following preparation of the annual Engineer's Report, the City Council will be asked to adopt a resolution of intention to levy and collect assessments within the district. In July, the City Council will hold a public hearing prior to considering confirming the district and levying the annual assessments.

ATTACHMENTS: Resolution

Report Prepared By: SM Saklaen, Civil Engineer II

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Directing the Engineer of Work to)
Prepare and File an Annual Report for) RESOLUTION NO. 20-
Landscaping and Lighting Assessment District)
88-02, Oakhills (Fiscal Year 2020-21))

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, Streets and Highways Code Section 22500, et seq. contains the Landscaping and Lighting Act of 1972 (the "Act"), which governs assessments to be levied for landscaping and lighting improvements; and

WHEREAS, the Act outlines certain steps that must be taken each year to renew existing landscaping and lighting maintenance assessment districts; and

WHEREAS, the City Council desires to renew Landscaping and Lighting Maintenance Assessment District 88-02.

NOW, THEREFORE BE IT REOLVED by the City Council of the City of Pittsburgh as follows:

Section 1:

There are no proposed new improvements or substantial changes in the existing improvements to the Landscaping and Lighting Assessment District 88-02, Oakhills (District 88-02).

Section 2:

Directs Richard Abono, Engineer of Work for District 88-02, to prepare and file with the City Clerk an annual report in accordance with Section 22622 of the Act.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh at a regular meeting on the 4th day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: By Minute Order, Authorize Letter of Support for Solid Waste
Emergency Funding Proposal

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The State of California declared a State of Emergency, as did Contra Costa County, regarding the COVID-19 outbreak which led to a Bay Area Shelter in Place Order allowing only essential businesses to operate. Solid waste collection was identified as a necessary and essential business to maintain public health, however many businesses have not been allowed to operate. A request to submit a letter of support to the Governor for emergency State funding for the solid waste and recycling industry has been received.

FISCAL IMPACT

There is no direct fiscal impact.

RECOMMENDATION

Authorize the Mayor to sign the letter of support on behalf of the City of Pittsburg for Solid Waste Emergency Funding Proposal to the State of California's Governor's Office, local State Senators and Assemblypeople, and specific State government offices.

BACKGROUND

The solid waste and recycling industry is required to provide the collection of refuse and recycling as a public health requirement. With the mandated closure of non-essential businesses in the State and locally, these businesses have suspended or reduced service. The industry is experiencing decreased revenues, but these companies have fixed costs and State mandates to manage that they have not been relieved of and are required to provide. In addition, these companies will be experiencing businesses and residents not being able to pay for needed solid waste services as a result from the economic hardships caused by COVID-19.

SUBCOMMITTEE FINDINGS

This item was not presented to a Subcommittee.

STAFF ANALYSIS

Mt. Diablo Resource Recovery is a member of a statewide garbage and recycling industry association, the Resource Recovery Coalition of California (RRCC) and requested a letter of support for the Emergency Funding Proposal. RRCC is seeking emergency funding for its members from the State. A copy of the RRCC emergency funding proposal to the State is provided and a copy of the letter from the California Solid Waste and Recycling Industry. A copy of the City's letter of support is also provided.

ATTACHMENTS:

Letter of Support for Emergency Funding Proposal
Resource Recovery Coalition of California Emergency Relief Proposal
California Solid Waste and Recycling Industry Letter

Report Prepared By: Laura L. Wright, Environmental Affairs Manager

DRAFT

May X, 2020

The Honorable Gavin Newsom
Office of the Governor
California State Capitol
Sacramento, CA 95814

Re: Support of Solid Waste Emergency Funding Proposal

Dear Governor Newsom:

The City of Pittsburg is writing in strong support of the Emergency Funding Proposal put forth by the Resource Recovery Coalition of California, which will provide immediate financial relief to our solid waste, recycling, and organics essential service providers during this State of Emergency.

Our community is taking the necessary shelter-in-place precautions to fight COVID-19 and protect health and safety. However, the closure of businesses has created an immediate and catastrophic loss of income for our solid waste, recycling, and organics service provider. We need our service provider to remain financially viable through this emergency and beyond.

This proposal will support our essential solid waste, recycling, and organics service providers during an unprecedented time, ensuring the continuity of service and the protection of human health and safety. It will also be critical during the inevitable recovery, as we continue to strive to meet California's ambitious diversion targets.

In the here and now, we need to protect our community during this national emergency and continue to collect waste generated. We urge you to consider the proposal and assist us during this complicated time.

Sincerely,

Jelani Killings
Mayor

cc:

Senator Steve Glaser, District 7 – senator.glaser@senate.ca.gov

Assembly Member Jim Frazier, 11th District – assemblymember.frazier@assembly.ca.gov

Assembly Member Tim Grayson, 14th District – assemblymember.grayson@assembly.ca.gov
Ann O’Leary - Ann.oleary@gov.ca.gov
Anthony Williams - Anthony.williams@gov.ca.gov
Keely Bosler - Keely.bosler@dof.ca.gov
Ana Matosantos - Ana.matosantos@gov.ca.gov
Angie Wei - Angie.wei@gov.ca.gov
Che Salinas - che.salinas@gov.ca.gov
Christine Hironaka - christine.hironaka@gov.ca.gov
Melissa Immel - melissa.immel@gov.ca.gov
Jared Blumenfeld - SectyBlumenfeld@calepa.ca.gov
Caroline Godkin - Caroline.Godkin@calepa.ca.gov
Ken DaRosa - Ken.DaRosa@calrecycle.ca.gov
Zoe Heller - Zoe.Heller@calrecycle.ca.gov
Mindy McIntyre - Mindy.McIntyre@CalRecycle.ca.gov



EMERGENCY FUNDING PROPOSAL

Introduction

California recognizes that solid waste collection and processing is an essential public health and safety service, and it is imperative that it continue during this COVID-19 pandemic emergency situation. In California, the health and safety requirements related to solid waste management are set by the State, however responsibility for implementing those requirements is passed on to local governments. In most cases, those local governments retain expert solid waste management companies to actually provide the collection, processing, and disposal service in their communities in a manner consistent with statutory mandates. The members of the Resource Recovery Coalition of California (Resource Coalition) are the companies that provide these services.

These companies now face a financial crisis directly caused by the COVID-19 situation. As essential service providers, they continue to provide service up front without a guarantee of payment by the customers. However, the solid waste service providers are now facing a catastrophic loss of income from commercial accounts as businesses are forced to close to comply with the shelter-in-place orders. This jeopardizes the companies' ability to provide these vital essential services, remain a springboard for the economy, and prevent a future public health hazard.

We seek urgently needed support from the State Legislature and the Administration.

The Request

The Resource Coalition requests that the State appropriate funds, whether from the federal emergency aid package, State Reserves or General Fund, special funds, such as the Greenhouse Gas Reduction Fund under the Cap and Trade Program or the Beverage Container Recycling Fund, or a combination of those options to establish a fund which would temporarily support the companies and their employees in an amount sufficient to keep the companies operationally viable.

Our proposal would set the fund at an amount sufficient to reimburse the companies for the cost of labor and benefits for their employees for a period of one year, with retroactive application to March 19, 2020, when the state-wide stay at home order was issued. A state agency, such as CalEPA or the Employment Development Department (EDD), would administer the fund. Companies would apply for grants from the fund, based on need. Local jurisdictions who provide solid waste services with their own municipal resources would also be eligible. Distributions would be made directly to the service provider on a weekly basis and be based on verified payroll records from sources such as the Workers' Compensation Insurance Rating Bureau (WCIRB) and the (EDD). For example, payroll data can be easily compiled through the WCIRB by using the classification codes related to the solid waste industry. These codes include, but may not be limited to, 9403(1) Garbage or Refuse Collecting; 9403(2) Street Sweeping Service Companies; 9424(1) Garbage or Refuse Landfill, Transfer Station, and Material Recovery Facility Operations; 8847 Beverage Container Collection or Redemption; 8742



Salesperson – Outside; 8810 Clerical Office Employees – N.O.C. After the COVID-19 crisis subsides, local jurisdictions can work through their rate setting process to provide an annual payment, over a 20-year period, to reimburse the State for the funding advanced during the crisis.

The Resource Coalition estimates that the fund would require an initial minimum balance of at least \$1.2B to cover state-wide collection payroll and benefit costs for one year. This number is only an estimate and would need to be increased to account for post-collection and recycling labor.

We fully understand the magnitude of this request, but if moneys in this range are not provided, the companies will ultimately start going out of business, and, because this is an industry-wide issue, another service provider cannot simply step in and take over. Even the largest entities, in fact any business, cannot long survive a revenue reduction of as much as 50%, as many of our members are facing. Put another way, the total cost of this proposal would have to be paid by all California taxpayers if there were no solid waste service providers. Indeed, there will be significant General Fund impact or obligations to directly pay for services if the solid waste service providers start disappearing due to financial losses.

The rationale for our proposal appears below.

Revenue Losses Due to the Crisis Are Unsustainable

California's state/local government/service provider structure leaves really only one way for a service provider to seek additional compensation to make up for a *force majeure*-caused revenue loss, as the companies are currently experiencing. Solid waste service providers in California generally operate pursuant to agreements with the municipalities they serve, and their compensation is strictly regulated by those agreements. However, the actual compensation comes from only two principal sources, the residential and commercial ratepayers. So, while the local government sets and controls compensation through their agreements with the service providers, the money actually comes from the residents and businesses of California.

Contracts of all types generally include a provision allowing a party to be excused for failure to perform a contractual obligation due to a *force majeure* event, such as this. That is also the case with these solid waste contracts, however, as vital essential service providers, the Resource Coalition members have no intention of seeking to be excused from providing any essential solid waste service.

In *force majeure* situations like this, the agreements generally provide that the parties negotiate changes to service levels and, as necessary, compensation levels so that the service provider can continue to operate as best it can with sufficient revenues to stay financially viable. The companies are required to cut costs during the event as much as possible to mitigate the compensation increase required, and, as a practical matter, they are already doing so. However, there are many distinct costs of doing business, most of which are fixed, that cannot be reduced significantly enough to make up for a drastic reduction in one main source of revenue. Similarly, debt service cannot be reduced in



this scenario. For example, the bank will still expect principal and interest payments on the loan which was used to purchase commercial trucks, even if the trucks are taken out of service.

While some ancillary services may be suspended, and some costs cut, there will still be a huge shortfall in revenue. The primary focus of these *force majeure* discussions will be how to make up for the lost commercial revenues. Unfortunately, as noted above, the contracts will fail to resolve that problem. Raising residential rates would necessarily be the only place to go. Increasing residential rates 150-200% would be unfair in normal times and unthinkable currently as residents deal with their own COVID-19-related issues.

Financial help derived from the contracts is not practical. Adding significant financial burdens to the residential ratepayers who may already be struggling with the effects of the crisis is not fair or practical. Solid waste companies need immediate, direct relief to continue service and prevent increased public health and safety issues associated with uncollected solid waste.

Employees and Employment

Our members generally live in the communities they serve, and, for decades, they have invested in solid waste and recycling processes and technologies in their communities that have bolstered their local economies and created a significant number of jobs. As substantial local employers, relief is needed to maintain current jobs and increase employment as we recover from this crisis.

The companies are doing their best to avoid layoffs of their valued employees, and if they are going to be able to ramp up service post-crisis, they will need to retain these employees. This proposal will prevent disruption in operations and provide continuity of essential solid waste services through this emergency and during the inevitable recovery, while allowing employees to continue to support their families.

Summary

The Coronavirus pandemic is creating unprecedented challenges for the solid waste and recycling industry. We do not know how long this immediate crisis will continue, whether it will spike again in the fall, as some science has suggested, or whether another global health pandemic will affect us similarly in the future. Putting longer-term questions aside, the companies need the emergency funding proposed.

Thank you for all of your efforts during this State of Emergency and beyond. Feel free to reach out to the Resource Coalition representatives below:

- **Laura J. Ferrante**, Government Affairs Advocate: laura@wastealts.com, 203-209-3302
- **Veronica Pardo**, Regulatory Affairs Director: veronica@resourcecoalition.org, 916-420-3914

April 3, 2020

The Honorable Gavin Newsom
Office of the Governor
California State Capitol
Sacramento, CA 95814

Re: Solid Waste Industry Emergency Relief

Dear Governor Newsom:

We the undersigned, represent a large portion of the solid waste collection and processing industry throughout the State of California. Included in this group are many small family-owned businesses as well as regional and national waste haulers. Our front-line workforce is responsible for the removal, processing, storage, and disposal of residential and commercial solid waste and hazardous waste throughout the state. These services have been deemed part of the essential infrastructure by the Department of Homeland Security's Cybersecurity & Infrastructure Security Agency (CISA), as well as your Executive Order N-33-20, on March 19, 2020. Federal, State and local authorities have recognized the necessity of a robust, seamless solid waste infrastructure during the COVID-19 crisis to maintain public health, safety, and security. However, our ability to provide these services will soon be undercut by the severe decline in revenues we are experiencing due to larger economic impacts associated with the COVID-19 response.

The purpose of this letter is to accurately describe the scope and urgency of the operational threat to the solid waste industry; and to ask for the Administration's assistance to ensure that we can continue to provide this essential public health service to all Californians.

California's Solid Waste System Structure

In California, solid waste management and recycling standards are set by the State. As an example, state law requires the removal of putrescible waste at least once per week. Responsibility for implementing this and other requirements is passed on to regional and local governments and joint power authorities. In most cases, local governments contract with solid waste management companies to provide collection, processing, and disposal services for their communities in a manner consistent with statutory mandates. The jurisdictions and service providers negotiate rates for service with the intent to cover the costs associated with these activities; and the costs are distributed across the businesses and residents of a service area. This model, which has worked efficiently for many decades, has been disrupted with the abrupt closure of nearly every business in the state.

California's solid waste system performs efficiently because of the robust workforce of collection drivers, mechanics, material handling sorters, operating engineers, and laborers. We estimate that the combined wages for California's front-line solid waste collection workers alone

total \$100,000,000 per month. Payroll and associated health and welfare benefits account for 30-50% of operating costs for most solid waste companies. Other significant costs that are covered by local rates include operating expenses such as fuel and gate fees at processing and disposal facilities. Rate calculations also consider debt service for capital expenses including collection vehicles, processing equipment, and facilities.

In addition, rates cover regulatory costs such as fleet upgrades mandated by the California Air Resources Board, landfill closure and post closure costs, franchise fees (which are paid to the local jurisdictions), and other requirements to meet stringent health, safety, and environmental standards.

While rates for and terms of service are set by agreements between the jurisdiction and the service provider, residents and businesses are directly responsible for payment. Customers are typically billed directly on either a monthly or quarterly basis. Commercial accounts – which include small businesses, office complexes, multifamily apartment complexes, and construction sites – make up a significant portion (30-60%) of a solid waste collection company's revenue, more so in dense urban areas.

COVID-19 Related Economic Impacts

Many service providers are now facing a pronounced loss of income as businesses are forced to close to comply with shelter-in-place orders to slow the spread of COVID-19. This unprecedented reduction in commercial activity has caused some operations to experience significant (10-50%) reductions in commercial accounts. These companies have already seen a 10-30% decrease in commercial revenue and estimate these losses will grow as the crisis continues. We expect many additional customers will be unable to make their payments due to the economic hardships of COVID-19, once they receive their bills.

Many companies are already implementing operational adjustments to reduce costs, however the loss of commercial revenue in the immediate future and beyond will likely require the consideration of additional operational reductions which could impact the ability to continue to provide the essential residential services.

We are concerned that a continued revenue reduction of this scale will soon compromise the industry's ability to sustainably cover the labor and fuel cost necessary to provide these essential services. We anticipate the impacts of the COVID-19 pandemic on our revenue will be dramatic and imminent, and we need immediate action to prevent an additional and significant public health hazard.

Industry Requests:

- **Prioritize COVID-19 testing and facilitate procurement of personal protective equipment for front-line employees of the solid waste and recycling industry to protect against a potential spread of the virus amongst the essential infrastructure workforce.**

- **Appropriate emergency funding to be accessed by solid waste management service providers for the following purposes:**
 - **Establishing a system to compensate the waste and recycling industry for providing services to protect public health and safety that would otherwise go unpaid by customers during the COVID-19 state of emergency.**
 - **Providing additional financial assistance based on specific need, as smaller solid waste management service providers may need greater levels of temporary financial assistance to continue to provide essential services to the public.**
- **We ask the Administration to explore opportunities for regulatory relief for critical infrastructure, which is necessary for the collection, processing, transfer, and disposal of solid waste; critical infrastructure would include facilities and collection vehicles.**
- **Designate a member of your senior staff to act as a liaison with the solid waste and recycling industry to facilitate discussions around the above requests.**

We are seeking this assistance to prevent disruption in operations and provide continuity of essential services through this emergency and during the inevitable recovery. We request that your office and the undersigned solid waste industry representatives discuss the matter in the coming days.

We need the essential workers of our industry safely out on their routes and at our processing facilities to protect the critical public health infrastructure this industry and local governments have worked together to build. We look forward to working with you to find practical solutions to these issues and to serving the people of California through and beyond this crisis.

Sincerely,

The California solid waste and recycling industry companies and organizations listed below.





Dan Agajanian
Chief Executive Officer



Mark Figone
President



Rich Dubiel
General Manager



Louie Pellegrini Jr.
Partner



Gene Gilton
Manager



Ricky Ross
Partner



Louie Pellegrini Jr.
Partner



Patty Garbarino
President



Patty Garbarino
President



Louie Pellegrini Jr.
Partner



Louie Pellegrini Jr.
Partner



Ron Proto
Chief Executive Officer



Greg Kelley
Managing Partner



Jack Topalian
General Manager



Louie Pellegrini Jr.
Vice President



Bob Molinaro
President



Eric Potashner
Vice President



Laura J. Ferrante
Government Affairs Advocate



Robert Rodriguez II
Vice President



Christy Pestoni
Chief Operating Officer



Doug Button
President



Jeff Tillman
General Manager/
Vice President



Jeff Dobert
Operations Manager



Alan Marchant
President



Mark Blackburn
President



Christy Pestoni
Chief Operating Officer



David Perez
Owner



Eddie Westmoreland
Vice President



Jay Ware
General Manager

CC Ana Matosantos, Cabinet Secretary
Keely Bosler, Director, Department of Finance
Jared Blumenfeld, Secretary of Environmental Protection
The Honorable Toni G. Atkins, Senate Pro Tem
The Honorable Anthony Rendon, Assembly Speaker
The Honorable Holly J. Mitchell, Senate Budget Committee, Chair
The Honorable Phil Ting, Chairman, Assembly Budget Committee, Chair
Ken DeRosa, CalRecycle, Acting Director



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a City Council Resolution Approving a Consultant Agreement with Environmental Services, Inc.

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

The Pittsburg Marina has a large infrastructure of gate and door controllers to maintain for the security and safety of its customers. New updated software and infrastructure improvements are needed as well as timely support services for this network. This Resolution will authorize a Consultant Agreement be executed to repair and add new infrastructure and install new software that can be supported by City staff.

FISCAL IMPACT

The Consultant Agreement with Environmental Services, Inc. for eight-nine thousand dollars (\$89,000) would use unallocated funding from Marina Fund 550 if approved by the City Council. The funding of this Agreement will not reduce the Marina Fund below the required 30 percent reserve.

RECOMMENDATION

City Council adopt the attached Resolution approving a Consultant Agreement with Environmental Services, Inc. for the services of installing Delta Control Access Control Systems for the Pittsburg Marina and authorize the City Manager to execute the Agreement.

BACKGROUND

The Pittsburg Marina has multiple access points to docks and facilities for its moorage customers which consists of various types of gates and doors (network). Originally, the Marina had physical keys to access these locations, but over the years, the proliferation of keys meant a significant challenge to maintain proper security within the Marina.

To address the security issue, in 2003 the Marina began the conversion to an electronic key card and fob system. The electric infrastructure was installed with conduit to gates, conversion of gates, Wi-Fi internet repeaters, and door swipes to a central server with software to communicate with the proximity card reader system. The conversion of the entire Marina took many years, however security improved with the elimination of physical keys and the ability to control access with electronic control to individual docks, basins and facilities.

In 2019, issues with the network were occurring more frequently such as the gates locking out customers from their boats. The service company that completed the installation has slow response time and problems diagnosing the system. The software the Marina is using to manage the network is a proprietary software and the company that created this system is not in business; therefore, no updates or technical service is available to the Marina. The City's IT staff was consulted but because no permission was granted to the software system, access was not possible. The present software system needs to be replaced to guarantee continued security at the Marina.

SUBCOMMITTEE FINDINGS

This item was not presented to a Subcommittee.

STAFF ANALYSIS

The City is updating the proximity system at City Hall with Delta Controls Access Control System with enteliWEB software which can create sub-compartments to control multiple locations. Delta Control Systems is an international company that specializes in building automation and the City is using it for communicating with the HVAC system at City Hall. The software system capabilities allow for integration and upgrades as well as provides communication redundancy between the controllers and the server for security purposes which the Marina's present system cannot support.

The City is looking to standardize this system and provide security access to all City locations eventually. City staff is familiar with Delta Control Systems software and infrastructure and it can be serviced by Public Works and IT staff. The Marina wishes to be apart of the standardize system for better security and service for its customers. The consultant, Environmental Services, Inc., is an authorized dealer and distributor in the Northern California Region for Delta Control Systems as well as for sales, service, and installation of this system.

The Contract Agreement would wire the Delta Controls Access Control System, upgrade Delta Controls enteliWEB front end software onto a server at the Marina, convert the controls for the existing card access readers and add five more access readers for better security, add a wireless bridge to connect new gate controller in Basin 1 to the system, and program the existing moorage customer cards as well as program, coordinate, and train on the system. In addition, as-built documentation will be provided to support future upgrades or additions as needed.

ATTACHMENTS: Resolution 20-
Exhibit A – Consultant Agreement

Report Prepared By: Laura L. Wright, Environmental Affairs Manager

BEFORE THE CITY COUNCIL OF THE CITY OF PITTSBURG

In the Matter of:

Adoption of a City Council Resolution)
Approving a Consultant Agreement)
With Environmental Services, Inc.)

RESOLUTION NO. 20-

The Pittsburgh City Council FINDS AND DETERMINES as follows:

WHEREAS, the Pittsburgh Marina has multiple access points to docks and facilities and in 2003, a new infrastructure and software had been installed to upgrade these areas to an electronic key card and fob system; and

WHEREAS, the proprietary software system installed to manage the gate and facility access is now outdated and no updates or technical service is available due to the company that created this system is not in business; and

WHEREAS, City is looking to standardize its security programs using the Delta Controls Access Control System (Delta Controls) and provide security access to all City locations; and

WHEREAS, City staff is familiar with Delta Controls and infrastructure and Pittsburgh Marina can be serviced by Public Works and IT staff; and

WHEREAS, the installation of Delta Controls with enteliWEB software along with upgraded and added controllers, card access readers, new reader cards and wireless bridge will improve safety and security with a reliable and upgradable system; and

WHEREAS, Environmental Services, Inc., is an authorized dealer, service technician, trainer and installer for Delta Controls Access Control System and will ensure continuity of service for software and equipment installed at the Marina and other City facilities.

NOW, THEREFORE, the City Council DOES RESOLVE as follows:

Section 1. Findings

- A. The recitals set forth are true and correct statements.

Section 2. Authorization.

- A. The City Council hereby approves and authorizes the City Manager or his designee to execute a Consultant Agreement with Environmental Services, Inc. for an amount not to exceed \$89,000 on behalf of the City.

Section 3. Effective Date

A. This Resolution shall take effect immediately upon adoption.

PASSED AND ADOPTED by the City Council of the City of Pittsburgh, at a regular meeting on the fourth day of May 2020, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

Jelani Killings, Mayor

ATTEST:

Alice E. Evenson, City Clerk

**CONSULTING SERVICES AGREEMENT BETWEEN
THE CITY OF PITTSBURG AND
ENVIRONMENTAL SYSTEMS, INC.**

THIS Agreement ("Agreement") for consulting services is made by and between the City of Pittsburgh ("City") and Environmental Services, Inc., a California corporation ("Consultant") (together referred to as the "Parties") as of May 5, 2020 (the "Effective Date").

Section 1. SERVICES. Subject to the terms and conditions set forth in this Agreement, Consultant shall provide to City the services of installing Delta Control Access Control Systems for the Pittsburgh Marina as described in the Scope of Work attached as Exhibit A, and incorporated herein, at the time and place and in the manner specified therein.

- 1.1 Term of Services.** The term of this Agreement shall begin on the Effective Date and shall end on December 30, 2020 or the date the Consultant completes the services specified in Exhibit A, whichever occurs first, unless the term of the Agreement is otherwise terminated or extended, as referenced herein.
- 1.2 Standard of Performance.** Consultant shall perform all services required pursuant to this Agreement according to the standards observed by a competent practitioner of the profession in which Consultant is engaged.
- 1.3 Assignment of Personnel.** Consultant shall assign only competent personnel to perform services pursuant to this Agreement. In the event that City, in its sole discretion, at any time during the term of this Agreement, requests in writing the reassignment of any such persons to ensure Consultant performs services in accordance with the Standard of Performance, Consultant shall, immediately upon receiving City's request, reassign such persons.
- 1.4 Time.** Consultant shall devote such time to the performance of services pursuant to this Agreement as may be reasonably necessary to meet the standard of performance provided herein above and to satisfy Consultant's obligations hereunder.

Section 2. COMPENSATION. City hereby agrees to pay Consultant a sum not to exceed eighty-nine thousand dollars (\$89,000), as set forth in Exhibit A, attached hereto and incorporated herein for services to be performed and reimbursable expenses incurred under this Agreement. This dollar amount is not a guarantee that the City will pay that full amount to the Consultant, but is merely a limit of potential City expenditures under this Agreement.

Consultant and City acknowledge and agree that compensation paid by City to Consultant under this Agreement is based upon Consultant's estimated costs of providing the services required hereunder, including salaries and benefits of employees and subcontractors of Consultant. Consequently, the parties further agree that compensation hereunder is intended to include the costs of contributions to any pensions and/or annuities to which Consultant and its employees, agents, and subcontractors may be eligible. City therefore has no responsibility for such contributions beyond compensation required under this Agreement.

2.1 Invoices. Consultant shall submit invoices, not more often than once a month during the term of this Agreement, based on the cost for services performed and reimbursable costs incurred prior to the invoice date. Invoices shall contain the following information, unless waived by the City Manager, or his or her designee:

- Serial identifications of progress bills; i.e., Progress Bill No. 1 for the first invoice, etc.;
- The beginning and ending dates of the billing period;
- A Task Summary containing the original contract amount, the amount of prior billings, the total due this period, the balance available under the Agreement, and the percentage of completion;
- At City's option, for each work item in each task, a copy of the applicable time entries or time sheets shall be submitted showing the name of the person doing the work, the hours spent by each person, a brief description of the work, and each reimbursable expense;
- The total number of hours of work performed under the Agreement by Consultant and each employee, agent, and subcontractor of Consultant performing services hereunder;
- The Consultant's signature.

2.2 Monthly Payment. City shall make monthly payments, based on invoices received, for services satisfactorily performed, and for authorized reimbursable costs incurred. City shall pay undisputed invoices that comply with the above requirements within 30 days from the receipt of the invoice.

2.3 Final Payment. Consultant shall submit its final invoice within 60 days of completing its services. Consultant's failure to submit its final invoice within this 60 day period shall constitute Consultant's waiver of any further billings to, or payments from, City.

2.4 Reimbursable Expenses. Reimbursable expenses, if any, are specified in Exhibit B and included in the total compensation referenced in Section

2. Expenses not listed in Exhibit B are not chargeable to, or reimbursable by, City.

2.5 Payment of Taxes. Consultant is solely responsible for the payment of all federal, state and local taxes, including employment taxes, incurred under this Agreement.

2.6 Authorization to Perform Services. The Consultant is not authorized to perform any services or incur any costs whatsoever under the terms of this Agreement until receipt of a written authorization from the City Manager, or his or her designee.

Section 3. FACILITIES AND EQUIPMENT. Except as set forth herein, Consultant shall, at its sole cost and expense, provide all facilities and equipment that may be necessary to perform the services required by this Agreement

Section 4. INSURANCE REQUIREMENTS. Before beginning any services under this Agreement, Consultant, at its own cost and expense, shall procure the types and amounts of insurance specified herein and maintain that insurance throughout the term of this Agreement. The cost of such insurance shall be included in the Consultant's bid or proposal. Consultant shall be fully responsible for the acts and omissions of its subcontractors or other agents.

4.1 Workers' Compensation. Consultant shall, at its sole cost and expense, maintain Statutory Workers' Compensation Insurance and Employer's Liability Insurance for any and all persons employed directly or indirectly by Consultant in the amount required by applicable law. The requirement to maintain Statutory Workers' Compensation and Employer's Liability Insurance may be waived by the City upon written verification that Consultant is a sole proprietor and does not have any employees and will not have any employees during the term of this Agreement.

4.2 Commercial General and Automobile Liability Insurance.

4.2.1 General requirements. Consultant, at its own cost and expense, shall maintain commercial general and automobile liability insurance for the term of this Agreement in an amount not less than \$2,000,000 per occurrence and \$4,000,000 aggregate, combined single limit coverage for risks associated with the work contemplated by this Agreement.

4.2.2 Minimum scope of coverage. Commercial general coverage shall be at least as broad as Insurance Services Office Commercial General Liability occurrence form CG 0001 (most recent edition) covering comprehensive General Liability on an "occurrence" basis.

Automobile coverage shall be at least as broad as Insurance Services Office Automobile Liability form CA 0001 (most recent edition) covering any auto (Code 1), or if Consultant has no owned autos, hired (code 8) and non-owned autos (Code 9). No endorsement shall be attached limiting the coverage.

4.2.3 Additional requirements. Each of the following shall be included in the insurance coverage or added as a certified endorsement to the policy:

- a. The Commercial General and Automobile Liability Insurance shall cover on an occurrence basis.
- b. City, its officers, officials, employees, agents, and volunteers shall be covered as additional insureds for liability arising out of work or operations on behalf of the Consultant, including materials, parts, or equipment furnished in connection with such work or operations; or automobiles owned, leased, hired, or borrowed by the Consultant. Coverage can be provided in the form of an endorsement to the Consultant's insurance at least as broad as CG 20 10 11 85, or both CG 20 10 10 01 and CG 20 37 10 01.
- c. For any claims related to this Agreement or the work hereunder, the Consultant's insurance covered shall be primary insurance as respects the City, its officers, officials, employees, agents, and volunteers. Any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and non-contributing.
- d. The policy shall cover inter-insured suits and include a "separation of Insureds" or "severability" clause which treats each insured separately.
- e. Consultant agrees to give at least 30 days prior written notice to City before coverage is canceled or modified as to scope or amount.

4.3 Professional Liability Insurance.

- 4.3.1 General requirements.** Consultant, at its own cost and expense, shall maintain for the period covered by this Agreement professional liability insurance for licensed professionals performing work pursuant to this Agreement in an amount not less than

\$1,000,000 per occurrence or claim covering the Consultant's errors and omissions.

4.3.2 Claims-made limitations. The following provisions shall apply if the professional liability coverage is written on a claims-made form:

- a. The retroactive date of the policy must be shown and must be before the date of the Agreement.
- b. Insurance must be maintained and evidence of insurance must be provided for at least five (5) years after completion of the Agreement or the work.
- c. If coverage is canceled or not renewed and it is not replaced with another claims-made policy form with a retroactive date that precedes the date of this Agreement, Consultant must purchase an extended period coverage for a minimum of five (5) years after completion of work under this Agreement.
- d. A copy of the claim reporting requirements must be submitted to the City for review prior to the commencement of any work under this Agreement.

4.4 All Policies Requirements.

4.4.1 Submittal Requirements. Consultant shall submit the following to City prior to beginning services:

- a. Certificate of Liability Insurance in the amounts specified in this Agreement; and
- b. Additional Insured Endorsement as required for the General Commercial and Automobile Liability Policies.

4.4.2 Acceptability of Insurers. All insurance required by this Agreement is to be placed with insurers with a Bests' rating of no less than A:VII.

4.4.3 Deductibles and Self-Insured Retentions. Insurance obtained by the Consultant shall have a self-insured retention or deductible of no more than \$100,000.

4.4.4 Wasting Policies. No policy required herein shall include a "wasting" policy limit (i.e. limit that is eroded by the cost of defense).

4.4.5 Waiver of Subrogation. Consultant hereby agrees to waive subrogation which any insurer or contractor may require from Consultant by virtue of the payment of any loss. Consultant agrees to obtain any endorsements that may be necessary to effect this waiver of subrogation, but this provision applies regardless of whether or not the City has received a waiver of subrogation endorsement from the insurer.

The Workers' Compensation policy shall be endorsed with a waiver of subrogation in favor of the City for all work performed by the Consultant, its employees, agents, and subcontractors.

4.4.6 Subcontractors. Consultant shall include all subcontractors as insureds under its policies or shall furnish separate certificates and endorsements for each subcontractor. All coverages for subcontractors shall be subject to all of the requirements stated herein, and Consultant shall ensure that City, its officers, officials, employees, agents, and volunteers are covered as additional insured on all coverages.

4.4.7 Excess Insurance. If Consultant maintains higher insurance limits than the minimums specified herein, City shall be entitled to coverage for the higher limits maintained by the Consultant.

4.5 Remedies. In addition to any other remedies City may have if Consultant fails to provide or maintain any insurance policies or policy endorsements to the extent and within the time herein required, City may, at its sole option: 1) obtain such insurance and deduct and retain the amount of the premiums for such insurance from any sums due under the Agreement; 2) order Consultant to stop work under this Agreement and withhold any payment that becomes due to Consultant hereunder until Consultant demonstrates compliance with the requirements hereof; and/or 3) terminate this Agreement.

Section 5. INDEMNIFICATION AND CONSULTANT'S RESPONSIBILITIES.

5.1 General Requirement. To the fullest extent permitted by law, Consultant shall indemnify, defend with counsel acceptable to City, and hold harmless City and its officers, officials, employees, agents and volunteers (collectively, "Indemnitees") from and against any and all liability, loss, damage, claims, expenses, and costs, including without limitation, attorney's fees, costs and fees of litigation, (collectively, "Liability") of every nature arising out of or in connection with Consultant's performance of the services under this Agreement, or its failure to comply with any of its obligations contained in this Agreement, or its failure to comply with any

applicable law or regulation, except such Liability caused by the sole negligence or willful misconduct of City.

Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Consultant from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damage or claims for damages whether or not such insurance policies shall be determined to apply.

- 5.2 PERS Indemnification.** In the event that Consultant or any employee, agent, or subcontractor of Consultant providing services under this Agreement is determined by a court of competent jurisdiction or the California Public Employees Retirement System (PERS) to be eligible for enrollment in PERS as an employee of City, Consultant shall indemnify, defend, and hold harmless City for the payment of any employee and/or employer contributions for PERS benefits on behalf of Consultant or its employees, agents, or subcontractors, as well as for the payment of any penalties and interest on such contributions, which would otherwise be the responsibility of City.

Section 6. STATUS OF CONSULTANT.

- 6.1 Independent Contractor.** At all times during the term of this Agreement, Consultant shall be an independent contractor and shall not be an employee of City.
- 6.2 Consultant Not an Agent.** Except as City may specify in writing, Consultant shall have no authority, express or implied, to act on behalf of City in any capacity whatsoever as an agent. Consultant shall have no authority, express or implied, pursuant to this Agreement to bind City to any obligation whatsoever.

Section 7. LEGAL REQUIREMENTS.

- 7.1 Governing Law.** The laws of the State of California shall govern this Agreement.
- 7.2 Compliance with Applicable Laws.** Consultant and any subcontractors shall comply with all laws applicable to the performance of the work hereunder. Consultant shall also, to the extent required by the California Labor Code, pay not less than the latest prevailing wage rates as determined by the California Department of Industrial Relations.
- 7.3 Licenses and Permits.** Consultant represents and warrants to City that Consultant and its employees, agents, and any subcontractors have, and

will maintain at their sole cost and expense, all licenses, permits, qualifications, and approvals of whatsoever nature that are legally required to practice their respective professions. In addition to the foregoing, Consultant and any subcontractors shall obtain and maintain during the term of this Agreement valid business licenses from City.

- 7.4 Nondiscrimination and Equal Opportunity.** Consultant shall not discriminate, on the basis of a person's race, religion, color, national origin, age, physical or mental handicap or disability, medical condition, genetic information, marital status, sex, sexual orientation, gender or gender identity, against any employee, applicant for employment, subcontractor, bidder for a subcontract, or participant in, recipient of, or applicant for any services or programs provided by Consultant under this Agreement. Consultant shall comply with all applicable federal, state, and local laws, policies, rules, and requirements related to equal opportunity and nondiscrimination in employment, contracting, and the provision of any services that are the subject of this Agreement, including but not limited to the satisfaction of any positive obligations required of Consultant thereby.

Section 8. TERMINATION AND MODIFICATION.

- 8.1 Termination.** Upon ten days' prior written notice, City may cancel this Agreement at any time and without cause upon such written notification to Consultant. In the event of termination, Consultant shall be entitled to compensation for services performed to the effective date of termination; City, however, may condition payment of such compensation upon Consultant delivering to City any or all documents, photographs, computer software, video and audio tapes, and other materials provided to Consultant or prepared by or for Consultant or the City in connection with this Agreement.
- 8.2 Amendments.** The parties may amend this Agreement only by a writing signed by the parties hereto.
- 8.3 Assignment and Subcontracting.** City and Consultant recognize and agree that this Agreement contemplates personal performance by Consultant and is based upon a determination of Consultant's unique personal competence, experience, and specialized personal knowledge. Moreover, a substantial inducement to City for entering into this Agreement was and is the professional reputation and competence of Consultant. Consultant may not assign this Agreement or any interest therein without the prior written approval of the City Manager, or his or her designee. Consultant shall not subcontract any portion of the performance contemplated and provided for herein, other than to the

subcontractors noted in the proposal, without prior written approval of the City Manager, or his or her designee.

8.4 Survival. All obligations arising prior to the termination of this Agreement and all provisions of this Agreement allocating liability between City and Consultant, including but not limited to the provisions of Section 5, shall survive the termination of this Agreement.

8.5 Options upon Breach by Consultant. If Consultant materially breaches any of the terms of this Agreement, City's remedies shall include, but not be limited to, the following:

8.5.1 Immediately terminate the Agreement;

8.5.2 Retain the plans, specifications, drawings, reports, design documents, and any other work product prepared by Consultant pursuant to this Agreement;

8.5.3 Retain a different consultant to complete the work described in Exhibit A not finished by Consultant; or

8.5.4 Charge Consultant the difference between the cost to complete the work described in Exhibit A that is unfinished at the time of breach and the amount that City would have paid Consultant pursuant to Section 2 if Consultant had completed the work.

8.5.5 The remedies mentioned in this Agreement are not exclusive of any other right, power or remedy permitted by law. The City's failure or delay in exercising any remedy shall not constitute a waiver of such remedy or preclude the further exercise of City's rights.

Section 9. KEEPING AND STATUS OF RECORDS.

9.1 Records Created as Part of Consultant's Performance. All final versions of reports, data, maps, models, charts, studies, surveys, photographs, memoranda, plans, studies, specifications, records, files, or any other documents or materials, in electronic or any other form, that Consultant prepares or obtains pursuant to this Agreement and that relate to the matters covered hereunder shall be the property of the City. Consultant hereby agrees to deliver those documents to the City upon termination of the Agreement, and the City may use, reuse or otherwise dispose of the documents without Consultant's permission. It is understood and agreed that the documents and other materials, including but not limited to those described above, prepared pursuant to this Agreement are prepared specifically for the City and are not necessarily

suitable for any future or other use. City and Consultant agree that, until final approval by City, all data, plans, specifications, reports and other documents are confidential drafts and will not be released to third parties by Consultant without prior written approval of City.

- 9.2 Consultant's Books and Records.** Consultant shall maintain any and all records or documents evidencing or relating to charges for services or expenditures and disbursements charged to the City under this Agreement for a minimum of 3 years, or for any longer period required by law, from the date of final payment to the Consultant to this Agreement. All such records shall be maintained in accordance with generally accepted accounting principles and shall be made available for inspection, audit, and/or copying at any time during regular business hours, upon oral or written request of the City. Pursuant to Government Code Section 8546.7, the Agreement may be subject to the examination and audit of the State Auditor for a period of 3 years after final payment under the Agreement.

Section 10 MISCELLANEOUS PROVISIONS.

- 10.1 Attorneys' Fees.** If a party to this Agreement brings any action, including an action for declaratory relief, to enforce or interpret the provision of this Agreement, the prevailing party shall be entitled to reasonable attorneys' fees in addition to any other relief to which that party may be entitled. The court may set such fees in the same action or in a separate action brought for that purpose.
- 10.2 Venue.** In the event that either party brings any action against the other under this Agreement, the parties agree that trial of such action shall be vested exclusively in the state courts of California in Contra Costa County or in the United States District Court for the Northern District of California.
- 10.3 Severability.** If a court of competent jurisdiction finds or rules that any provision of this Agreement is invalid, void, or unenforceable, the provisions of this Agreement not so adjudged shall remain in full force and effect. The invalidity in whole or in part of any provision of this Agreement shall not void or affect the validity of any other provision of this Agreement.
- 10.4 No Implied Waiver of Breach.** The waiver of any breach of a specific provision of this Agreement does not constitute a waiver of any other breach of that term or any other term of this Agreement.
- 10.5 Successors and Assigns.** The provisions of this Agreement shall inure to the benefit of and shall apply to and bind the successors and assigns of the parties.

- 10.6 Conflict of Interest.** Consultant may serve other clients, but none whose activities within the corporate limits of City or whose business, regardless of location, would place Consultant in a “conflict of interest,” as that term is defined in the Political Reform Act, codified at California Government Code Section 81000 *et seq.*

Consultant shall not employ any City official in the work performed pursuant to this Agreement. No officer or employee of City shall have any financial interest in this Agreement that would violate California Government Code Sections 1090 *et seq.*

- 10.7 Solicitation.** Consultant agrees not to solicit business at any meeting, focus group, or interview related to this Agreement, either orally or through any written materials.

- 10.8 Notices.** Any notice, demand, request, consent or approval that either party is required to give the other pursuant to this Agreement, shall be in writing and may be given by either (i) personal service, or (ii) certified United States mail, postage prepaid, return receipt requested,. Notice shall be effective upon personal delivery or delivery to the addresses specified below, as reflected on the receipt of delivery or return receipt, as applicable.

Consultant: Environmental Services, Inc.
4219 South Market Court, Suite H
Sacramento, CA 95834
ATTN: Kevin Hayes

City: City of Pittsburg
65 Civic Avenue
Pittsburg, CA 94565
ATTN: City Manager

- 10.9 Professional Seal.** Where applicable in the determination of the City Manager, or his or her designee, the first page of a technical report, first page of design specifications, and each page of construction drawings shall be stamped/sealed and signed by the licensed professional responsible for the report/design preparation. The stamp/seal shall be in a block entitled “Seal and Signature of Registered Professional with report/design responsibility.”

- 10.10 Integration.** This Agreement, including the scope of work attached hereto and incorporated herein as Exhibits A and B represents the entire and integrated agreement between City and Consultant and supersedes all prior negotiations, representations, or agreements, either written or oral.

To the extent there are any inconsistencies between this Agreement, the Exhibits, and Consultant's proposal, the Agreement shall control. To the extent there are any inconsistencies between the Exhibits and the Consultant's Proposal, the Exhibits shall control.

Exhibit A Scope of Services

10.11 Counterparts. This Agreement may be executed in multiple counterparts, each of which shall be an original and all of which together shall constitute one agreement.

10.12 Construction of Agreement. Each party hereto has had an equivalent opportunity to participate in the drafting of the agreement and/or to consult with legal counsel. Therefore, the usual construction of an agreement against the drafting party shall not apply hereto.

10.13 No Third Party Beneficiaries. This Agreement is made solely for the benefit of the parties hereto, with no intent to benefit any third parties.

The Parties have executed this Agreement as of the Effective Date.

CITY OF PITTSBURG

CONSULTANT

Garrett Evans, City Manager

Gene Emantino, CFO

Attest:

Alice E. Evenson, City Clerk

Approved as to Form:

Donna Mooney, City Attorney

EXHIBIT A
SCOPE OF SERVICES

Scope of Work

Project: City of Pittsburg Marina
Delta Control Access Control System

February 19, 2020

Executive Summary:

Environmental Systems, Inc. is pleased to provide this proposal to furnish, install, and wire the Delta Controls Access Control System for the above-mentioned project.

Our scope of work is as follows:

Scope of Work:

- Upgrade Delta Controls enteliWEB front end software for the additional card readers.
- Controls for the existing card access readers, including:
 - Five O3 CPU, one for each location of the card reader controllers
 - 26 O3 Access modules, one for each existing card reader
- Controls for five new card readers:
 - Five O3 Access modules
 - Five card readers
 - Gate at Basin 1
 - Laundry room at Basin 1
 - Gate at Basin 2
 - Restroom at Basin 2
 - Bathroom at Basin 3
 - Wireless bridge to connect new gate controller in Basin 1 to system.
- Includes submittals, programming, coordination, start up, commissioning, interconnections, training, project management and as-built documentation.
- Programming the existing employee cards (quantity not to exceed 585) into the new system.

Clarifications:

- This proposal is based upon having free and clear access to all work locations and the work being performed during our normal business hours.



Scope of Work

Project: City of Pittsburg Marina
Delta Control Access Control System

February 19, 2020

Exclusions:

1. Wire and conduit for new card readers.
2. Rewiring the existing system if the wiring is damaged.
3. Door hardware for new doors and gates

Price for above listed scope: \$ **89,000.00**

CERTIFICATE OF COMPLIANCE WITH LABOR CODE § 3700

I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for workers' compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract.

CONSULTANT

By: _____

Title: _____

2784980.1



**OFFICE OF THE CITY MANAGER/EXECUTIVE DIRECTOR
65 Civic Avenue
Pittsburg, CA 94565**

TO: Mayor and Council Members

FROM: Garrett Evans, City Manager

SUBJECT: Adoption of a Minute Order Authorizing a Letter of Support for Senate Bill 1349 (Glazer)

MEETING DATE: May 4, 2020

EXECUTIVE SUMMARY

Proposed Senate Bill (SB) 1349, as drafted, would amend existing law regarding a city or county's ability to levy a transaction and use tax for general or specific purposes, subject to certain limitations and express voter approval requirements. Adoption of a minute order would authorize staff to forward a letter of support for SB 1349.

FISCAL IMPACT

There is no fiscal impact related to the letter of support.

RECOMMENDATION

By minute order, direct staff to finalize and forward the attached letter of support from the City of Pittsburg for SB 1349.

BACKGROUND

The existing Transactions and Use Tax Law (TUTL) authorizes cities and counties, subject to certain limitations and voter approval, to levy a transactions and use tax. In addition, the existing San Francisco Bay Area Rapid Transit District Act authorizes BART to impose a transactions and use tax in accordance with the TUTL, while Local Transportation Authority and Improvement Act allows a county board of supervisors to designate a transportation authority that may also impose a transactions and use tax in accordance with TUTL. In Contra Costa County, the designated transportation authority is the Contra Costa Transportation Authority (CCTA).

TUTL specifies the combined rate of all taxes imposed in accordance with this law in a county shall not exceed 2%, and the maximum tax rate that may be imposed under by CCTA is 1%. However, prior to 2021, CCTA may impose a tax that, if no more than 0.5%, may exceed the 2% combined rate limit.

SUBCOMMITTEE FINDINGS

This item was not presented to a subcommittee.

STAFF ANALYSIS

SB 1349 would clarify and codify that a transaction and use tax rate imposed by either CCTA or BART would be considered for purposes of the combined 2% rate limit established by TUTL within Contra Costa County. The bill would declare that the changes made with regard to taxes imposed by CCTA for countywide transportation programs are declaratory of existing law, and authorize Contra Costa County to impose a transactions and use tax in conformity with the TUTL at a rate of no more than 0.50% that, in combination with other transactions and use taxes, may exceed the combined rate limit of 2%, if certain requirements are met, including a requirement that a proposed transaction and use tax be approved by the voters.

As noted in the attached letter, SB 1349 would not alter the existing requirement that any new or additional transactions and use tax be submitted to the voters for approval, and would not raise the existing 2% cap. SB 1349 would allow the City the flexibility to generate funding for critical services via a transactions and use tax submitted to the voters without being preempted by other agency transactions and use taxes that may, in the aggregate, exceed the 2% maximum.

ATTACHMENTS:

1. Text of Bill (as amended in Senate, April 8, 2020)
2. Letter of Support

Report Prepared By: Jordan Davis, Assistant to the City Manager

AMENDED IN SENATE APRIL 8, 2020

SENATE BILL

No. 1349

Introduced by Senator Glazer

February 21, 2020

~~An act to amend Section 4213 of the Public Resources Code, relating to fire prevention.~~ *An act to amend Sections 29140 and 180201 of the Public Utilities Code, and to amend Section 7291 of, and to add Chapter 3.94 (commencing with Section 7299.2) to Part 1.7 of Division 2 of, the Revenue and Taxation Code, relating to taxation.*

LEGISLATIVE COUNSEL'S DIGEST

SB 1349, as amended, Glazer. ~~State responsibility area fire prevention fees.~~ *Transactions and use taxes: County of Contra Costa.*

Existing law authorizes various specified cities and counties, subject to certain limitations and approval requirements, to levy a transactions and use tax for general or specific purposes, in accordance with the procedures and requirements set forth in the Transactions and Use Tax Law. A provision of the Transactions and Use Tax Law prohibits the combined rate of all taxes that may be imposed in accordance with that law in a county from exceeding 2%.

Existing law, the Local Transportation Authority and Improvement Act, generally authorizes a county board of supervisors to create or otherwise designate a transportation authority in the county that may impose a transactions and use tax at a rate not to exceed 1% for specified county streets and highway projects or public transit projects, in conformity with the Transaction and Use Tax Law, if the tax ordinance is adopted by a $\frac{2}{3}$ vote of the authority and if the ordinance is subsequently approved by a majority of the voters. Existing law, before January 1, 2021, also authorizes the Contra Costa Transportation

Authority to impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5% that, in combination with other transactions and use taxes, exceeds the above-described combined rate limit of 2%, if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters.

Existing law, the San Francisco Bay Area Rapid Transit District Act, creates the San Francisco Bay Area Rapid Transit District, which comprises a territory that includes the County of Contra Costa, and, among other things, authorizes the board of directors of the district to impose transactions and use taxes in conformity with the Transactions and Use Tax Law for specified purposes, subject to periodic legislative review and amendment, as provided.

This bill would provide that, notwithstanding the combined rate limit under the Transactions and Use Tax Law, neither a transaction and use tax rate imposed in the County of Contra Costa by the transportation authority for those county streets and highway projects, public transit projects, or countywide transportation programs nor a transactions and use tax rate imposed by the San Francisco Bay Area Rapid Transit District, as specified, will be considered for purposes of that combined rate limit within the County of Contra Costa. The bill would declare that the changes made with regard to taxes imposed by the Contra Costa Transportation Authority for countywide transportation programs are declaratory of existing law.

This bill would also authorize the County of Contra Costa to impose a transactions and use tax in conformity with the Transactions and Use Tax Law for general or specific purposes to support countywide programs at a rate of no more than 0.50% that, in combination with other transactions and use taxes, would exceed the above-described combined rate limit of 2% if certain requirements are met, including a requirement that the ordinance proposing the transactions and use tax be submitted to, and approved by, the voters. The bill would provide that, notwithstanding the combined rate limit under the Transactions and Use Tax Law, a transaction and use tax rate imposed in the County of Contra Costa imposed pursuant to the authority provided by this bill will not be considered for purposes of that combined rate limit within the County of Contra Costa.

This bill would make legislative findings and declarations as to the necessity of a special statute for the County of Contra Costa.

~~Existing law provides that the state has the primary financial responsibility for preventing and suppressing fires in areas that the State Board of Forestry and Fire Protection has determined are state responsibility areas, as defined. Existing law, until July 1, 2017, required that a fire prevention fee be charged on each habitable structure on a parcel that is within a state responsibility area, to be used for specified fire prevention activities, and prescribed procedures for the collection and processing of the fees by the State Board of Equalization. Existing law requires the Department of Forestry and Fire Protection to provide to the State Board of Equalization certain information, including a contact number for the State Board of Forestry and Fire Protection to be printed on a bill for the fee to respond to questions about the fee. Existing law repeals those provisions requiring the payment of the fee on January 1, 2031.~~

~~In 2017, the California Department of Tax and Fee Administration and the Office of Tax Appeals were established, and existing law transferred many of the tax and fee administration and appeals of taxes and fees from the State Board of Equalization to the department and the office, respectively.~~

~~This bill would change the reference in the fire prevention fee provisions from the “State Board of Equalization” to the “California Department of Tax and Fee Administration” or the “Office of Tax Appeals,” as appropriate. The bill would require the Department of Forestry and Fire Protection to provide the above information to the California Department of Tax and Fee Administration. The bill would additionally require the Department of Forestry and Fire Protection to provide the State Board of Forestry and Fire Protection’s internet website information regarding the fee to be printed on the bill.~~

~~Vote: majority. Appropriation: no. Fiscal committee: yes-no. State-mandated local program: no.~~

The people of the State of California do enact as follows:

- 1 SECTION 1. Section 29140 of the Public Utilities Code is
- 2 amended to read:
- 3 29140. (a) The board shall, by ordinance, impose transactions
- 4 and use taxes in conformity with Part 1.6 (commencing with
- 5 Section 7251) of Division 2 of the Revenue and Taxation Code
- 6 for the purposes specified in Sections 29142 and 29142.2, subject
- 7 to periodic legislative review and amendment.

(b) (1) Notwithstanding Section 7251.1 of the Revenue and Taxation Code, a transactions and use tax rate imposed pursuant to subdivision (a) on or before the effective date of the act adding this subdivision January 1, 2020, that applies within the County of Alameda shall not be considered for purposes of the combined rate limit within the County of Alameda established by that section.

(2) Notwithstanding Section 7251.1 of the Revenue and Taxation Code, a transactions and use tax rate imposed pursuant to subdivision (a) on or before the effective date of the act adding this subdivision that applies within the County of Contra Costa shall not be considered for purposes of the combined rate limit within the County of Contra Costa established by that section.

SEC. 2. Section 180201 of the Public Utilities Code is amended to read:

180201. (a) (1) A ~~retail~~ transactions and use tax ordinance applicable in the incorporated and unincorporated territory of a county may be imposed by the authority in accordance with this chapter and Part 1.6 (commencing with Section 7251) of Division 2 of the Revenue and Taxation Code, if the tax ordinance is adopted by a two-thirds vote of the authority and imposition of the tax is subsequently approved by a majority of the electors voting on the measure, or by any otherwise applicable voter approval requirement, at a special election called for that purpose by the board of supervisors, at the request of the authority, and a county transportation expenditure plan is adopted pursuant to Section 180206.

~~A retail~~

(2) A transactions and use tax approved by the electors pursuant to this subdivision shall remain in effect for the period of time specified in the tax ordinance. The tax may be continued in effect, or reimposed, by a tax ordinance adopted by a two-thirds vote of the authority and the reimposition of the tax is approved by any applicable majority of the electors.

(b) Notwithstanding Section 7251.1 of the Revenue and Taxation Code, a transactions and use tax rate imposed pursuant to subdivision (a) in the County of Contra Costa shall not be considered for purposes of the combined rate limit within the County of Contra Costa established by that section.

SEC. 3. Section 7291 of the Revenue and Taxation Code is amended to read:

7291. (a) Notwithstanding any other law, the Contra Costa Transportation Authority may impose a transactions and use tax for the support of countywide transportation programs at a rate of no more than 0.5 percent that would, in combination with all taxes imposed pursuant to Part 1.6 (commencing with Section 7251), exceed the limit established in Section 7251.1, if all of the following requirements are met:

(a)

(1) The Contra Costa Transportation Authority adopts an ordinance proposing the transactions and use tax by any applicable voting approval requirement.

(b)

(2) The ordinance proposing the transactions and use tax is submitted to the electorate and is approved by the voters voting on the ordinance pursuant to Article XIII C of the California Constitution.

(c)

(3) The transactions and use tax conforms to the Transactions and Use Tax Law, Part 1.6 (commencing with Section 7251), other than Section 7251.1.

(b) (1) Notwithstanding Section 7251.1, a transactions and use tax rate imposed pursuant to subdivision (a) shall not be considered for purposes of the combined rate limit established by Section 7251.1.

(2) This subdivision does not constitute a change in, but is declaratory of, existing law.

SEC. 4. Chapter 3.94 (commencing with Section 7299.2) is added to Part 1.7 of Division 2 of the Revenue and Taxation Code, to read:

CHAPTER 3.94. LOCAL GOVERNMENT FINANCE IN THE COUNTY OF CONTRA COSTA

7299.2. (a) Notwithstanding any other law, the County of Contra Costa may impose a transactions and use tax for general or specific purposes to support countywide programs at a rate of no more than 0.5 percent that would, in combination with all taxes imposed in accordance with the Transactions and Use Tax Law (Part 1.6 (commencing with Section 7251)), exceed the limit

1 established in Section 7251.1, if all of the following requirements
2 are met:

3 (1) The county adopts an ordinance proposing the transactions
4 and use tax by any applicable voting approval requirement.

5 (2) The ordinance proposing the transactions and use tax is
6 submitted to the electorate and is approved by the voters voting
7 on the ordinance pursuant to Article XIII C of the California
8 Constitution.

9 (3) The transactions and use tax conforms to the Transactions
10 and Use Tax Law (Part 1.6 (commencing with Section 7251)),
11 other than Section 7251.1.

12 (b) Notwithstanding Section 7251.1, a transactions and use tax
13 rate imposed pursuant to subdivision (a) shall not be considered
14 for purposes of the combined rate limit established by Section
15 7251.1.

16 SEC. 5. The Legislature finds and declares that a special
17 statute is necessary and that a general statute cannot be made
18 applicable within the meaning of Section 16 of Article IV of the
19 California Constitution because of the unique fiscal pressures
20 being experienced in the County of Contra Costa.

21 SECTION 1. ~~Section 4213 of the Public Resources Code is~~
22 ~~amended to read:~~

23 ~~4213. (a) (1) Commencing with the 2011–12 fiscal year, the~~
24 ~~fire prevention fee imposed pursuant to Section 4212 shall be~~
25 ~~collected annually by the California Department of Tax and Fee~~
26 ~~Administration in accordance with the Fee Collection Procedures~~
27 ~~Law (Part 30 (commencing with Section 55001) of Division 2 of~~
28 ~~the Revenue and Taxation Code).~~

29 ~~(2) Notwithstanding the appeal provisions in the Fee Collection~~
30 ~~Procedures Law, a determination by the department that a person~~
31 ~~is required to pay a fire prevention fee, or a determination by the~~
32 ~~department regarding the amount of that fee, is subject to review~~
33 ~~under Article 2 (commencing with Section 4220) and is not subject~~
34 ~~to a petition for redetermination by the Office of Tax Appeals.~~

35 ~~(3) (A) Notwithstanding the refund provisions in the Fee~~
36 ~~Collection Procedures Law, the Office of Tax Appeals shall not~~
37 ~~accept any claim for refund that is based on the assertion that a~~
38 ~~determination by the department improperly or erroneously~~
39 ~~calculated the amount of the fire prevention fee, or incorrectly~~
40 ~~determined that the person is subject to that fee, unless that~~

1 ~~determination has been set aside by the department or a court~~
2 ~~reviewing the determination of the department.~~

3 ~~(B) If it is determined by the department or a reviewing court~~
4 ~~that a person is entitled to a refund of all or part of the fire~~
5 ~~prevention fee, the person shall make a claim to the Office of Tax~~
6 ~~Appeals pursuant to Chapter 5 (commencing with Section 55221)~~
7 ~~of Part 30 of Division 2 of the Revenue and Taxation Code.~~

8 ~~(b) The annual fire prevention fee shall be due and payable 30~~
9 ~~days from the date of assessment by the California Department of~~
10 ~~Tax and Fee Administration.~~

11 ~~(c) On or before each January 1, the department shall annually~~
12 ~~transmit to the California Department of Tax and Fee~~
13 ~~Administration the appropriate name and address of each person~~
14 ~~who is liable for the fire prevention fee and the amount of the fee~~
15 ~~to be assessed, as authorized by this article, and at the same time~~
16 ~~the department shall provide to the California Department of Tax~~
17 ~~and Fee Administration the board's internet website information~~
18 ~~and a contact telephone number for the board to be printed on the~~
19 ~~bill to respond to questions about the fee.~~

20 ~~(d) Commencing with the 2012-13 fiscal year, if in any given~~
21 ~~fiscal year there are sufficient amounts of money in the State~~
22 ~~Responsibility Area Fire Prevention Fund created pursuant to~~
23 ~~Section 4214 to finance the costs of the programs under subdivision~~
24 ~~(d) of Section 4214 for that fiscal year, the fee may not be collected~~
25 ~~that fiscal year.~~



City of Pittsburg

65 Civic Avenue • Pittsburg, California 94565

May 4, 2020

The Honorable Steve Glazer
California State Senate
State Capitol, Room 5108
Sacramento, CA 95814

Re: Senate Bill 1349 (Glazer)
Support from the City of Pittsburg

Dear Senator Glazer:

On behalf of the City of Pittsburg, we would like to thank you for authoring SB 1349 and express our strong support.

Senate Bill 1349 makes important changes to existing law regarding a city or county's ability to levy a transaction and use tax for general or specific purposes, subject to certain limitations and express voter approval requirements.

This bill does not in any way alter the existing requirement that any new or additional transactions and use tax be submitted to the voters for approval, nor does the bill raise the existing 2% cap. Rather the bill simply clarifies existing law for purposes of the current 2% cap on the combined rate of all taxes.

Because this bill will provide Contra Costa County with the tools needed to generate funding for critical services, provides the option as to when any additional transactions and use tax can be submitted to the voters, and in light of the massive economic impacts placed on local government due to the COVID 19 pandemic, we strongly support your legislation and commend your leadership during such trying times.

Sincerely,

Jelani Killings
Mayor
City of Pittsburg