

City of Pittsburgh Planning Commission Agenda

February 13, 2018

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

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

Planning Commission Members

**Mark Gargalikis, Chair
James Coniglio, Vice-Chair
Wolfgang Croskey, Commissioner
Jeremy Ward, Commissioner
Durie Foster, Commissioner
Elissa Robinson, Commissioner**

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

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

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

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

(All items listed under the "Consent" portion of the agenda are considered routine and are adopted under one motion. Any item appearing as a Consent item on this agenda will be considered separately only upon request from a member of the Planning Commission, staff or public.)

1. Minutes

Meeting Minutes of January 23, 2018

2. General Plan Annual Progress Report for Calendar Year 2017

This is a request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2017; and 2) authorize its submittal to the City Council, Governor's Office of Planning and Research (OPR), State Housing and Community Development Department (HCD), and Contra Costa Transportation Authority (CCTA).

PUBLIC HEARINGS

3. Nunley's Karate-Do, AP-17-1301 (UP, SR).

This is a public hearing on a request for approval of a use permit to establish a karate school within an existing 1,617 square foot commercial space. The applicant is also requesting approval of a sign review application to install a projecting sign near the entrance of the proposed use located at 760 Railroad Avenue, within the CP (Pedestrian Commercial) District. Assessor's Parcel Number: 085-164-018.

4. Alves Ranch Housing Element Amendment, AP-18-1311 (GPA).

This is a public hearing on a request for a recommendation of a General Plan amendment modifying the Housing Element data to eliminate the affordable units anticipated for the Alves Ranch Development project.

ZONING ADMINISTRATOR REPORTS

5. Notice of Intent to Exercise Delegated Design Review Authority.

The Zoning Administrator submits two notices of intent to exercise delegated design review authority for: 1) a new accessory building to house an emergency back-up generator for Delta Diablo at 3500 Pittsburg-Antioch Hwy; and 2) a minor façade remodel at 4405 Century Blvd.

STAFF COMMUNICATIONS

Tentative Schedule Review

Planning Commission Goals

SB 827 Action Alert

Committee Appointments

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

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

GENERAL INFORMATION

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

**MINUTES
OF A REGULAR MEETING
OF THE
PITTSBURG PLANNING COMMISSION**

January 23, 2018

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Gargalikis at 7:01 p.m. on Tuesday, January 23, 2018, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California after convening a Study Session at 6:15 p.m.

ROLL CALL

Present: Chair Gargalikis, Commissioner Coniglio, Croskey, Foster, Robinson, Ward

Staff: Community Development Director Jill Hecht, Planning Manager/Secretary Kristin Pollot, Senior Civil Engineer Richard Abono, Deputy City Clerk Amanda McVey, Senior Planner Hector Rojas, Senior Planner Jordan Davis, Planning Technician Celina Palmer

PLEDGE OF ALLEGIANCE

Commissioner Foster led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals or continuances.

COMMENTS FROM THE AUDIENCE

Bruce Ohlson, Pittsburg, suggested we add upcoming meeting dates to the agenda.

PRESENTATIONS

There were no presentations

CONSENT

1. Minutes of December 12, 2017

On motion by Commissioner Croskey seconded by Commissioner Foster to approve the minutes and carried unanimously.

PUBLIC HEARINGS

2. YC Auto, Used Car Sales, AP-17-1292 (UP).

A public hearing requesting approval of a use permit to establish an auto sales use within an approximately 6,800 square foot tenant space in an existing multi-tenant building, located at 2695 E. Leland Road, in the CS (Service Commercial) District. APN: 088-152-001.

Planning Technician Celina Palmer gave a presentation.

Chair Gargalikis opened the public hearing.

Hen Chen, San Francisco, spoke as the applicant.

Bruce Ohlson, Pittsburg, asked if the dirt lot next to the project site could be covered with asphalt or gravel.

There being no one to speak further to the item, Chair Gargalikis closed the public hearing.

On motion by Commissioner Foster seconded by Commissioner Ward to approve and carried unanimously.

3. Edgewater Apartments, AP-17-1228 (DA, DR, FE, SR).

A public hearing on a request for a recommendation for City Council approval of a development agreement and plans to construct a 62-unit, two-story apartment complex on a vacant, 4.42-acre parcel located along the east side of Carion Court, across from Martin Luther King Jr. Junior High School. The applicant is also requesting approval of a fence height exception to establish a six-foot tall fence within the required front yard and an approximately five and one-half-foot-tall freestanding monument sign at the entrance of the project. The property is within the RM (Medium Density Residential) District. Assessor's Parcel Number: 073-190-033.

Senior Planner Jordan Davis gave a presentation

Chair Gargalikis opened the public hearing.

Louis Parsons, Discovery Builders, spoke as the applicant

Bruce Ohlson, Pittsburg, spoke on behalf of the bicycle community requesting bicycle lockers as well as electric hook ups built into the garages for electric vehicles.

There being no one to speak further to the item, Chair Gargalikis closed the public hearing.

On motion by Commissioner Croskey seconded by Commissioner Foster to approve and carried by the following vote:

AYES:	Coniglio, Croskey, Robinson, Ward, Gargalikis
NOES:	Foster
ABSTAIN:	None
ABSENT:	None

COMMISSION CONSIDERATIONS

4. Galloway Fourplexes, AP-17-1294 through 17-1296 (DR).

A request for design review approval of plans to construct a 3,168-square foot, single-story commercial shell building on an 8,598-square foot parcel located at 2108 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan (RASP) PD (Planned Development, Ordinance No. 09-1319) District, and has a RASP Land Use Designation of TOD-H (Transit Oriented Development, High Density). Assessor's Parcel No. 087-030-087.

Senior Planner Hector Rojas gave presentation.

Chair Gargalikis opened the public hearing.

Gwen Berolami, Bertolami Engineering, spoke as the applicant.

Sharon Roscher, Pittsburg, stated concerns regarding the proposed design.

Bruce Ohlson, Pittsburg, spoke on behalf of the bicycle community requesting bicycle lockers.

Dinty Jumamoy, Pittsburg, spoke regarding the fence shared along her property line and the project property line.

There being no one to speak further to the item, Chair Gargalikis closed the public hearing.

On motion by Commissioner Coniglio seconded by Commissioner Foster to continue the item and carried unanimously.

ZONING ADMINISTRATOR REPORTS

5. Submittal of Adopted Zoning Administrator Resolutions.

The Zoning Administrator submit one resolution previously approved under delegated authority (Planning Commission Resolution No. 9918).

The Commissioners acknowledged receipt of the resolution.

STAFF COMMUNICATIONS

Planning Manager / Secretary Kristin Pollot stated she would provide the Tentative Schedule on the next scheduled Planning Commission meeting of February 13, 2018. She also announced that the City Council will be interviewing candidates for the vacant Planning Commission seat at the next City Council meeting of February 5, 2018 and will appoint a new Commissioner at the following City Council meeting of February 20, 2018.

COMMITTEE REPORTS

Commissioner Croskey reported the Land Use Subcommittee is scheduled to meet on Wednesday, February 7, 2018.

Commissioner Coniglio reported TRANSPLAN met, however, he was not in attendance.

Commissioner Robinson reported the Pittsburg Recognition Committee is tentatively scheduled to meet in the month of February.

ADJOURNMENT

The meeting was adjourned at 8:35p.m.to February 13, 2018.

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: General Plan Annual Progress Report for Calendar Year 2017

ORIGINATED BY: City of Pittsburg, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT: This is a request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2017; and 2) authorize its submittal to the City Council, Governor's Office of Planning and Research (OPR), State Housing and Community Development Department (HCD), and Contra Costa Transportation Authority (CCTA).

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10087, accepting the APR for Calendar Year 2017 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

BACKGROUND:

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. Most recently, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period. Staff is currently preparing a Request for Proposals from consultants interested in preparing a comprehensive General Plan update for the next planning period, which would extend from 2020 to 2040.

The purpose of the APR is to provide the City Council, OPR, HCD, and CCTA with a progress report on the 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. The last APR for calendar year 2016, was reviewed by the Planning Commission on February 28, 2017, the City Council on March 20, 2017, and then submitted to OPR, HCD and CCTA on March 21, 2017.

PROJECT DESCRIPTION:

Staff has prepared a draft General Plan APR for Calendar Year 2017. The APR is provided as Attachment 2 of this report and it consists of a detailed table listing each of the adopted General Plan action policies or programs and their implementation status

Planning Commission Staff Report

as of December 31, 2017. In addition to the APR, a Regional Fair Share Housing Allocation (RHNA) status update (Attachment 3) has been provided to document the City's progress in reaching its housing unit goals.

GENERAL PLAN/CODE COMPLIANCE:

California Government Code section 65400(b) requires the City to prepare a General Plan APR for submittal to OPR and HCD by April 1st of each year. Pursuant to the Pittsburg General Plan (page 1-18, as amended by City Council Resolution No. 09-11249), the APR must be provided to both the Planning Commission and the City Council for review. Once accepted by the City Council, staff will submit the APR to OPR, HCD, and CCTA.

ANALYSIS:

The City continues to make progress in the implementation of its General Plan. In 2017, the City Council adopted ordinances streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town, consistent with Land Use Element Policy 2-P-32 and Housing Element Policy 13-P-1.5.A.

The City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of 2017, the City has achieved six percent of its very-low (23 of 392); 86% of its low (219 of 254); 152% of its moderate (479 of 316); and 28% of its above-moderate income RHNA targets through project entitlements. The City approved Esperanza, a 318-unit market-rate, multi-family development to be constructed east of San Marco Boulevard and W. Leland Road; and Positano at San Marco, a 176-unit market rate, single-family development east of Santa Teresa Drive and Vernal Drive. A total of 153 building permits were issued for previously entitled residential development. Of those permits, 147 were for market-rate single-family units and six were for low-income accessory dwelling units attached to those homes.

The City completed several Capital Improvement Projects (CIP) supported by General Plan policies. These included the Frontage Road Multi-Use Trail (CIP Project ST-7); West 4th Street Sidewalk Gap Closure (Project ST-33); W. Leland Road/Oak Hills Drive Traffic Signal (Project S-1); Bocce Ball Courts and Restroom at John Buckley Square (Project PK-3); and Reopening of the Ambrose Aquatic Center (Project PK-53). Other CIPs that are supported by the General Plan and began construction during 2017 include Phase III of the Buchanan Road Sidewalk Replacement (Project ST-37); Phase I of Ray Giacomelli Park in San Marco (Project PK-15); the Power Avenue Multi-Use Trail (Project ST-8); and the Pittsburg Center BART Station Multimodal Transfer Facility (Project ST-16).

ACTION REQUIRED:

Planning Commission Staff Report

Move to adopt Planning Commission Resolution No. 10087, accepting the General Plan Annual Progress Report for Calendar Year 2017 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

ATTACHMENTS:

1. Proposed Resolution No. 10087
2. General Plan Annual Progress Report for Calendar Year 2017
3. Regional Fair Share Housing Allocation – 2017 Status Table

Prepared by: Hector J. Rojas, AICP, Senior Planner

Attachment 1

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan Annual	)	
Progress Report for Calendar Year 2017 and	)	
Authorizing Submittal of the Report to the City	)	Resolution No. 10087
Council, State Office of Planning and	)	
Research, State Department of Housing and	)	
Community Development, and Contra Costa	)	
Transportation Authority	)	

The Planning Commission 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. Most recently, 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 February 13, 2018, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2017 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 2017," dated February 13, 2018, 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 2017 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 2017, 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 _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 13th day of February, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10087 was adopted by the Planning Commission of the City of Pittsburg on February 13, 2017.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2017)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on February 13, 2018
Submitted to the City Council on _____, 2018

GENERAL PLAN POLICY MATRIX

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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. Amendments to Title 18 regarding ADUs intended to streamline permitting process and comply with State law adopted in 2017.
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. Implementation ongoing through project review.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
2-P-16	Develop criteria and standards for small-lot single-family residential development that: - o Promotes design and development flexibility; - o Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and - o 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.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	Partially implemented. Updates to Title 17 adopted in 2009, state the city may require subdividers dedicate easements for the purpose of assuring that each parcel or unit in the subdivision has the right to receive sunlight across adjacent parcels or units in the subdivision for any solar energy system. Development Review and Design Guidelines were updated in November 2010 (Resolution No. 9864) to include a green building design section, which includes policies encouraging solar access. Senate Bill 1 (2006) requires developers to provide homebuyers an option for solar pre-wiring; this is implemented through design review conditions of approval. Planning Commission goals for 2015 included a review of the zoning ordinance to remove potential barriers to the installation of new alternative energy sources within existing residential neighborhoods; however, that review has not yet been conducted. Ongoing opportunities to incorporate sustainable building elements sought on a case-by-case basis during zoning review.
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 Pittsburgh Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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		
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 January 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).	Ongoing. The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
Northeast River		
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. City currently working with Zagster to implement a bike sharing program at LMC and other locations throughout the city.
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 12/31/17)
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, although a multi-use trail was included in the site plan for the Civic Center Office Building approved under Planning Commission design review in May 2008. Trail adjacent to Civic Center Office Building to be built with future improvements related to the office building as well the BART Multimodal Transfer Facility (CIP project ST-25).
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. Implementation of policies and programs in Specific Plan ongoing.
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.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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, will provide 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. City currently working with Zagster to implement a bike sharing program at select locations throughout the city. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses within 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.	Partially implemented. Identified as policies 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-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. City currently working with Zagster to implement a bike sharing program at LMC and other locations throughout the city.
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.	Partially implemented. 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: - o Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; - o Not result in any net increase of peak-hour stormwater flow; - o Preserve and enhance existing north-south creeks; and - o Respect natural topography in the design and construction of new units.	Ongoing as part of development review.
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.	Identified in the five-year Capital Improvement Program (ST-4). Final environmental impact report for the corridor certified in September 2014. Annexation of land still pending.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
Woodlands		
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.	Ongoing. Implemented on a case-by-case basis.
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		
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. Some improvements to West Leland Road completed in Summer 2009. Additional median improvements identified in the five-year Capital Improvement Program (ST-5). Code enforcement actions to remove unpermitted signs ongoing.
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. has been extended to and just beyond San Marco Blvd). Implementation ongoing as development occurs on properties adjoining the proposed roadway alignment.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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.
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.	Mirant Annexation completed. Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan, and was recognized through conditions of approval of the Columbia Solar Energy project in 2013. Plan for linear park/trail will be further explored as part of the Active Transportation and Safe Routes Plan beginning in April 2018.

GENERAL PLAN POLICY MATRIX

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.	Implementation ongoing. Staff worked with TRANSPLAN in preparation of the most recent 2014 update to East County Action Plan for Routes of Regional Significance and a final draft is pending review and adoption by the Contra Costa Transportation Authority.
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.	Implementation ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Planning 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.
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).
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.	Implementation ongoing. Most recent update to CIP approved by City Council in August 2017.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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.	Implementation ongoing through preparation of this report and with submittals to appropriate entities.

GENERAL PLAN POLICY MATRIX

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.	Not yet implemented, but identified in the five-year Capital Improvement Program.
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.
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.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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: Frontage Rd. (from Railroad Ave. to Crestview Ave.; and Power Ave. (from Railroad Ave. to Davi Ave.)
Key Corridors		
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Implementation ongoing. 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.
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.	Implementation ongoing. Enterprise Zone program eliminated by State in 2014.
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, at the corner of Railroad Avenue and California Avenue, is consistent with the applicable portions of the RASP Architectural and Design Criteria, will utilize varied materials and colors to provide visual interest, and incorporate 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 12/31/17)
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.	Identified in the five-year Capital Improvement Program.
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.
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.	Not implemented.
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 is currently working 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.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 interchange facility that will accommodate future traffic demands.	Over crossing construction identified in the five-year Capital Improvement Program (project ST-1) but is currently unfunded.
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.	Implementation 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.	Implementation 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.	Not yet implemented, but identified in the five-year Capital Improvement Program.
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).	Not yet implemented, but identified in the five-year Capital Improvement Program.
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-turn pockets for access to residential neighborhoods.	Not implemented.
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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.	Ongoing.
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		
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. A Class I pathway to link the existing park and ride lot to the BART terminal is currently being designed, with an anticipated completion in 2018.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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); - o Street lighting; and - o Signage.	"Railroad Avenue Specific Plan" adopted by City Council in November 2009.
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.
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 12/31/17)
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.
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.	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 bulbouts and lighted crosswalks. Bulbouts, 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 April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will include additional policies related to pedestrian safety.
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 April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will include additional policies related to pedestrian safety and comfort.

GENERAL PLAN POLICY MATRIX

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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 approved design review applications for façade updates to, and restoration of, the Enean and California Theaters, respectively, to support re-establishment of the use as entertainment facilities. Rehabilitation of the California Theater commenced in 2010 and completed in 2012. Further restoration and updates to the California Theater were completed in 2016.
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 Tenth 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 Tenth, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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. Planning Commission approved design review and density bonus requests for an 81-unit senior housing complex with senior services on the property in September 2008. 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 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 have been rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site.
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. Multiple parcels were acquired by the former Redevelopment Agency. A Memorandum of Understanding executed in 2009 regarding the development property at the terminus of Harbor Street was executed in 2009 to ensure the City and Tesoro continue to work cooperatively on any development plans for the Tesoro property. Land dedication for wide sidewalk and landscaping on west side of Harbor Street was required as a condition of approval of the tentative map for former Johns Manville property; a five-year extension of approval of the tentative map was approved by the Planning Commission in 2016.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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).	Site of former Johns Manville plant has been rezoned for residential and commercial development, and buildings have been removed by property owner. A five-year extension of approval of the tentative map was approved by the Planning Commission in 2016 in order to help the existing property owner market the site to a developer.
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. Belle Harbor, 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.
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 five-year CIP. Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. Construction of Ray Giacomelli Community Park at San Marco Blvd. and W. Leland Rd. currently underway. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
5-P-25	Improve streetscaping along West 10 th 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		
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.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 Pittsburgh. 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.
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). Outdoor seating and service approved for former Sassy Sweets and current CreAsian restaurants in 2015 to encourage outdoor seating and an active streetscape. Implementation ongoing as part of review and approval of façade remodel plans.
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.	Partially implemented. Visual access enhanced.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.	Properties rezoned to CW (Waterfront Commercial); however, General Plan designations for 'park' remain at the northern terminus of Harbor and East 3 rd Streets, extending to the water and along the entire waterfront between the existing Bay Harbor Park Subdivision to the Koch Carbon facility at 707 East 3 rd Street. Former Tesoro buildings near terminus have been demolished. Multiple parcels were acquired by the former Redevelopment Agency. A Memorandum of Understanding executed in 2009 regarding the development property at the terminus of Harbor Street was executed in 2009 to ensure the City and Tesoro continue to work cooperatively on any development plans for the Tesoro property.
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 and Almenara apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Evaluation of street design alternatives ongoing.
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.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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, and include bulbouts and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
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.	Not implemented. This proposed bikeway has been identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan. In April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will further evaluate feasibility for this and other bikeways throughout the city.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. Project for striping bike lanes and “sharrows” indicating bike routes on Railroad Avenue between Civic Avenue and East 10 th Street completed.
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. In April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will further evaluate feasibility for bikeways and pedestrian improvements throughout the city.

GENERAL PLAN POLICY MATRIX

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
6-P-2	Establish an implementation program that specifically outlines tasks to be undertaken, timeframes for completion, resources to be allocated, monitoring, and annual evaluation to ensure the overall success of the initiatives proposed in the Economic Development Strategy.	Implemented.
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.	Implemented. Updated as needed.
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.	On December 31, 2013, the California Enterprise Zone program ended. Other programs in place to help new and existing businesses would 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.
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.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program.
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. There currently is very little R&D space available in the City. R&D and Class A office space is in the planning stage, and implementation will begin as space becomes available.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 five-year CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.
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, Culinary Crawl 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 and Phase 2 Zoning Update, as well as potential development along the waterfront at the terminus of Harbor Street.

GENERAL PLAN POLICY MATRIX

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 with adoption of new Engineering Standard Details in May 2007. Further updates currently in design phase.
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.
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 2010, the City received a \$540,000 grant to repave and install bike lanes on Harbor Street (Highway 4 to East Third St.). In 2011, city received congestion management grants to rehabilitate the pavement on Railroad Avenue between Linscheid Drive and northern city limits (project completed at end of 2012), and to install bike lanes and sidewalk on North Parkside Drive/Willow Pass Road; both projects were completed in 2013. The City completed a pavement rehabilitation project on Railroad Avenue, from State Route 4 to Linscheid Avenue with \$299,000 during fiscal year 2014/2015 with CMAQ funds.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implementation ongoing. Reviewed on a case-by-case basis. Railroad Avenue Pavement Preservation, as detailed in the CIP completed in 2015.
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.	Identified in the five-year Capital Improvement Program. Project EIR was certified by the City Council in September 2009; however, land use changes and annexation are still pending. In 2015, the City Council certified environmental impact reports for the Montreux and Tuscany Meadows residential projects, the impact fees from which will support construction of the Buchanan bypass project.
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. Identified in five-year CIP. Traffic mitigation fees collected and dedication/construction required of adjacent development as it is warranted in accordance with existing agreements. West Leland Road was extended to the western edge of the San Marco Villas apartments as part of the construction of that complex in 2008/9.
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.	Identified in five-year CIP but currently unfunded.
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. Dependent upon future development applications.
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.	Identified in five-year CIP but currently unfunded.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 bulbouts.
Transit and Public Transportation		
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. 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.
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.	Implementation ongoing. Groundbreaking for East County extension of BART occurred in October 2010. Construction currently underway with an estimated completion date of 2018. Proposed multimodal drop-off facility (CIP project ST-16) at the northeast corner of Railroad Avenue and California Avenue near the propose BART station will serve as a connection between BART and other public transit services.
Bikeways and Pedestrian Movement		

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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 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) as detailed in the Capital Improvement Program (CIP; ST-18) completed in 2015. Grant funding pursued as potential projects are identified. In April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will identify potential safe routes to schools improvements.
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.	Implementation ongoing. Pedestrian path linking the Oak Hills and San Marco neighborhoods through the Vista del Mar neighborhood was completed in 2014. Implemented on a case-by-case basis as part of project 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.
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. In April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will help identify opportunities for additional paths and bicycle/multi-use trails.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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. In April 2018, the City will begin preparation of the Active Transportation and Safe Routes Plan, which will help identify additional pedestrian improvements.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. Various projects identified in the CIP.
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 April 2018, the City will begin preparation of the Active Transportation and Safe Routes 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.	In progress as part of a regional trail development program. This will be evaluated as part of the Active Transportation and Safe Routes 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.	Not implemented. This will be evaluated as part of the Active Transportation and Safe Routes Plan.
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.	Partially implemented. Railroad Avenue overcrossing at State Route 4 has existing shoulders for bicyclists. Enhancements to the Willow Pass Road/Range Road interchange identified in the five-year Capital Improvement Program (project ST-25).

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Partially implemented. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009. Improvements to be built as redevelopment/buildout occur in the Specific Plan area.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Implementation ongoing.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Implementation 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.
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 12/31/17)
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. 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: - o Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; - o 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); - o Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and - o A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. Parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.
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.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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.	Implementation ongoing. The 2009 Contra Costa Countywide Bicycle and Pedestrian Plan identifies potential regional trail connections throughout the City. This will be explored through the Active Transportation and Safe Routes Plan.
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 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. - 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.	Partially implemented. Preliminary concepts for city-wide parks and streetscape master plan identify potential locations of new trail systems.
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 12/31/17)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: - o Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. - o 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. - o Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. - o 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.	Implemented with completion of construction of the Marina Promenade in 2008. Additionally, approximately 20 acres at the terminus of Harbor Street, formerly home to the Tesoro Company, has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers; however, the City is currently exploring development of a portion of this site for public use.
Recreational and Cultural Programs		
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: - o 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. - o 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. - o Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Partially Implemented. Various recreational facilities (including a skate park) identified in the five-year CIP. The City currently leases buildings in City Park to STS Academy, who operates a variety of child care and teen programs out of the facility. The Ambrose Park Aquatic Center was reopened in 2017. Additionally, the City is currently exploring development of a portion of an approximately 20 acre site at the terminus of Harbor Street for public use.
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.	In progress. Planning Commission approved design review applications for façade restoration and rehabilitation of the Enean and California theaters, to support re-establishment of use as entertainment facilities. Construction of first phase of California Theatre rehabilitation commenced in 2010 and was completed in late 2012. The City Council also approved funding for expansion of the existing Pittsburg Library building; construction was completed in 2013.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Not implemented.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	In progress and implementation 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, Ramar Foods International, Commercial shell building at Railroad and State Route 4) supported through conditions of approval, where building architecture necessitates such installations.
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, approved by the Planning Commission in 2016, requires 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 12/31/17)
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.
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.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
9-P-16	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: - o 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. - o 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.	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 12/31/17)
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. In 2012, a trash capture device was installed in a drainage area near Dover Way, in accordance with requirements of the Regional Water Quality Control Board.
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.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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 12/31/17)
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: - o Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. - o Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. - o Ensure revegetation of cut-and-fill slopes to control erosion. - o 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.
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.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.
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 12/31/17)
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. The funding will be used to identify contaminates and begin preliminary planning for cleanup and future development at up to five underutilized sites in Pittsburgh. Assessments are scheduled to begin in spring 2018.
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. Pittsburgh Municipal Code chapter 10.36 identifies truck routes through the City. The County typically 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.	Partially Implemented. CARE program distributes information to schools (shelter-in-place). 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. As of 2011, 231 Pittsburgh residents had received training through the CERT program.

GENERAL PLAN POLICY MATRIX

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.	Various improvements identified in the five-year Capital Improvement Program and 2015 Water System Master Plan, adopted in 2016.
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.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Implementation 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.	Identified in the five-year Capital Improvement Program.
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.	Implementation ongoing. Updates to Wastewater Conveyance System Master Plan conducted as needed.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Implementation ongoing.
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.	Implementation ongoing. Developers are charged facility reserve charges for development projects built in the city.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
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.	Implementation 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.
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.	Implementation 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.
11-P-28	Cooperate with CCCYPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Implementation 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		

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: - o Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. - o 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.	Implementation ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburgh 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 12/31/17)
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.
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.	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.
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.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
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.	Partially implemented. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2017 – December 31, 2017

**Table A: Annual Building Activity Report Summary - New Construction
Very Low-, Low-, and Mixed-Income Multifamily Projects**

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
Toscana at San Marco	SF	O	-	-	-	24	24	-	-	-	-
Positano at San Marco	SF	O	-	-	-	77	77	-	-	-	-
Waterstone (Belle Harbor))	SF	O	-	-	-	44	44	-	-	-	-
Waterstone (Belle Harbor)	ADU	R	-	6	-	-	6	-	-	6	-
Clipper Cove	SF	O	-	-	-	2	2	-	-	-	-
(9) Total of Moderate and Above Moderate from Table A3 ► ► ►					-	147	153	-			
(10) Total by income Table A/A3 ► ►			0	6	0	147					
(11) Total Extremely Low-Income Units*			0								

* Note: These fields are voluntary

Table A2: Annual Building Activity Report Summary - Units Rehabilitated, Preserved and Acquired pursuant to GC Section 65583.1(c)(1)

Please note: Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in GC Section 65583.1(c)(1)

Activity Type	Affordability by Household Incomes				(4) The Description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1
	Extremely Low-Income*	Very Low-Income	Low-Income	TOTAL UNITS	
(1) Rehabilitation Activity				0	
(2) Preservation of Units At-Risk				0	
(3) Acquisition of Units				0	
(5) Total Units by Income	0	0	0	0	

* Note: This field is voluntary

Table A3: Annual building Activity Report Summary for Above Moderate-Income Units (not including those units reported on Table A)**

	1. Single Family	2. 2 - 4 Units	3. 5+ Units	4. Second Unit	5. Mobile Homes	6. Total	7. Number of infill units*
No. of Units Permitted for Moderate	-	-	-	-	-	-	-
No. of Units Permitted for Above Moderate	-	-	-	-	-	-	-

* Note: This field is voluntary

** All units reported within Table A

Table B: Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	392	-	23	-							23	367
	Non-deed restricted		-	2	-							2	
Low	Deed Restricted	254	2	209	6							217	37
	Non-deed restricted		-	-	-							0	
Moderate	Deed Restricted	316	-	-	-							0	166
	Non-deed restricted		150	-	-							150	
Above Moderate		1,063	252	168	150*							570	493
Total RHNA by COG. Enter allocation number:		2,025	404	402	156							962	1,063
Total Units ►►►													
Remaining Need for RHNA Period ►►►►►													

Note: units serving extremely low-income households are included in the very low-income permitted units totals.

*Includes 3 units that were not previously counted under the 2016 General Plan APR, per September 14, 2017 email from Christina Mirani from ABAG

Table C: Program Implementation Status

Housing Programs Progress Report - Government Code Section 65583

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. Throughout 2017, the City continued to expand 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	On May 21, 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. On November 2, 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

Program	Objective	Timeframe	Status of Program Implementation
			around the existing Pittsburgh/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 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.
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	On May 21, 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 Belle Harbor Subdivision, which

Program	Objective	Timeframe	Status of Program Implementation
			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 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. The City will continue to apply for grant and other capital improvement funds to further develop these areas.

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, the City approved the 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 which are affordable by design. The Belle Harbor Subdivision utilizes an innovative site plan which includes shared driveways, designated trash receptacle pickup areas, a tot lot, and 12,000 square feet of open space.
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	On May 21, 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).

Program	Objective	Timeframe	Status of Program Implementation
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. Additionally, General Plan policy 2-P-94 allows an overall maximum density of three dwelling units per acre within the low density residential areas south of the San Marco Planned Development, which would allow for estate-sized lots for estate sized homes
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. Additionally, General Plan policy 2-P-94 allows an overall maximum density of three dwelling units per acre within the low density residential areas south of the San Marco Planned Development, which would allow for estate-sized lots for estate sized 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.

Program	Objective	Timeframe	Status of Program Implementation
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. Additionally, 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, the City approved the 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 which are affordable by design. While these units are detached, the PD District approved under the rezoning allows for reduced lot sizes and setbacks, and an increase in density similar to a townhome development. 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.

Program	Objective	Timeframe	Status of Program Implementation
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 fast-track permit processing.	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 the planned eBART station. On September 19, 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 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 which are affordable by design. The proposed development 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 State Route 4. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburgh/Bay Point BART Station. The City will continue to communicate with interested developers as development projects are proposed within these specified areas.
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	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

Program	Objective	Timeframe	Status of Program Implementation
	mile distance of BART and other transit facilities in order to reduce parking requirements.		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	Not yet implemented. Implemented 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.		
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	In August 2017, the City Council adopted an ordinance amending Title 18 of the PMC to bring the City's Accessory Dwelling Unit (ADU) ordinance into conformance with recently adopted state legislation. In response to SB 1069 and AB 2299, the amendments included the following changes: increasing the maximum allowable attached ADU size; and eliminating parking requirements for certain ADUs. Key additional changes made beyond those required to meet state law included: allowing detached ADUs a maximum 1,200 square feet; establishing a minimum ADU size of 200 square feet; requiring a minimum private storage area of 200 cubic feet; outlining requirements for conversion of lawfully established nonconforming structures; specifically requiring all ADUs provide kitchen and sanitation facilities separate from the main dwelling unit; and requiring all new ADUs be registered to the City's Residential Rental Inspection Program (RRIP).
13-P-1.5.B	Work with Delta Diablo Sanitation District and Contra Costa Water District to reduce or waive	2015-2017	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	fees for utility installations for accessory dwelling units.		
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	In progress.
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 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.	2014-2022	The City made significant progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of 2017, the City has achieved six percent of its very-low (23 of 392); 86% of its low (219 of 254); 152% of its moderate (479 of 316); and 28% of its above-moderate income RHNA targets through project entitlements.
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. Throughout 2017, the City continued expanding its GIS program, which will allow the City to closely monitor availability of land for development of housing at all income levels.
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.		

Program	Objective	Timeframe	Status of Program Implementation
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 needs populations described in Policy 2.1.	Review CDBG funding annually to provide funds for affordable housing projects and targeted special needs populations.	The Pittsburgh Housing Authority/Community Access 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 Pittsburgh Housing Authority (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. With this in mind, for calendar year 2016-2017, the Housing Authority received \$13,446,509. These funds were used to subsidize 948 Section 8 recipients and 160 Veteran Affairs Supportive Housing (VASH) vouchers. Additionally, \$100,000 of CDBG funds were used for housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. This program will continue to be implemented on an annual basis.
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 30 units that would be set aside for qualified low-income residents and small families. The development may be restricted to veteran housing depending on the funding secured for the project. Program will continue to be implemented on a case-by-case basis.
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	Ongoing; implement as affordable housing projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. In 2015, the Planning Commission approved development of Greystone Place, a 38-unit infill development. As part of the project's Development Agreement, four deed-restricted affordable units were

Program	Objective	Timeframe	Status of Program Implementation
	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.		constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were waived. In 2016, the Planning Commission approved development of formerly Belle Harbor, an 82-unit infill development which includes eight deed-restricted affordable units to be constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were also waived.
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, Los Medanos Village 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	Implemented on a case-by-case basis as affordable housing projects are proposed. The Development Services Department has historically prioritized development projects that include an affordable component. In 2015, Greystone Place, which included the construction of four affordable second dwelling units, obtained subdivision, design review,

Program	Objective	Timeframe	Status of Program Implementation
			and development agreement approvals and began construction in less than 20 months (February 2014 to November 2015). In 2016, the Planning Commission approved development of an 82-unit infill development with eight affordable second dwelling units. The developer obtained subdivision, design review, and development agreement approvals and began construction in less than one year (September 2015 to August 2016). 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).
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	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 Los Medanos Apartments, which is slated for occupancy by veterans, 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	Annually communicate with nonprofit developers and annually,	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 Pittsburg Housing Authority has agreed to provide a loan

Program	Objective	Timeframe	Status of Program Implementation
	population described in Policy 2.1.	depending on state funding cycles, submit applications for funding.	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 child care space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site child care.	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 child care 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.		
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 2017-2018 fiscal year \$100,000 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-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 2017/2018 fiscal year, the City provided over \$59,699 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, 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;; St. Vincent de Paul RotaCare, a free medical clinic for low income and underserved uninsured Pittsburg residents; and the St. Vincent de Paul workforce Development Program, which provides training and work experience for those who are new to or have been out of the workforce due to incarceration, addiction, homelessness or chronic unemployment; 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

Program	Objective	Timeframe	Status of Program Implementation
			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 2017-2018 fiscal year, the City provided \$13,137 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 day time 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 \$26,562 in CDBG funds to CORE and the Winter Nights Rotating Shelter. 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. Additional vouchers may be awarded in Spring 2018.
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.

Program	Objective	Timeframe	Status of Program Implementation
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 for the Redevelopment Agency of the City of Pittsburgh has partnered with 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. During the 2017-2018 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	Not yet implemented.
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 been 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 2017-2018 fiscal year \$100,000 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 available at permit counter and	Ongoing; review and update information	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	on the City's website.	annually or as needed	
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.
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	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
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 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.	2017	This program has not been implemented during the current Housing Element cycle.
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 record in developing successfully in the city.	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.
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. Throughout 2017, the City continued to expand its GIS program, which will allow the City to closely monitor availability of land for development of housing at all income levels.
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	Ongoing; pursue federal resources and institute a	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

Program	Objective	Timeframe	Status of Program Implementation
	foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburg when administering the program.	local preference policy by 2017	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. Every possible alternative to foreclosure is explored.
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 continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 160 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the City of Pittsburg Housing Authority opened the Housing Choice Voucher Wait List and conducted a lottery. 5000 applicants were selected for consideration when funding is available. In October, the COPHA 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 may be awarded in Spring 2018.
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.

Program	Objective	Timeframe	Status of Program Implementation
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 2017-2018 fiscal year \$100,000 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 2016-2017 fiscal year, \$76,689 was expended under the Housing Rehabilitation program and assisted 4 Pittsburg residents with the renovation of their homes.
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 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.	2015-2020	This program has not been implemented.
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	2015-2020	Implemented on a case-by-case basis as development projects are proposed.

Program	Objective	Timeframe	Status of Program Implementation
	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).		
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 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 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.

Program	Objective	Timeframe	Status of Program Implementation
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 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 Housing Authority office and add information to the Housing Authority's website.	Ongoing	Currently, Pittsburg 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 on February 6, 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. Approximately 2,500 properties are enrolled 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

Program	Objective	Timeframe	Status of Program Implementation
			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 2017-2018 fiscal year, \$150,000 in CDBG funds was 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 2017-2018 fiscal year \$100,000 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 2016-2017 fiscal year, \$76,689 was expended under the Housing Rehabilitation program and assisted 4 Pittsburg residents with the renovation of their homes.
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 Pittsburg when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, Pittsburg 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 Pittsburg, 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	Annually	During the 2016-2017 fiscal year, \$76,689 was expended under the Housing Rehabilitation program and assisted 4 Pittsburg residents

Program	Objective	Timeframe	Status of Program Implementation
	limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.		with the renovation of their homes. During the 2017-2018 fiscal year \$100,000 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-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 Pittsburgh (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 Manor Apartments.
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.

Program	Objective	Timeframe	Status of Program Implementation
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. On November 9, 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.
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.

Attachment 3
Regional Fair Share Housing Allocation – Status (as of January 1, 2018)
Reporting Period 2015-2023

	No. Approved Housing Units				
	Very Low Income*	Low Income*	Moderate Income	Above-Mod. Income	Total
Approved Housing Entitlements					
The Reserve at Woodland Hills	-	-	18	-	18
San Marco Villas II Extension (Village B)	-	-	132	-	132
Stoneman Apartments	23	207	-	-	230
Greystone Place (single-family)	-	4	-	38	42
Waterstone (formerly Belle Harbor)	-	8	-	82	90
Burlessas Mixed Use	-	-	8	-	8
Esperanza at San Marco	-	-	318	-	318
Positano at San Marco	-	-	-	176	176
East Santa Fe Triplex	-	-	3	-	3
Purchased Covenants for Very Low Income Units in Existing Developments					
(none)	-	-	-	-	-
Subtotal					
Subtotal	23	219	479	296	1,017
Regional Housing Need Allocation (RHNA) 2015-2023	392	254	316	1,063	2,025
Net Housing Need, 2015-2023	369	35	0 (163 surplus)	767	1,008

* Indicates deed restricted units or units with required affordability covenants.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Nunley's Karate-Do, AP-17-1301 (UP, SR).

ORIGINATED BY: Allan Nunley, 2413 Mark Twain Drive, Antioch, CA 94531

SUBJECT: This is a public hearing on a request for approval of a use permit to establish a karate school within an existing 1,617 square foot commercial space. The applicant is also requesting approval of a sign review application to install a projecting sign near the entrance of the proposed use located at 760 Railroad Avenue, within the CP (Pedestrian Commercial) District. Assessor's Parcel Number: 085-164-018.

RECOMMENDATION:

Staff recommends the Commission adopt Resolution No. 10088, approving Use Permit and Sign Review Application No. 17-1301, as conditioned.

BACKGROUND:

The subject tenant space is located on the ground-level of the Siena Court Senior Housing Development. The Siena Court development was originally constructed in 2009, and per City business license records, the tenant space previously housed a pharmacy, which closed in 2015. The prospective tenant has been pursuing occupancy of the space since 2016. The proposed karate school has previously operated at 411 E. 10th Street, in Pittsburg.

PROJECT DESCRIPTION:

Existing Conditions: The project site is a 1,617-square foot, ground-floor space within the existing Siena Court mixed-use building (Attachment 2). The main entrance is located along the east side of the building, adjacent to Railroad Avenue, while the southern building façade provides secondary access, as well as emergency, entrances/exits adjacent to the existing sidewalk.

See Attachment 3 for photos of the project site.

Surrounding Land Uses:

North: Entrance to Siena Court Apartments, commercial tenant spaces (vacant)
West: Siena Court parking lot entrance (adjacent); multifamily residential
South: East 8th Street (adjacent); Marina Vista Elementary School
East: Railroad Avenue (adjacent); Various downtown commercial uses

See Attachment 4 for a map of surrounding uses.

Planning Commission Staff Report

Proposed Project: As mentioned above, the applicant is requesting approval of a use permit to allow a karate school within an existing commercial space. The applicant has proposed initial operating hours of 5:30 to 9:00 p.m., Monday through Friday, and 9:00 a.m. to 5:00 p.m. Saturday and Sunday. The use would employ one instructor.

The tenant space has already been modified by the applicant in order to remove two small offices and a transaction counter. Two restrooms as well as an approximately 80 square foot storage room remain. The western (rear) wall of the space currently houses cases with trophies and miscellaneous instruction equipment. A desk intended for administrative work is located along the eastern (front) wall, in front of a small section of the building fenestration, though window tinting has been added in this location to screen the workstation from view. The octagonal bay (referred to as the “pop-out”) at the southeast corner of the tenant space is to be utilized for seating and observation during instruction. The majority of the open floor space would be covered with “karate mats,” in order to allow for instruction.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The project site is located in the ‘Downtown Subarea’ of the General Plan, and has a land use designation of Mixed Use. This land use designation is intended to allow for greater flexibility of land uses around and accessible by transit.

Pittsburg Municipal Code: The CP District is intended to provide a vibrant destination area that caters to pedestrian shoppers and visitors in the downtown commercial core. The district is intended to create a place for pedestrian-oriented activity by providing inviting, visually interesting, human-scale architecture, pedestrian-friendly storefronts, outdoor dining opportunities, and a limited number of (public) parking facilities.

Pursuant to PMC section 18.52.015, the subject tenant space is located within the CP-1 sub-district. “Personal Improvement Services,” including a martial arts studio, is a permitted use subject to an approved use permit within the CP-1 sub-district (PMC section 18.52.010).

Off-Street Parking: PMC section 18.78.040 sets forth standards for off-street parking. PMC section 18.78.040(G)(3) specifies that nonresidential uses on properties located in the CP district shall not be subject to the minimum off-street parking and loading spaces required by [section 18.78.040].

Sign Review: Pursuant to PMC section 19.16.110, all signs located within the Downtown Subarea of the General Plan shall be subject to the design approval process and signage guidelines set forth in the Old Town Design Guidelines (OTDG). OTDG section II.F defines projecting signs as perpendicular to the building facade and mounted on the building wall, usually by a metal bracket, and due to their historic nature, identifies these types of signs as particularly appropriate for Old Town. The applicant has provided renderings of the proposed projecting sign and metal bracket.

Planning Commission Staff Report

Required Use Permit Findings: Pursuant to Pittsburg Municipal Code (PMC) section 18.16.040, in order to approve the use permit for the proposed project, the Planning Commission must find that the proposed use:

- A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
- B. is not detrimental to the health, safety, and general welfare of the City;
- C. will not adversely affect the orderly development of property within the City;
- D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
- E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
- F. will not create a nuisance or enforcement problem within the neighborhood;
- G. will not encourage marginal development within the neighborhood;
- H. will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints imposed by law; and
- I. is consistent with the City's approved funding priorities.

Additionally, pursuant to PMC section 18.52.010, Land Use Regulations Limitation-166, in approving the use permit, the planning commission must make an additional finding that the use:

- J. will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor.

Environmental: The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301.

Public Notice: On or before February 3, 2018, a notice of the February 13, 2018, public hearing for this project was posted at City Hall and at or near the proposed project site; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to all owners of property within 300 feet of the project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. In

addition, a copy of the notice was posted on the “Public Notices” section of the City’s website.

ANALYSIS:

Allowing the establishment of a karate school at the proposed location would reduce the number of commercial vacancies along the primary Downtown corridor, adding to the economic vitality of the area and helping to eliminate the voids along the corridor that interrupt the continuity of the downtown experience. The proposed location near Marina Vista Elementary School is also ideal, as parents or guardians picking their children up from after school programs can go directly to the studio, eliminating the need for additional trips across town. A typical class lasts approximately 1-2 hours, allowing time for parents/guardians to visit other downtown shops or businesses, or pick up dinner, while their children attend class.

A proposed condition of approval would require the majority of the window area along the eastern and southern building faces not be screened, tinted, or otherwise obscured to allow for visibility into the business. This would ensure that during operational hours, passers-by would be able to see into the space and observe classes, which staff believes helps to create an engaging and family-oriented atmosphere. However, the nature of the proposed business necessitates that the majority of the interior space remain open to allow for instruction and would not include items such as merchandise or other paraphernalia that could be displayed in windows to attract pedestrians and activate the streetscape during non-business hours. To ensure that the space appears occupied during non-business hours, staff has proposed conditions that would require the business owner maintain Old town-appropriate signage near the main entry and place wooden or metal benches (where patrons could sit while observing or waiting for classes) within the interior of the building in front of each window section of the octagonal bay at the southeast corner of the tenant space. A proposed condition would also require that folding and/or moveable chairs not be left within the octagonal bay outside of operational hours.

As such, staff believes the Commission can make all the required findings to approve the proposed use, subject to conditions.

ACTION REQUIRED:

Move to adopt Resolution No. 10088, approving use permit and sign review application No. 17-1301, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10088
2. Project Plans
3. Surrounding Uses Map/Existing Condition Photos
4. Public Hearing Notice/Vicinity Map

Planning Commission Staff Report

Prepared by: Jordan Davis, AICP, Senior Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving: 1) a Use Permit to	)	Resolution No. 10088
Establish a Karate School; and 2) Sign	)	
Review of a Projecting Wall Sign, located	)	
at 760 Railroad Avenue, for "Nunley's	)	
Karate-Do, AP-17-1301 (UP, SR).")	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On December 1, 2017, Allen Nunley filed Planning Application No. AP-17-1301, requesting approval of a use permit to establish a karate school within an existing 1,617 square foot commercial space, as well as approval of a sign review application to install a projecting sign near the entrance of the proposed use located at 760 Railroad Avenue, within the CP (Pedestrian Commercial) District. Assessor's Parcel Number: 085-164-018.
- B. The proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburgh General Plan, and Pittsburgh Municipal Code (PMC) Title 18 (Zoning).
- C. Pursuant to PMC section 18.16.040, a use permit may be granted only after the Planning Commission makes a determination that the proposed use:
 - 1. is in accord with the objective of this title, the purposes of the land use district in which it is located and is appropriate to the specific location;
 - 2. is not detrimental to the health, safety, and general welfare of the City;
 - 3. will not adversely affect the orderly development of property within the City;
 - 4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;
 - 5. is consistent with the objectives, policies, general land uses, and programs specified in the general plan and applicable specific plan;
 - 6. will not create a nuisance or enforcement problem within the neighborhood;
 - 7. will not encourage marginal development within the neighborhood;

8. will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints imposed by law; and
 9. is consistent with the City's approved funding priorities.
- D. Additionally, pursuant to PMC section 18.52.010, Land Use Regulations Limitation-166, in approving the use permit, the planning commission must make an additional finding that the use:
1. will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor.
- E. Pursuant to PMC section 19.16.110, all signs located within the Downtown Subarea of the General Plan shall be subject to the design approval process and signage guidelines set forth in the Old Town Design Guidelines (OTDG).
- F. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301.
- G. On or prior to February 3, 2018, notice of the February 13, 2018, public hearing was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the City's website; was delivered for posting at the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the building, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.
- H. On February 13, 2018, the Planning Commission held a public hearing on Planning Application No. 17-1251, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Nunley's Karate-Do, AP-17-1301 (UP, SR)," and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. The City's Old Town Design Guidelines identify projecting signs perpendicular to the building facade and mounted on the building wall by a metal bracket as particularly appropriate for Old Town. The applicant has provided renderings of the proposed projecting sign and metal bracket.

3. The proposed karate school will be in accordance with the objectives of the Zoning Ordinance, the purposes of the land use district in which it is located and will be appropriate to the specific location. The purpose of the CP District is to provide a vibrant destination area that caters to pedestrian shoppers and visitors in the downtown commercial core. Allowing the establishment of a karate school at the proposed location would reduce the number of commercial vacancies along the primary Downtown corridor, adding to the economic vitality of the area and helping to eliminate the voids along the corridor that interrupt the continuity of the downtown experience.
4. The proposed use will not be detrimental to the health, safety, and general welfare of the City, in that the proposed use will occupy a tenant space, for which the recently-completed tenant improvements have met the safety requirements of the Pittsburg Building Division and the Contra Costa County Fire Protection District. Further, the proposed use will help to enhance the overall health of the City and its population, and the City's youth in particular, by providing an additional recreation and exercise opportunity.
5. The use will not adversely affect the orderly development of property within the City, in that the proposed use will occupy an existing commercial space, and the applicant is proposing no exterior building improvements or expansions.
6. The use will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City, as the continued occupancy of empty tenant spaces throughout the City will increase property values as well as the City's tax base.
7. The karate school is consistent with the General Plan, more specifically, Goals 5-G-1 and 5-G-2, which promote a mix of residential and commercial uses in a walkable, pedestrian-oriented district, and the development and intensification of the Downtown commercial core as both a visitor destination and a neighborhood retail center. Further, the proposed use is consistent with Goal 8-G-8, in that it will provide recreational opportunities targeted toward local youth.
8. The use will not create a nuisance or enforcement problem within the neighborhood because any such use will be required to meet performance standards, as set forth by PMC chapter 18.82, which are intended to address ongoing safety, noise, odor, and maintenance concerns. Additionally, proposed conditions of approval shall require that: 1) amplified sound other than that prerecorded music played from household stereo or similar system, is prohibited; 2) the site and adjacent street and sidewalk shall be kept clean and free of all litter, debris, and refuse that may be generated from the operation of the business, at all times; and 3) the business operator shall be responsible for maintaining the peace and order on the premises, and should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to

provide additional public safety measures at the business owner/operator's sole expense.

9. The use will not encourage marginal development within the neighborhood, in that the use will occupy an existing commercial space and does not involve construction of a new building or building addition.
 10. The use will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law, in that the use will not require water or sewer services beyond that for which the building has been designed to accommodate, and a proposed condition of approval states the business operator shall be responsible for maintaining the peace and order on the premises, and should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to provide additional public safety measures at the business owner/operator's sole expense.
 11. The use is consistent with the City's approved funding priorities in that there is no public money involved in this project.
 12. The proposed use will support the goals of creating a vibrant, economically prosperous, visually interesting, and engaging pedestrian-oriented atmosphere along the primary downtown corridor. Allowing the establishment of a karate school at the proposed location would reduce the number of commercial vacancies along the primary Downtown corridor, adding to the economic vitality of the area and helping to eliminate the voids along the corridor that interrupt the continuity of the downtown experience. To ensure that passers-by would be able to see into the space and observe classes and to create an engaging and family-oriented atmosphere, a condition of approval has been added to require the majority of the window area along the eastern and southern building faces not be screened, tinted, or otherwise obscured to allow for visibility into the business. Further, to ensure that the space appears occupied during non-business hours, conditions have been added that require the business owner: 1) maintain Old town-appropriate signage near the main entry; 2) place wooden or metal benches within the interior of the building in front of each window section of the octagonal bay at the southeast corner of the tenant space; and 3) not leave folding and/or moveable chairs within the octagonal bay outside of operational hours.
- B. The staff report entitled, "Nunley's Karate-Do, AP-17-1301 (UP, SR)," dated February 13, 2018, is referenced hereto as additional support for the findings.

Section 3. Decision

- A. Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 17-1301, subject to the following conditions:
1. The approved use shall be operated substantially as presented to the Planning

Commission in the staff report identified in Section 2 of this resolution and as presented in the project plans and proposal, date stamped December 1, 2017, except as may be modified by the conditions below. Operation of the approved use in a manner inconsistent with this use permit shall be grounds for revocation of the use permit. Any major changes to the business operation shall be subject to review and approval by the Planning Commission at the City Planner's discretion.

2. Hours of operation shall be limited to 9:00 a.m. to 9:00 p.m., daily. Extended hours may be permitted on a case-by-case basis with approval of a Temporary Activity Permit or Special Event Permit for a specific event.
3. The business operator shall ensure that all windows, including windows within doors, with the exception of the windows north of the main entrance adjacent to Railroad Avenue, are not screened, tinted, or otherwise obscured, and allow for visibility into the business.
4. The business operator shall maintain wooden and/or metal benches no more than three feet in height within the interior of the building in front of each window section of the octagonal bay at the southeast corner of the tenant space. The business operator shall ensure that folding and/or moveable chairs are not left within the octagonal bay outside of operational hours.
5. The applicant shall maintain a projecting sign along the eastern building façade, in substantial conformance with the sign proposal date stamped January 18, 2018. The final location of the sign shall be subject to approval of the Planning Division.
6. Amplified sound other than that prerecorded music played from household stereo or similar system, is prohibited. Amplified sound or other live entertainment (as defined under PMC section 18.06.030) may be permitted on a case-by-case basis with approval of a Temporary Activity Permit or Special Event Permit for a specific event.
7. The business operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence that adversely impact the safety of the community. Should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.
8. The site and adjacent street and sidewalk shall be kept clean and free of all litter, debris, and refuse that may be generated from the operation of the business, at all times. There shall be no outside storage of materials, supplies, bins, or other equipment related to the business operation.

9. The business owner shall practice dry clean-up methods for outdoor sidewalk and patio surface areas, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).
10. The business owner shall ensure employees collect and dispose of water and cleaning liquids to the sanitary sewer, not the exterior storm drain inlets/catch basins.
11. The business owner shall not allow floor mats to be cleaned or rinsed outdoors.
12. The business owner shall ensure detergents/degreasers are never used in the process of outdoor cleaning.
13. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
14. The business owner shall comply with all the requirements of the City's Community Development Department, Contra Costa County Fire Protection District, and all other applicable local, state and federal agencies. It is the responsibility of the business owner to contact each local, state, or federal agency for requirements that may pertain to this project.
15. Business owner agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Business owner may select its own legal counsel to represent business owner's interests at business owner's sole cost and expense. Business owner shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
16. This use permit will expire on February 13, 2019, unless the use has been legally established prior to the expiration date, or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 13th day of February, 2018, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10088 was adopted by the Planning Commission of the City of Pittsburg on February 13, 2018.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



RECEIVED

December 1, 2017

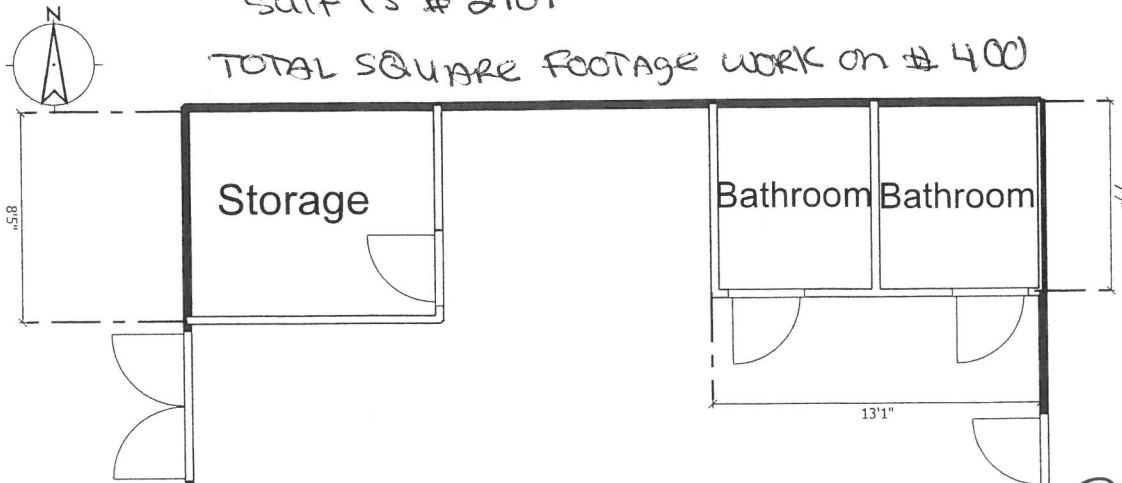
PLANNING DIVISION

ASSESSOR'S COPY

TOTAL SQUARE FOOTAGE OF THE
SUIT IS # 2101

TOTAL SQUARE FOOTAGE WORK ON # 400

NOW



proposed
floor plan

Karate mats



COPY OF THE APPROVED
SHALL BE ONSITE
AT TIME OF INSPECTION

IN A VANCE, AT 925-941 3300

PAYED
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DATE
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SEP 13 2017

CONTRA COSTA FIRE DISTRICT

8-27017-04522 T.1

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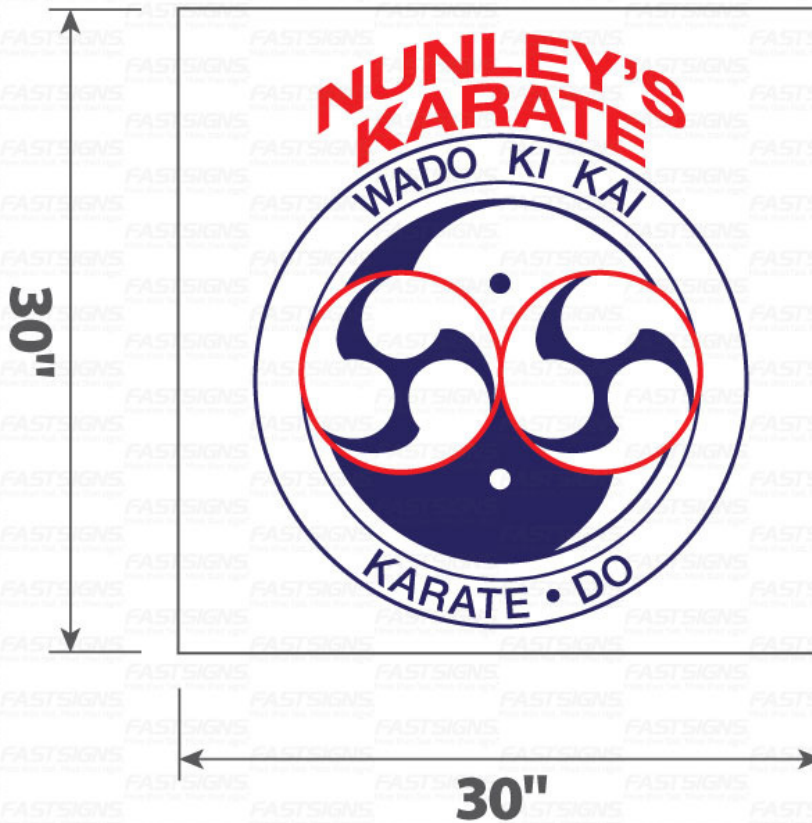
PROOF VERSION 1

925-755-7446
520@FASTSIGNS.COM

CLIENT: NUNLEY'S KARATE
MEDIA: Full Color Vinyl
SUBSTRATE: PVC

FINISH SIZE:
30"Ht. x 30"W

OUTLINE FOR PROOFING PURPOSES ONLY.



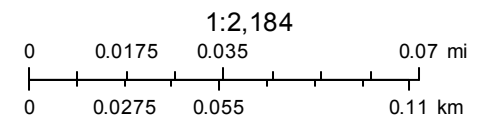
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January 18, 2018
PLANNING DIVISION



Attachment 3: Surrounding Land Uses and Existing Conditions



February 6, 2018



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Attachment 3: Surrounding Land Uses and Existing Conditions



Figure 1: Aerial view of project site facing Northwest.



Figure 2: Southern façade of tenant space (along 8th Street), and residential units above. The yellow arrow identifies the general street frontage of the tenant space.



Figure 3: View of tenant space from corner of Railroad Avenue and 8th Street, facing Northwest. The yellow arrows identify the general street frontage of the tenant space.



Figure 4: Eastern façade of tenant space, showing main entry point and adjacent commercial tenant spaces and residential units above. The yellow arrow identifies the general street frontage of the tenant space.



City of Pittsburg

Community Development Department – Planning Division

65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the **Planning Commission of the City of Pittsburg** will conduct a public hearing on:

DATE: February 13, 2018
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

Nunley's Karate-Do, AP-17-1301 (UP, SR).

This is a public hearing on a request for approval of a use permit to establish a karate school within an existing 1,617 square foot commercial space. The applicant is also requesting approval of a sign review application to install a projecting sign near the entrance of the proposed use located at 760 Railroad Avenue, within the CP (Pedestrian Commercial) District. Assessor's Parcel Number: 085-164-018.

PROJECT PLANNER: Jordan Davis, (925) 252-4015 or jdavis@ci.pittsburg.ca.us

Why am I receiving this notice? You are receiving this notice because you have either previously requested notifications from the Planning Division, or a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

The complete file for this project is available for public inspection at the Planning Division, weekdays during the hours of 8:00 AM to 12:00 PM and 1:00 PM to 5:00 PM. You can also find out more about the project by contacting the project planner listed above.

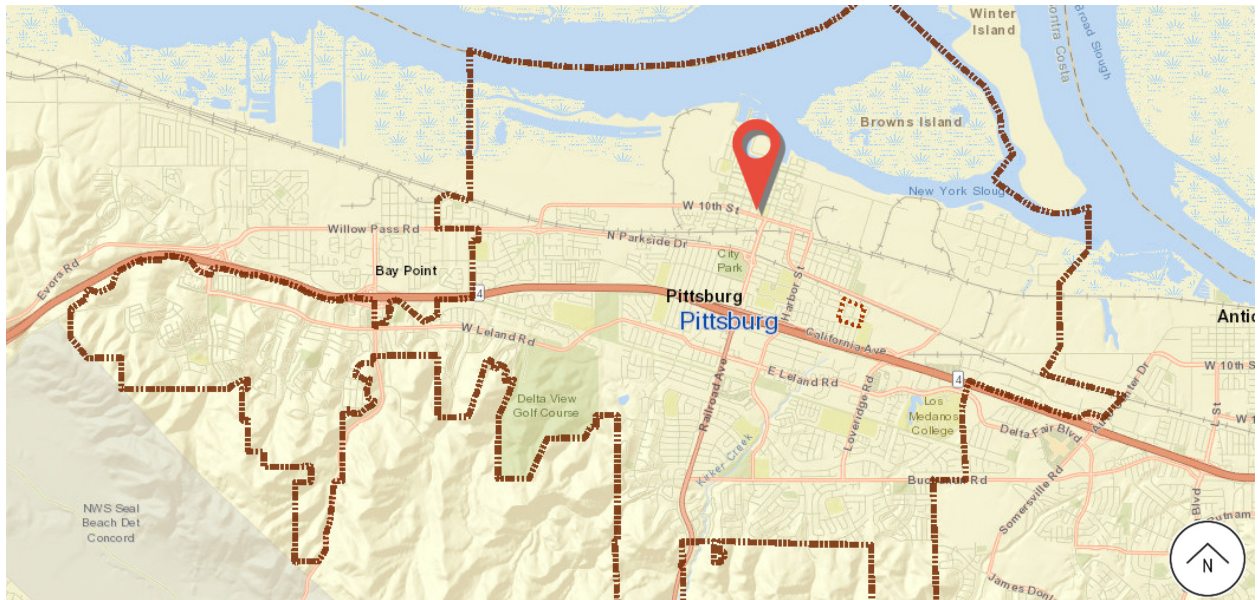
What can I do if I have comments on the project?

Comments or objections to the project can be made by writing or through oral testimony during the public hearing. Written comments citing the project name may be emailed to the project planner listed above, or may be mailed or delivered to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the public hearing on the date and time listed above.

Pursuant to Section 65009 of the California Government Code, if you challenge this matter in court, you may be limited to those issues you or someone else raised at the public hearing described in this notice, or in written correspondence on the matter delivered to this agency at, or prior to the public hearing. Any written correspondence delivered to the Planning Division before the hearing body's action on the matter will become a part of the administrative record.


KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Nunley's Karate-Do, AP-17-1301 (UP, SR)
Location: 760 Railroad Avenue, APN: 085-164-018



**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Alves Ranch Housing Element Amendment, AP-18-1311 (GPA).

ORIGINATED BY: Scott Roylance, William Lyon Homes, 2603 Camino Ramon, Suite 450, San Ramon, CA 94583.

SUBJECT: This is a public hearing on a request for a recommendation of a General Plan amendment modifying the Housing Element data to eliminate the affordable units anticipated for the Alves Ranch Development project.

RECOMMENDATION:

After further consideration, staff has determined that a General Plan amendment is no longer needed. Accordingly, staff recommends that the Commission pull this item from the agenda.

BACKGROUND:

On January 20, 2009, the City Council adopted Ordinance No. 08-1312 approving a Master Plan for the property known as 'Alves Ranch,' which is generally located on the north side of West Leland Road, immediately north of the existing Vista Del Mar Residential Development. The approved Master Plan included a layout that allowed for a maximum of 560 residential units and 14 acres of business (office) commercial uses. Within the residential neighborhoods proposed, it was assumed that there would be an affordable housing component providing a minimum of 93 low, 30 moderate income units, in addition to the 437 above-moderate income units.

On May 4, 2015, the City Council adopted the current Housing Element, which is incorporated into the City's General Plan. Chapter 4 outlines the City's housing resources and data, which was utilized by the State Department of Housing and Community Development (HCD) to determine the City's Regional Housing Needs Allocation (RHNA) for the 2014-2022 cycle. Housing Element Table 4-1 identifies a total RHNA allocation of 2,025 units for the City of Pittsburgh during the 2014-2022 cycle.

Housing Element Table 4-2, 'Approved Residential Developments,' identifies the Alves Ranch Master Plan (described above) as being an existing approved project that would likely be constructed during the 2014-2022 RHNA cycle. Table 4-2 quantifies the total number of approved units (including the Alves Ranch Master Plan) as contributing 1,122 units towards the current cycle, leaving a gap of 903 units needed to meet the RHNA.

Housing Element Tables 4-3 and 4-4, provide an inventory of vacant and underutilized land in the City (not counting approved developments), along with a 'realistic capacity' to approximate the number of residential units that could be developed on the sites

Planning Commission Staff Report

listed. Between the two tables there is a realistic capacity for up to 5,006 units, which far exceeds the gap in units needed to meet the RHNA for this cycle.

As of late 2017, a new developer (William Lyon Homes) has begun the process of purchasing the Alves Ranch property. This developer is interested in making several modifications to the overall master plan which are intended to reduce the overall density of the site by approximately 228 units, re-designate the commercial land from business (office) commercial to retail commercial so that a new shopping center (with a grocery store) can be built, and reduce the overall expectation for an affordable housing mix from 93 low, 30 moderate, and 437 above-moderate income units, to just 10 moderate and 322 above-moderate income units.

Staff initially assumed that the previously discussed Chapter 4 assumptions would need to be amended in order to accommodate the proposed Alves Ranch project changes; however, after further review, it was determined that Government Code Section 65863 would allow for reduced density of projects identified in the Housing Element inventory, as long as there are remaining sites available to meet the jurisdiction's RHNA. According to this Government Code section, the Housing Element does not need to be amended, as long as a written finding is included with the project entitlement to ensure that "the remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584."

Because the project changes requested would necessitate an amendment to the existing Development Agreement and an amendment of the approved Master Plan, the finding mentioned above would be more appropriately made in conjunction with that process, which is anticipated to occur by mid-2018; and as such, no Housing Element amendment is needed at this time.

PROJECT DESCRIPTION:

Not applicable.

GENERAL PLAN/CODE COMPLIANCE:

Not applicable.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Staff recommends that the Commission pull this item from the agenda, as the General Plan Amendment is not needed at this time.

Planning Commission Staff Report

ATTACHMENTS:

1. Government Code Section 65863
2. Pittsburg Housing Element, Chapter 4

Prepared by: Prepared by: Kristin Pollot, AICP, Planning Manager



GOVERNMENT CODE - GOV

TITLE 7. PLANNING AND LAND USE [65000 - 66499.58] (*Heading of Title 7 amended by Stats. 1974, Ch. 1536.)*

DIVISION 1. PLANNING AND ZONING [65000 - 66210] (*Heading of Division 1 added by Stats. 1974, Ch. 1536.)*

CHAPTER 4. Zoning Regulations [65800 - 65912] (*Chapter 4 repealed and added by Stats. 1965, Ch. 1880.)*

ARTICLE 2. Adoption of Regulations [65850 - 65863.13] (*Article 2 added by Stats. 1965, Ch. 1880.)*

65863. (a) Each city, county, or city and county shall ensure that its housing element inventory described in paragraph (3) of subdivision (a) of Section 65583 or its housing element program to make sites available pursuant to paragraph (1) of subdivision (c) of Section 65583 can accommodate, at all times throughout the planning period, its remaining unmet share of the regional housing need allocated pursuant to Section 65584, except as provided in paragraph (2) of subdivision (c). At no time, except as provided in paragraph (2) of subdivision (c), shall a city, county, or city and county by administrative, quasi-judicial, legislative, or other action permit or cause its inventory of sites identified in the housing element to be insufficient to meet its remaining unmet share of the regional housing need for lower and moderate-income households.

(b) (1) No city, county, or city and county shall, by administrative, quasi-judicial, legislative, or other action, reduce, or require or permit the reduction of, the residential density for any parcel to, or allow development of any parcel at, a lower residential density, as defined in paragraphs (1) and (2) of subdivision (g), unless the city, county, or city and county makes written findings supported by substantial evidence of both of the following:

(A) The reduction is consistent with the adopted general plan, including the housing element.

(B) The remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(2) If a city, county, or city and county, by administrative, quasi-judicial, legislative, or other action, allows development of any parcel with fewer units by income category than identified in the jurisdiction's housing element for that parcel, the city, county, or city and county shall make a written finding supported by substantial evidence as to whether or not remaining sites identified in the housing element are adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. The finding shall include a quantification of the remaining unmet need for the jurisdiction's share of the regional housing need at each income level and the remaining capacity of sites identified in the housing element to accommodate that need by income level.

(c) (1) If a reduction in residential density for any parcel would result in the remaining sites in the housing element not being adequate to meet the requirements of Section 65583.2 and to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584, the jurisdiction may reduce the density on that parcel if it identifies sufficient additional, adequate, and available sites with an equal or greater residential density in the jurisdiction so that there is no net loss of residential unit capacity.

(2) If the approval of a development project results in fewer units by income category than identified in the jurisdiction's housing element for that parcel and the jurisdiction does not find that the remaining sites in the housing element are adequate to accommodate the jurisdiction's share of the regional housing need by income level, the jurisdiction shall within 180 days identify and make available additional adequate sites to accommodate the jurisdiction's share of the regional housing need by income level. Nothing in this section shall authorize a city, county, or city and county to disapprove a housing development project on the basis that approval of the housing project would require compliance with this paragraph.

(d) The requirements of this section shall be in addition to any other law that may restrict or limit the reduction of residential density.

(e) This section requires that a city, county, or city and county be solely responsible for compliance with this section, unless a project applicant requests in his or her initial application, as submitted, a density that would result in the remaining sites in the housing element not being adequate to accommodate the jurisdiction's share of the regional housing need pursuant to Section 65584. In that case, the city, county, or city and county may require the project applicant to comply with this section. The submission of an application for purposes of this subdivision does not depend on the application being deemed complete or being accepted by the city, county, or city and county.

(f) This section shall not be construed to apply to parcels that, prior to January 1, 2003, were either (1) subject to a development agreement, or (2) parcels for which an application for a subdivision map had been submitted.

(g) (1) If the local jurisdiction has adopted a housing element for the current planning period that is in substantial compliance with Article 10.6 (commencing with Section 65580) of Chapter 3, for purposes of this section, "lower residential density" means the following:

(A) For sites on which the zoning designation permits residential use and that are identified in the local jurisdiction's housing element inventory described in paragraph (3) of subdivision (a) of Section 65583, fewer units on the site than were projected by the jurisdiction to be accommodated on the site pursuant to subdivision (c) of Section 65583.2.

(B) For sites that have been or will be rezoned pursuant to the local jurisdiction's housing element program described in paragraph (1) of subdivision (c) of Section 65583, fewer units for the site than were projected to be developed on the site in the housing element program.

(2) (A) If the local jurisdiction has not adopted a housing element for the current planning period within 90 days of the deadline established by Section 65588 or the adopted housing element is not in substantial compliance with Article 10.6 (commencing with Section 65580) of Chapter 3 within 180 days of the deadline established by Section 65588, "lower residential density" means any of the following:

(i) For residentially zoned sites, a density that is lower than 80 percent of the maximum allowable residential density for that parcel or 80 percent of the maximum density required by paragraph (3) of subdivision (c) of Section 65583.2, whichever is greater.

(ii) For sites on which residential and nonresidential uses are permitted, a use that would result in the development of fewer than 80 percent of the number of residential units that would be allowed under the maximum residential density

for the site parcel or 80 percent of the maximum density required by paragraph (3) of subdivision (c) of Section 65583.2, whichever is greater.

(B) If the council of governments fails to complete a final housing need allocation pursuant to the deadlines established by Section 65584.05, then for purposes of this paragraph, the deadline pursuant to Section 65588 shall be extended by a time period equal to the number of days of delay incurred by the council of governments in completing the final housing need allocation.

(h) An action that obligates a jurisdiction to identify and make available additional adequate sites for residential development pursuant to this section creates no obligation under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) to identify, analyze, or mitigate the environmental impacts of that subsequent action to identify and make available additional adequate sites as a reasonably foreseeable consequence of that action. Nothing in this subdivision shall be construed as a determination as to whether or not the subsequent action by a city, county, or city and county to identify and make available additional adequate sites is a “project” for purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(Amended by Stats. 2017, Ch. 367, Sec. 1. (SB 166) Effective January 1, 2018.)

CHAPTER 4 HOUSING RESOURCES

This Chapter analyzes the physical, administrative, and financial resources available for the development, rehabilitation, and preservation of housing in Pittsburg. Land Inventory presents the availability of residential land (vacant and underdeveloped) in the city, as well as the City's progress to date with units built, in progress, or approved in meeting its share of the Regional Housing Need Allocation (RHNA) for new housing production from 2014 to 2022. Affordable Housing Policies and Requirements sections present City policies and requirements to assist and encourage the development of affordable housing for lower-income households. A section on Administrative Resources and Financial Resources below discuss the financial and administrative resources available to support housing activities, programs, and construction and to assist in implementing the Housing Plan discussed in Chapter 5 of this Element. The final section, Opportunities for Energy Conservation, describes how the City incorporates energy conservation techniques into all housing construction.

These sections of the Housing Element address the requirements of Government Code Sections 65583 and 65583.2, requiring a parcel-specific inventory of appropriately zoned, available, and suitable sites that provide realistic opportunities for the provision of housing to all income segments within the community.

APPROVED HOUSING IN THE CITY OF PITTSBURG, 2014

Table-4-1 details the number of housing units that have been approved for development and are planned for construction during this RHNA planning period. This housing will be available for occupancy during this RHNA period and thus will contribute to the City's ability to address the 2014–2022 RHNA. After accounting for approved housing units, Pittsburg has a remaining housing need of 196 extremely low-, 196 very low-, 131 low-, 244 moderate and 136 above moderate-income units. This Housing Element contains a diverse set of policies and actions that are intended to facilitate the construction, preservation, and rehabilitation of housing to meet the community's remaining housing needs for all income levels.



Table 4-1 Approved Housing and Remaining RHNA, 2014-2022

	<i>Extremely Low</i>	<i>Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>	<i>Total</i>
RHNA, 2014–2022	196	196	254	316	1,063	2,025
Approved Housing ¹	0	0	123	72	927	1,122
Remaining RHNA, 2014–2022 (surplus units)	196	196	131	244	136	903

Note: ¹See Table 4-2 for a summary of the approved housing developments that will contribute to fulfilling the City's RHNA.

Source: ABAG RHNA, 2014-2022 (Final Official Release July 18, 2013); City of Pittsburg, Planning & Building Department, October 2014.

As shown in Table 4-2, five approved housing developments will provide a total of 1,122 residential units. The Alves Ranch and Sky Ranch developments will include a mix of affordable and market-rate housing. Los Medanos Apartments development is an affordable project that will offer 30 units affordable to low-income households.

Table 4-2 Approved Residential Developments

<i>Site No.</i>	<i>Assessor Parcel Number</i>	<i>Development Name</i>	<i>Unit Affordability</i>				<i>Total Units</i>	<i>Description</i>
			<i>Extremely Low/ Very Low</i>	<i>Low</i>	<i>Moderate</i>	<i>Above Moderate</i>		
1	088-121-027	Greystone Place	--	--	--	37	37	Infill site covered by the Habitat Conservation Plan. Tentative map for 37 homes approved in October 2014 for this site. Site is surrounded by development. Good access to services.
2	085-182-001	Los Medanos Apartments	--	30	--	--	30	This entitled project is being developed by Domus Development. It is on an infill site owned by the Successor Agency to the Redevelopment Agency of the City of Pittsburg. Site is surrounded by development and is located within the Downtown Pittsburg PDA, walking distance to services.

Table 4-2 Approved Residential Developments

Site No.	Assessor Parcel Number	Development Name	Extremely Low/ Very Low	Unit Affordability			Total Units	Description
				Low	Moderate	Above Moderate		
3	097-700-002; 097-700-001 (portion)	Alves Ranch	--	93	30	437	560	The Alves Ranch Master Plan covers approximately 40 acres and entitles a mix of up to 167 single family residential units (small lot single family) and between 364 and 393 multi-family units. The site is located between one-quarter and three-quarters mile away from BART and a local commercial retail center. Low income units will be enforced through deed restrictions. The Sky Ranch subdivision is an entitled development on 167 acres of vacant land located at the southeastern boundary of Pittsburg. It is adjacent to single family residential neighborhoods with medium to large lots (approximately 6,000 square foot standard lots). While affordable units are required as part of the entitlement for this project, the developer has the option of providing 42 moderate-income units or 21 very low-income units. For purposes of this analysis, the 42 moderate-income units are counted. The third phase of a three-phase market-rate single-family development project of small lot single family units. Development is located within one mile of the Pittsburg-Bay Point BART Station and a local commercial retail center. During the first two phases of construction (2013-2014) average selling price was approximately \$463,000.
4	089-050-074	Sky Ranch	--	--	42	373	415	
5	097-550-044	Toscana at San Marco	--	--	--	80	80	
Total			--	123	72	927	1,122	

Source: Association of Bay Area Governments and City of Pittsburg, 2014.

LAND INVENTORY

The City's evaluation of adequate sites contains a list of sites by zone and General Plan designation. The site suitability analysis demonstrates that these sites are currently available and unconstrained in order to provide realistic development opportunities prior to October 31, 2022 (the end of the RHNA period). To demonstrate the realistic development viability of the sites, the analysis also discusses (1) whether appropriate zoning is in place, (2) the applicable development standards and their impact on projected development capacity and affordability, (3) existing constraints including any known environmental issues, and (4) the availability of existing and planned public service capacity levels.

The City's land inventory was developed with the use of a combination of resources including the City's GIS database, updated Assessor's data, projects in the pipeline, and pending applications, as well as review of the City's Land Use Element and Zoning Ordinance. Several sites are also located in designated Priority Development Areas (PDA) that have been specifically identified by the City and regional planning agencies Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG) for development densification/intensification through the MTC/ABAG FOCUS planning process. There are three PDAs in the City of Pittsburg: the Railroad Avenue Specific Plan area, the Pittsburg/Bay Point Master Plan area, and Downtown Pittsburg Plan. The inventory also includes an estimate of potential development capacity for these sites based on mid-range development scenarios that are consistent with the City of Pittsburg 2020 General Plan Environmental Impact Report (EIR) and historic development patterns in the city. This, in addition to any other site constraints and/or limitations, is identified as the "realistic capacity" of the subject site.

The tables and figure in this chapter illustrates sites appropriate for housing development for the 2014–2022 RHNA period. These sites represent vacant or underutilized residentially designated land available for new development and selected public/institutional designated land where residential development is permitted "by right," if determined to be surplus property not needed for further public use. Tables 4-3 and 4-4 list vacant and underutilized sites that are zoned for residential development. These tables are intended to illustrate the wide range of sites available for residential development that could be developed during this RHNA period. Tables 4-3 and 4-4 include details such as parcel number, acreage, General Plan and zoning classification, and the potential range of residential development density. The tables also include a "realistic capacity" of development which is typically less than the maximum permitted on site, and indicates availability of utilities and any potential site constraints and details (see

detailed discussion below). Between 2,901 and 8,763 housing units are projected on approximately 500 acres of vacant and underutilized sites within City limits. This land has a realistic capacity to be developed into approximately 5,000 housing units.

Of the 25 identified sites in Tables 4-3 and 4-4 and shown on Figure 4-1, 14 are located within PDAs (boundaries are also shown on Figure 4-1), and are covered by existing specific and master plans or zoning regulations that allow higher densities and more intense land uses in close proximity to transit, which is supportive of Plan Bay Area, which is the regional sustainable community strategy. The PDA sites total approximately 110 acres, with a minimum development potential of about 1,740 units and a maximum development potential of about 5,260 (not including density bonuses), and an assumed realistic capacity of about 2,300 units based on the program-level EIRs developed for the respective plans.

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
Low Density Residential												
6	086-151-001	Low Density Residential	RS-5	1	7	2.4	10	Yes	Planning application pending. Infill site that is surrounded by commercial and residential development. Owner has requested to amend the General Plan and zoning on the property to allow for high density residential; however, the proposal has not been approved.	Yes1	Yes	Yes

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
7	089-150-013	Low Density Residential	RS-4 (pre-zoning)	1	7	135.6	917*	No	Planning application pending. Development is subject of current planning entitlement and environmental review. Located outside city limits (annexation to City and utility districts); former industrial site under clean-up activity; needs utilities; surrounded by existing development; covered under Habitat Conservation Plan.	No	N/A	N/A
8	089-020-015	Low Density Residential	Hillside PD	n/a	178 units	154	365*	No	Planning application pending. Parcel located outside city limits (annexation to City and utility districts); needs utilities and significant grading; covered under Habitat Conservation Plan; project Draft EIR found that it will result in significant impacts related to fire service. Site is the subject of current planning entitlement to pre-zone the site Single Family Residential with a minimum 6,000 square foot lot which would increase allowable density, annexation to City of Pittsburg and environmental review.	No	N/A	N/A

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
Subtotal Low Density Residential						292 Acres	1,292 Units					
Medium Density Residential												
9	073-190-033	Medium Density Residential	RM	7	14	4.4	33*	Yes	Planning application pending. Infill site surrounded by commercial uses and a junior high school. In 2013, the site was the subject of a General Plan amendment and rezoning from commercial to residential by a private developer. A vesting tentative map is currently in the entitlement phase for this project. An initial study was prepared and reviewed by the Planning Commission for the project.	No	N/A	N/A
10	073-050-001	Downtown Medium Density Residential	RMD	12	18	14.7	221	Yes	Infill site surrounded by development and adjacent to downtown Pittsburg services. Former industrial site that was remediated.	Yes3	Yes	No
Subtotal Medium Density Residential						19.1 Acres	254 Units					
High Density Residential												
11	097-550-018	High Density Residential	PD	14	25 (up to	25	300*	Yes	Planning application pending. Infill site surrounded by	No	N/A	N/A

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
					40**)							
12	089-150-013	High Density Residential	RH	14	25 (up to 40**)	14.6	365*	No	development and adjacent to future San Marco Park. Located within one-half mile of existing BART station. Good access to nearby services. Planning application pending. Outside city limits (annexation to City and utility districts); former industrial site under clean-up activity; needs utilities; surrounded by existing development.	No	N/A	N/A
13	097-550-028 (portion)	High Density Residential	PD	14	25 (up to 40**)	12.4	141	No	Portion of the approved San Marco Planned Development. Village B was envisioned to have a total of approximately 470 units on the site, and a total of 330 (San Marco Villas) are currently constructed; therefore, the realistic capacity is 141 units. Large site located at the southwestern part of the city within city limits; planned extension of roadway would provide access and opportunity for developer to tie into utilities.	No	N/A	N/A
14	097-550-028	High Density Residential	PD	14	25 (up to 40**)	15.8	115	No	Portion of the approved San Marco Planned Development. Under current PD District plan,	No	N/A	N/A

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
	(portion)				40**)				Village O would be permitted to have up to 115 townhouses. Large site located at the southwestern part of the City within City limits; utilities are located within adjacent roadway.			
15	073-150-003	High Density Residential	RH	14	25 (up to 40**)	2.8	56	Yes	Infill site with access to services. Owned by the Contra Costa County Housing Authority and adjacent to the El Pueblo public housing development.	No	No	Yes
Subtotal High Density Residential						70.6 Acres	977 Units					
Mixed Use												
16	088-171-037	Mixed Use	PD	30	65	3.6	108	Yes	Contra Costa County-owned infill site surrounded by development. Key opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-quarter mile of the future eBART station.	Yes1	Yes	Yes
17	087-030-067	Mixed Use	PD	15	30	2.2	33	Yes	Infill flag lot surrounded by development. Key opportunity site in the Railroad Avenue Specific Plan with good access	Yes1	Yes	Yes

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
18	073-140-016	Mixed Use	PD	15	30	1.05	16	Yes	to services and within one-quarter mile of the future eBART station. Infill lot surrounded by development. Key opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-half mile of the future eBART station.	Yes1	Yes	Yes
19	097-160-043	Mixed Use	PD	20	49	23	460	Yes	Infill site surrounded by development and located within the Pittsburg/Bay Point BART Master Plan PDA. Covered under the Habitat Conservation Plan. Good access to nearby services and within one-quarter mile of the existing BART station.	Yes2	Yes	Yes
20	086-100-035; -037 and -033	Mixed Use	PD	20	50	7.4	148	Yes	Three city-owned infill sites located on the Civic Center block and surrounded by development. All identified as a contiguous opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-quarter mile of the future eBART station.	Yes1	Yes	Yes

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
21	073-140-019	Mixed Use	PD	15	30	1.9	29	Yes	Infill lot surrounded by development. Key opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-half mile of the future eBART station.	Yes1	Yes	Yes
Subtotal Mixed-Use						39.15 Acres	794 Units					
Public/Institutional												
22	073-121-001	Public/Institutional ***	GQ	0	25 (up to 40**)	7	280	Yes	Infill site owned by the Successor Agency to the Redevelopment Agency of the City of Pittsburgh. Site is surrounded by development and has good access to services.	Yes1	Yes	Yes
23	088-300-017 & -018	Public/Institutional ***	GQ	0	25 (up to 40**)	6.8	273	Yes	Infill site owned by the Pittsburgh Unified School District. Site is surrounded by development and has good access to services.	Yes1	N/A	N/A
Subtotal Public/Institutional						13.8 Acres	553 Units					
TOTAL						434.65 Acres	3,870 Units					

PDA: 1=Railroad Avenue Specific Plan PDA; 2=Pittsburg/Bay Point BART PDA; and 3=Downtown Pittsburgh PDA.

Table 4-3 Vacant Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR

PDA/TPA: areas where PDAs and Transit Priority Areas (TPA) overlap are eligible for CEQA streamlining, because PDA designation demonstrates consistency with Plan Bay Area while TPAs meet specific transit proximity and frequency criteria.

Plan EIR: having a plan-level EIR that meets Government Code Section 65451 is an eligibility requirement for some CEQA streamlining provisions.

*Realistic capacity reflects assumptions in Specific Plan or Master Plan EIR prepared for PDA; current entitlement, application package and/or environmental analysis for identified site.

**Multi-family residential developments that incorporate more than the minimum number of affordable units required by the Inclusionary Housing Ordinance may be permitted density increases that result in a maximum of 40 dwelling units per acre pursuant to Pittsburg Municipal Code (PMC) schedule 18.50.105

***Single and multi-family residential development is permitted on properties located in the GQ (Governmental/QuasiPublic) District provided that the city planner, Planning Commission, or City Council finds that the land will not be needed in the future for a public/institutional use pursuant to PMC section 18.60.030.

Source: Association of Bay Area Governments and City of Pittsburg, 2014.

Table 4-4 Underutilized Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
Low Density Residential												
A	088-030-021	Low Density Residential	RS-6	1	7	6	42	Yes	Currently used as an existing, non-conforming landscaping business in a small commercial building. Remainder of site is vacant. The site is accessible via roadways and surrounded by single-family residential neighborhoods.	No	N/A	N/A
Subtotal Low Density Residential						6 Acres	42 Units					
Mixed Use												
B	088-171-027	Mixed Use	PD	30	65	1	30	Yes	City-owned lot surrounded by development. Site is developed with a small, currently vacant commercial building. Key opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-quarter mile of the future eBART station.	Yes1	Yes	No
C	088-171-005	Mixed Use	PD	30	65	7	210	Yes	Key opportunity site in the Railroad Avenue Specific Plan. Located within one-quarter mile of the future eBART station. Currently developed with a warehouse building constructed in the 1940s and split into multiple tenant spaces. Current tenants include automotive uses, contractors, and a recycling facility.	Yes1	Yes	Yes

Table 4-4 Underutilized Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining		
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR	
D	097-160-041 & -044	Mixed Use	PD	20	70	26.4	420*	Yes	BART-owned property is a key component of the Pittsburg/Bay Point BART Master Plan. Site is a combination of high density residential (4.2 acres at 50 to 70 units per acre); medium density residential (2.4 acres at 20 to 49 units per acre); and flex space that can be a combination of commercial and high density residential uses (2.9 acres at 20 to 70 units per acre) for a total of 6.6 acres of potential residential development.	Yes2	Yes	Yes	
Subtotal Mixed Use						34.4 Acres	660 Units						
Public/Institutional													
E	088-230-022	Public/Institutional ***	GQ	0	25 (up to 40**)	10.5	230*	Yes	Planning application pending. Current development application for multi-family residential development. Surplus Pittsburg Unified School District property that was sold to a private developer. Infill site that is surrounded by development. Good access to services.	No	N/A	N/A	
F	088-161-003 (portion)	Public/Institutional ***	GQ	0	25 (up to 40**)	10	140	Yes	Portion of property owned by the Contra Costa County Junior College District and is adjacent to Los Medanos Community College. Accessible to services and roadways; however, the project site is adjacent to an existing pond; however, it is not located within a flood plain.	No	N/A	N/A	
Subtotal Public/Institutional						20.5 Acres	370 Units						
Commercial													

Table 4-4 Underutilized Parcel Inventory

Site No.	Assessor Parcel Number	General Plan	Zoning	Density Allowed (units/acre)		Acres	Realistic Capacity	Infrastructure	Existing Use/Constraints (Flood plain, difficult access, lack of services, etc.)	PDA	Potential CEQA Streamlining	
				Min.	Max.						PDA/TPA	Adopted Plan-Level EIR
G	088-184-006	Community Commercial	CC	N/A	96 units	3.9	64****	Yes	Privately owned lot surrounded by development. Site is developed with a vacant commercial building that once housed a car dealership and service center. Key opportunity site in the Railroad Avenue Specific Plan with good access to services and within one-half mile of the future eBART station.	Yes1	Yes	Yes
Subtotal Commercial						3.9	64					
TOTAL						64.8 Acres	1,136 Units					

PDA: 1=Railroad Avenue Specific Plan PDA; 2=Pittsburg/Bay Point BART PDA; and 3=Downtown Pittsburg PDA.

PDA/TPA: areas where PDAs and Transit Priority Areas (TPA) overlap are eligible for CEQA streamlining, because PDA designation demonstrates consistency with Plan Bay Area while TPAs meet specific transit proximity and frequency criteria.

Plan EIR: having a plan-level EIR that meets Government Code Section 65451 is an eligibility requirement for some CEQA streamlining provisions.

* Realistic capacity reflects assumptions in Specific Plan or Master Plan EIR prepared for PDA; current entitlement, application package and/or environmental analysis for identified site.

**Multi-family residential developments that incorporate more than the minimum number of affordable units required by the Inclusionary Housing Ordinance may be permitted density increases that result in a maximum of 40 dwelling units per acre pursuant to Pittsburg Municipal Code schedule 18.50.105.

***Single and multi-family residential development is permitted on properties located in the GQ (Governmental/QuasiPublic) District provided that the city planner, Planning Commission, or City Council finds that the land will not be needed in the future for a public/institutional use pursuant to PMC section 18.60.030.

****Realistic capacity that 50% of the 0.75 FAR is developed with residential uses. Assume 1,000 square foot multi-family residential units.

Source: Association of Bay Area Governments and City of Pittsburg, 2014.

Figure 4-1, Approved, Vacant and Underutilized Parcel Inventory

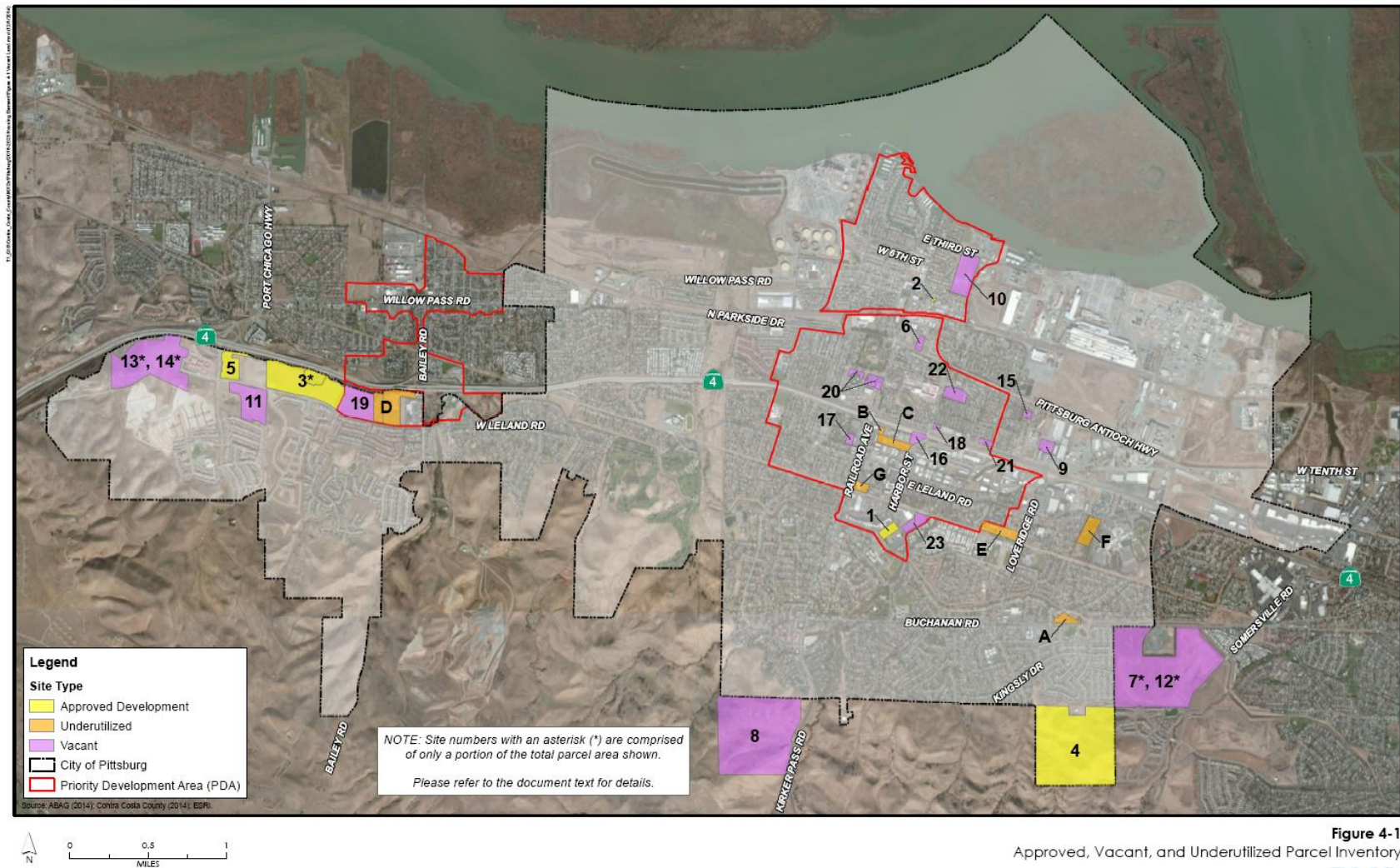


Figure 4-1
Approved, Vacant, and Underutilized Parcel Inventory
PMC

Vacant Parcels

The land inventory includes 19 vacant sites. Each site may contain one or more parcels for a total of approximately 435 acres of vacant land available to accommodate residential development. According to current General Plan and zoning designations, the minimum number of units that could be developed on the identified vacant sites is 2,127 and the maximum is 5,466. The realistic unit capacity is 3,870 units, estimated at approximately 70 percent of the allowable capacity (maximum permitted density) on the vacant sites. Of the 19 vacant sites, six have current applications in the entitlement process. For those sites, the realistic capacity is based on the actual number of units proposed in the active application. A mid-range of about 50 percent of allowable capacity was assumed for the remaining vacant parcels that are not the subject of current entitlement applications (see further discussion about realistic capacity assumptions below). The parcels are located within Residential (R), Governmental/QuasiPublic (GQ), and Planned Development (PD) zones.

Underutilized Parcels

The land inventory includes seven underutilized sites; each site may contain one or more parcels for a total of approximately 64 acres of land available to accommodate a variety of residential development. According to current zoning, the minimum number of units that could be developed on the identified underutilized sites is 774 and the maximum is about 3,297. The realistic unit capacity of 1,136 is approximately 34% of the allowable capacity on the underutilized sites to allow for a conservative estimate since the sites are currently developed with other uses or structures. The parcels are located within the GQ, CC (Community Commercial), PD and R zones.

The City has entitled several projects that were located on sites identified as “underutilized” in previous planning periods. For example, the previously entitled Vidrio project, is a high density mixed-use development located in the heart of downtown Pittsburg on three contiguous infill blocks that were previously developed with mainly vacant, low-scale commercial structures. The blocks combined (measuring 1.98 acres, 1.61 acres, and 1.74 acres, respectively) totaled 5.33 acres. The project was approved with 38,000 square feet of ground floor commercial development along Railroad Avenue and 195 residential units above and on the rear portions of the blocks. Due to the economic downturn, only Block B of the Vidrio project was constructed in accordance with the approved site plan; however, the Siena Court Senior Apartments was recently constructed (2010) on the southernmost 1.98-acre block formerly known as Block C of

the Vidrio project. The Siena Court Senior Apartments contains 111 senior-restricted units affordable to very low- and low-income households over and adjacent to approximately 10,000 square feet of commercial development.

Underutilized site A is six acres in size and is currently designated Low Density Residential (allowing up to seven units per acre). It is currently developed with a small commercial building that was built in 1970 and is currently used as a landscaping business; approximately 99 percent of the lot is vacant and undeveloped at this time.

Underutilized sites B, C, D and G are located within identified PDAs. Sites B, C and G are located within the Railroad Avenue Specific Plan PDA and Site D is located within the Pittsburg/Bay Point BART PDA. Potential development on these sites has already been assessed through program-level EIRs. The realistic capacity assumptions for these sites were estimated based on the existing specific plans and certified EIRs, which assumed a mid-range of development on the site.

Underutilized site B is a City-owned parcel within one-quarter of the future eBART station. It is currently occupied by a vacant commercial structure that was constructed in 1972 and a parking lot.

Underutilized site C contains a warehouse building under single, private ownership located on a key opportunity site within one-quarter mile of the future eBART station. The warehouse building was constructed in the late 1940s/early 1950s as part of Camp Stoneman and it house various contractors and low-intensity automotive uses. The property owner participated throughout the Railroad Avenue Specific Plan planning process and is amenable to redevelopment of the parcels once the eBART station is completed (estimated in 2017).

Underutilized site G is currently occupied by a vacant commercial structure that was built in 1974 and housed a car dealership until about 2010. Since that time, the building has been vacant and the property is advertised for sale as a mixed-use development opportunity within one-half mile of the future eBART station. There has been some interest in rezoning the property for high-density residential uses; however, there is no current application on file.

Underutilized site D is currently occupied by BART-owned parking for the Pittsburg/Bay Point BART station. BART and the City recognize that surface parking is an inefficient use of land at this site and have entered into an Exclusive Negotiating Agreement to conduct a phased development of the site with transit-oriented development and structured parking. This vision

for the site is articulated in the Pittsburg/Bay Point BART Master Plan, which was adopted in 2010 along with certification of a program-level EIR for the plan.

Underutilized Site F is a vacant parcel owned by the Contra Costa County Junior College District. It is adjacent to Los Medanos College, and is constrained by a water feature and limited access. Currently zoned GQ (Governmental/Quasipublic), the site could be developed with high density residential uses for student and/or teacher housing.

Small Sites

The land inventory includes three sites that are one acre or less in size. To illustrate the feasibility of these sites for residential development during this Housing Element period, recently approved projects on less than one-acre sites include Entrata, 28 low-income units built on a 0.62-acre site; East Street Estates, eight low-income units under construction on a 0.63-acre site; and Cornwall/Trinity Orchards, a development of three single-family units on a 0.3-acre site.

Large Sites

The sites inventory contains ten large sites that are over ten acres in size (vacant site nos. 7, 8, 10, 11, 12, 13, 14, 19 and underutilized sites D, E and F). Of those, site nos. 7 and 8 are identified as Low Density Residential, site nos. 10 through 14 are identified as High Density Residential, and vacant site 19 as well as underutilized site D are identified as Mixed Use, and underutilized sites E and F are Governmental/Quasipublic.

While these sites may not be appropriately sized to be developed as 100 percent federally and state-subsidized affordable housing, it is appropriate to identify these sites as eligible for residential development during the Housing Element planning period and to assume that a certain amount of affordable housing will be located on them due to codified inclusionary housing requirements, particularly for the large, single-family sites that will be developed as for-sale housing (site nos. 7 and 8). The adopted Inclusionary Housing Ordinance (Pittsburg Municipal Code chapter 18.86) requires developers to set aside between 15 percent and 20 percent of new residential development for very low-, low-, and/or moderate-income households, or to enter into a Development Agreement to meet affordable housing goals. With regard to the large sites that are zoned for High Density Residential uses which would most likely develop into rental housing, one of the sites (Site D) is publicly owned and a portion will

likely be developed as affordable housing if the City can negotiate a development agreement or similar interest since affordable housing is in the public interest.

All of the large sites are or will be subject to Development Agreements or Exclusive Negotiating Agreements between the City and developers. Development Agreements (described on page 4-24) between the City and a future developer would be utilized to ensure that a certain percentage of the development is set aside for affordable housing. Exclusive Negotiating Agreements are typically used to define the timeline for negotiating the deal points of a Development Agreement. See Section 4.3, Affordable Housing Policies and Requirements, for further discussion about Development Agreements.

Large site nos. 19 (23 acres) and D (26.4 acres) are part of the Pittsburg/Bay Point Master Plan area. These sites are identified regional PDAs, and are expected to develop as mixed-use, mixed density transit-oriented developments in accordance with local and regional plans.

The Alves Ranch Master Plan, a recently approved project, illustrates the feasibility of a large site to yield a rich mix of market rate and affordable housing. For example, the Development Agreement for the Alves Ranch Master Plan (total of 47 acres), specified 560 residential units could be developed on-site. Of those 560 units, 123 were to be set aside as affordable to very low-, low-, and moderate- income households with 91 rental units contained within a multi-family structure on the site, and the remaining 32 scattered throughout the development as “for sale” housing affordable to low- and moderate-income households. The Master Plan covers a site totaling approximately 47 acres, and was approved in 2009 with a total of 14 acres for commercial development and 560 residential units accomplished through a variety of residential development types including small lot single-family, townhouse-style, and multi-family residential units.

Mixed Use and Commercial Sites

Vacant site nos. 16 (3.6 acres), 17 (2.2 acres), 18 (1.05 acres), 19 (23 acres), 20 (7.4 acres), 21 (1.9 acres), and underutilized sites B (1 acre), C (7 acres), D (26.4 acres) and G (3.9 acres) total 77.45 acres of Mixed Use zoned property that allow high density residential uses within the Railroad Avenue Specific Plan and Pittsburg/Bay Point BART Master Plan areas. These sites can be developed as mixed use or as exclusively commercial development.

The Railroad Avenue Specific Plan area contains a total of 1,076 acres, wherein approximately 50 acres are zoned for mixed-use development. Of those 50 acres scattered throughout the

Specific Plan site, 27.05 acres were identified as potential housing sites in this Housing Element. These sites were identified as potential housing sites in this Housing Element because they are publicly owned and are either vacant or underutilized (i.e., used as parking lots or as old vacant commercial structures) and are therefore more likely to develop under Development Agreements that would specify minimum densities.

In order to account for potential development of nonresidential uses on these sites, the capacity analysis assumes the *minimum* development potential on these sites (30 units per acre) rather than the mid-range assumption (48 units per acre). Assuming the absolute minimum allowable residential development on identified mixed use sites in the Railroad Avenue Specific Plan area, which could potentially develop at higher densities under current development standards, deliberately underestimates the potential development in the plan area; however, this assumption would offset the potential for some of the acreage with mixed-use zoning in the specific plan area to develop solely as commercial uses with no residential component. It is also important to note that these assumptions do not account for density bonuses for affordable housing as permitted under state law and the respective specific plan.

Sites 19 and D are part of the Pittsburg/Bay Point Master Plan, which was adopted by the City Council in 2010. The master plan site is composed of three separate parcels that are acting as one large site under the master plan. The assumptions for the master plan site were based on the Program EIR assumptions as detailed in Tables 4-2 and 4-3. The entire master plan area will be developed in phases with earlier phases developed closer to 20 to 30 units per acre and later phases developed at up to 65 units per acre, not counting density bonuses. Phasing the development will allow higher densities to occur once the market has been tested and can bear more expensive construction costs.

Underutilized site G is located in the Railroad Avenue Specific Plan boundaries (it is within one-half mile of the future eBART station); however, it is outside of the Specific Plan PD and Mixed Use General Plan land use designation. Rather, it has a Community Commercial (CC) district zoning and General Plan land use designation. The Pittsburg General Plan and Zoning Ordinance allow for multi-family residential development on all commercially zoned lands, and allows for an increased 0.25 FAR on top of the base FAR to accommodate the increased square footage for a mixed-use development provided that the residential portion of the mixed-use development comprises no less than 25 percent and no more than 75 percent of the developed square footage on-site. For purposes of a realistic assumption for development on-site, it was assumed

that the site would be developed with 0.75 FAR with 50 percent of the development being used for residential purposes (with 1,000 square foot units).

SITE ASSESSMENT BY INCOME CATEGORY

Table 4-5 summarizes Pittsburgh's realistic affordable housing capacity by zoning designation and potential household income category. The potential income category allocation assumes that low-income units would be developed primarily as multi-family rental units in districts that allow for higher density and mixed-use development such as the High Density Residential (RH), Downtown High-Density Residential (RHD), GQ, and PD (small infill sites in identified Railroad Avenue Specific Plan) districts; moderate-income units would be developed as market rate rental units, condominiums and small lot single-family development the Downtown Medium-Density Residential District (RM), Downtown Medium-Density Residential District (RMD), PD, and GQ districts; and, above moderate-income units would be developed as high-end condominiums and single-family homes on various lot sizes in the RS, PD (hillside and large sites), and GQ districts.

In calculating affordability on low- and medium-density sites where small or large lot single-family, for-sale residential development would occur, 15 percent of the realistically developable units was allocated to extremely/very and low-income category (consistent with the requirements of the Inclusionary Housing Ordinance) and the remainder was split between moderate- and above moderate-income categories. All assumptions are based on municipal code requirements and market research presented earlier in the report, as well as standard housing development practice that higher-density residentially zoned properties are more likely than lower-density sites to be developed as rental housing by nonprofit housing developers.

Despite these assumptions and the conservative estimates described above in determining the "realistic capacity" of the sites, these assumptions do not preclude low-income housing from being developed in low- and medium-density residential districts and the PD district (specifically the small lot infill sites within the Railroad Avenue Specific Plan area) due to the requirements set forth in the Inclusionary Housing Ordinance and due to State Density Bonus Law. For example, the recently approved Siena Court Senior Apartments is located in a PD district with a maximum of 30 dwelling units per acre. Under State Density Bonus Law, the developer was granted a density of 56 units per acre because the project will be entirely affordable to very low- and low-income households. Tables 4-3 and 4-4 in conjunction with the already approved housing development shown in Table 4-2 illustrate that the City has more than an adequate

amount of land appropriately zoned with existing or pending infrastructure and limited constraints to accommodate the City's remaining RHNA allocation (Table 4-1).

Table 4-5 Vacant and Underutilized Parcel Inventory by Zoning and Income Category

General Plan	Zoning	Realistic Capacity*	Potential Units by Income Category			Total Units	Total Acres (per Zoning District)
			Extremely Low/Very Low/Low	Moderate	Above Moderate		
Community Commercial	CC	64	10	27	27	64	3.9
Public/Institutional	GQ	923	138	392	393	923	34.3
Mixed Use**	PD	1,454	218	618	618	1,454	73.55
High Density Residential	PD	556	83	236	237	556	53.2
High Density Residential	RH	421	210	211	-	421	17.4
Medium Density Residential	RM	33	5	-	28	33	4.4
Downtown Medium Density Residential	RMD	221	33	94	94	221	14.7
Single Family Residential	RS/Hillside PD	1,334	200	-	1,134	1,334	298
Total		5,006 units	898 units	1,578 units	2,530 units	5,006 units	499.45 acres

* See Tables 4-2, Vacant Parcel Inventory and 4-3, Underutilized Parcel Inventory and detailed discussion in Chapter 4 about how "realistic capacity" of each site was determined.

** Located within the Railroad Avenue Specific Plan PDA, the Pittsburg/Bay Point BART PDA, or the Downtown Pittsburg PDA.

Please note that numbers may not equate due to rounding.

Source: City of Pittsburg, 2014.

The majority of the vacant key opportunity sites are close to shopping, schools, bicycle trails, and transit stops and were identified as suitable infill residential development. Density bonuses, inclusionary housing requirements, HOME funds, and other public subsidies (such as tax credit and CDBG funds) may also be needed to make units affordable to extremely low- and very low-income households. The sites most suitable for housing affordable to very low- and low-income households (vacant site nos. 7, 11, 13, 14, 18, 19 and underutilized sites B, D and F) are publicly

owned parcels located in close proximity to BART, the planned eBART station, or a major arterial with good bus service because proximity to transit and commercial services makes affordable housing grant applications more competitive. It is also assumed that a certain number of affordable housing units would be located within the other vacant and underutilized parcels that do not have existing development agreements, in that the remainder of the vacant and underutilized parcels would be subject to the Inclusionary Housing Ordinance (where it can be applied or negotiated through a development agreement). Some of the sites suitable for very low-income housing were identified in downtown and on large parcels of private land located in close proximity to BART which, by virtue of potential development agreement(s), density bonuses, and Housing Element policies supporting inclusionary housing, make them suitable as sites for very low-income households.

Where there is an adequate amount of land available at appropriate densities to meet the community's needs for housing affordable to moderate- and low-income households, other tools (such as inclusionary housing) and/or incentives (such as HOME funds, tax credit funding, density bonuses, or parking reductions) may be necessary to meet the City's RHNA for extremely low- and very low-income households. The City has no assurance that tax credits can be obtained during the reporting period or that development on these sites is financially feasible.

Market data for 2013 indicates that the median price of market rate single-family homes in the city and east Contra Costa County were \$260,000 and \$304,000, respectively, affordable to some low-, moderate-, and above moderate-income households (Tables 2-29 and 2-30). Recently constructed residential projects built in the city (Bancroft Gardens, Rose Glen, Stanford Place II, La Almenara, Siena Court Senior Apartments, and Entrata) contain units affordable to low- and moderate-income households. It is reasonable to assume that new market rate single-family homes and apartments built during this reporting period would fall within these same income categories, even without public subsidy, an inclusionary housing requirement, or a density bonus request under state law.

Realistic Capacity Assumptions

The realistic capacity for each site was calculated based on the following factors:

- Approved subdivision on the parcel(s);
- Vesting tentative map application and environmental documentation prepared for site;
- Approved entitlements for a project on the parcel(s);

- DDA and Design Review application;
- Previous land use proposals for the parcel(s);
- Pittsburg/Bay Point BART Master Plan;
- Railroad Avenue Specific Plan; or
- Reflection of surrounding development.

Tables 4-2 and 4-3 provide specifics about each parcel's utilities and existing constraints, as well as the basis for the realistic capacity calculation assumption for each parcel. The realistic capacity is assumed to be a mid-range density for residential development based on the General Plan assumptions for Low, Medium and High Density Residential development (Table 1.1-2, City of Pittsburg General Plan EIR). Mid-range was calculated between the minimum and maximum densities permitted where a specific assumption was not included in the General Plan Draft EIR, such as for residential development on commercial sites (underutilized site G). In the case of Mixed Use sites where zoning regulations would allow for mixed use of exclusively commercial development, the capacity analysis assumed the minimum development potential on the sites in order to offset the potential that some sites within Mixed Use districts would not develop with residential uses. Please see the discussion of Mixed Use sites under Section 4.2, Land Inventory, above.

Table 4-6, Typical Residential Projects by Zone and General Plan Category, contains densities for various residential projects recently approved in the city. As recent development projects developed at a wide range of densities, a mid-range generally appears to be a sound assumption. The City assumes that approximately half of the developers will develop at the high range and half will develop at the low range of allowable density standards. The City's General Plan EIR, the Railroad Avenue Specific Plan EIR, and the Pittsburg/Bay Point BART Master Plan EIR analyzed the mid-range of development in order to avoid over-mitigating the allowable development permitted within the city.

While the mid-range of density is assumed to be the "realistic capacity" of each site, it is essential to note that nothing would preclude a developer from developing at the maximum potential development allowed for the site after accounting for required development standards (lot coverage, setbacks, height, etc.) and parking. While development standards and parking requirements could be considered constraints to maximum potential of development, the State Density Bonus Law (SB 1818) and City Housing Element Policies P-1.4 (B), P-1.6 (B), and

P-2.1 (F & G) support flexible development and parking standards for affordable housing developments. In fact, those policies were used during the 2007–2014 Housing Element planning period to allow for reduced setbacks, reduced parking, and other standards to support development of affordable housing. For example, a recently approved 100 percent affordable project (Siena Court Senior Apartments) was approved with an approximate 56 percent density bonus over the maximum allowable density (111 units where 60 would be permitted), in addition to variances from the minimum storage space per unit requirement (to provide 186 cubic feet where 200 cubic feet per unit is required), and a variance from the maximum number of off-street parking spaces for residential and commercial uses to a ratio of 0.9 parking spaces per unit.

Table 4-6 Typical Residential Projects by Zone and General Plan Category

<i>Residential Designation/ Zone</i>	<i>Project</i>	<i>Acres</i>	<i>Permitted Density (units per acre)</i>	<i>Units Proposed</i>	<i>No Units Per Acre</i>	<i>No. Affordable Units (by affordability level)</i>	<i>Project Status</i>
<i>Low Density</i>							
Planned Development	Heritage Point	22	1-7	125	5.7	All market rate	Built
Planned Development	Bancroft Gardens	4.07	1-7	22	5	All market rate	Built
Single-family Residential	Rose Glen	1.67	1-7	7	4	1 moderate-income inclusionary unit	Built
<i>Medium Density</i>							
Planned Development	Stanford Place II (small lot, single family, for sale)	7.5	7-14	65	9	Paid in lieu fees	Built
Planned Development	Mariner Walk (small lot, single family, for sale)	15	7-14	123	8	20 moderate-income inclusionary units	Under Construction
Planned Development	Creekside Senior Apartments (senior restricted, rental)	6.22	7-14	88	14	All market rate	Built
<i>High Density</i>							
High Density Residential	East Leland Family Housing (100 percent affordable, family, rental units with on-site child care center)	3	14-25	63	21	17 extremely low, 29 very low-, and 17 low-income units (+ one manager's unit); subsidized with 20 percent tax increment set aside, tax credits; MHP and other state funding	Built
Planned Development	San Marco Villas (large, rental units)	18.19	14-25	330	18	All market rate	Built

Table 4-6 Typical Residential Projects by Zone and General Plan Category

<i>Residential Designation/ Zone</i>	<i>Project</i>	<i>Acres</i>	<i>Permitted Density (units per acre)</i>	<i>Units Proposed</i>	<i>No Units Per Acre</i>	<i>No. Affordable Units (by affordability level)</i>	<i>Project Status</i>
Planned Development	Presidio Village Senior Apartments	2.63	n/a	104	39.6	Rezoning to PD district allowed for development of 104 units; all low-income units subsidized with HUD grants; tax credits and 20 percent tax increment set aside	Built
Downtown High Density Residential	Los Medanos Apartments	0.49	18-30	30	61	100% low income development proposed for veterans subsidized with Veterans Affairs Supportive Housing (VASH) funding. Land is owned by the Successor Agency to the City of Pittsburg/Domus Development.	Approved
<i>Mixed Use</i>	<i>Project</i>	<i>Acres</i>	<i>Permitted Density (units per acre)</i>	<i>Units Proposed</i>	<i>No Units Per Acre</i>	<i>No. Affordable Units (by affordability level)</i>	<i>Project Status</i>
Pedestrian Commercial	Entrata (100 percent affordable, family, rental units above 8,100 square feet of ground floor commercial uses)	0.62	14-25	28	28	28 low-income units	Built
Planned Development	Vidrio, Block B (75 residential units atop and adjacent to 12,500 square feet of ground floor commercial uses)	1.77	18-30	75	44	30 moderate-income inclusionary housing units	Built
Planned Development	Siena Court Senior Apartments (111 senior-restricted, affordable residential units atop and adjacent to approximately 10,000 square feet of commercial uses; developer received 56 percent State Density Bonus)	1.98	18-30	111	56	All affordable to very low- and low-income households; subsidized with Prop 1C Infill Grant; AHP; tax credits, 20 percent tax increment set aside; Federal Tax Credit Assistance Program; Prop 84 Stormwater Grant	Built

Source: City of Pittsburg, 2014.

Infrastructure Availability

All but three of the identified sites are located within Pittsburg city limits and have access to appropriate services and facilities, “including sewage collection and treatment, domestic water supply, and septic tanks and wells” (Gov. Code Section 6558.3 1.A). The three sites not located within the Pittsburg city limits (vacant site nos. 7, 8, and 12) are the subject of current planning applications which are in the public review of Draft EIR stage. The applications and EIRs include annexation and development of the units detailed in Tables 4-2 and 4-3. Details of each parcel are located in Tables 4-2 and 4-3 that contain information about whether infill sites are currently served by utilities, including a discussion of where utilities are anticipated to be in place within this Housing Element time frame. All the sites within this land inventory have utilities available to projects proposed on these sites, or may be extended to the site, and would be a condition of approval for a proposed project.

The City has prepared a Water System Master Plan (2000, with amendments in 2001, 2004, 2006, and 2010) and a Wastewater Collection System Master Plan (April 2003), both of which incorporated and accounted for land use and demand projections based on existing land uses, the General Plan, and information on specific developments provided by the City’s Development Services Department. The plans were also updated to include the future annexations areas (vacant site nos. 2, 3, and 10). As outlined in the sections above, land currently set aside for residential development in the City’s General Plan and Zoning Map has been analyzed in the Water and Wastewater Collection Master Plans, and can accommodate the allocated regional housing need. The Contra Costa Local Agency Formation Commission (LAFCO) analyzed the master plans as part of the 2007 Water and Wastewater Municipal Services Review for east Contra Costa County and concluded that there was sufficient capacity to accommodate anticipated population growth to 2030 (Contra Costa LAFCO: Water and Wastewater Municipal Services Review for East Contra Costa County, Section 4.0). Further, in accordance with SB 1087, the City adopted Resolution 06-10576 to grant priority capacity allocation to affordable projects.

Environmental Constraints

There are no known environmental constraints on the identified sites that would prohibit development with residential uses. Vacant site no. 15 is adjacent to the 100-year flood plain; however, this issue could be addressed through engineering and compliance with California State Building Code.

AFFORDABLE HOUSING POLICIES AND REQUIREMENTS

The following requirements and City policies assist and encourage the development of affordable housing for lower income households:

INCLUSIONARY HOUSING ORDINANCE

As previously discussed in the Governmental Opportunities and Constraints section of Chapter 3 the City's Inclusionary Housing Ordinance requires new development to provide affordable housing. The total number of units generated through the Inclusionary Housing Ordinance since its adoption is five and consists of two very low- and three low-income housing units (Delta Hawaii Senior Apartments). The majority of deed-restricted units set aside for very low-, low-, and moderate-income units were guaranteed through development agreements between the Redevelopment Agency and private or nonprofit developers.

DEVELOPMENT AGREEMENTS

All new residential and mixed-use development with a residential component proposed within the city is subject to Inclusionary Housing Ordinance requirements. While there are very limited exemptions to this ordinance, one exemption is granted to projects that are subject to a development agreement and include an affordable housing component approved by City Council (PMC section 18.86.020 D1).

A Development Agreement is an agreement between the City and a developer for the development of property. Development Agreements typically contain a description that establishes the use of the property as well as general design characteristics; a time schedule for completion of the project; City financial or other assistance; financing provisions; use covenants; and minimum affordability requirements among other sections. Much of the affordable residential development within the city during the last Housing Element planning period (2007–2014) was accomplished through Development Agreements between the Redevelopment Agency and nonprofit and for-profit developers.

All of the affordable housing projects listed in Table 2-44, Projects Approved or Pending Since January 2007, were accomplished through Development Agreements.

For-profit projects subject to a approval of a Development Agreement are typically for-sale developments and included Sky Ranch (373 single-family lots). The approval contained

Conditions of Approval providing the developer with various options for meeting the affordable housing requirement..

DENSITY BONUS INCENTIVE PROGRAM

The City offers a Density Bonus program as described in Section 3.2, Governmental Opportunities and Constraints. . Further, the Railroad Avenue Specific Plan and Pittsburg/Bay Point BART Master Plan contain policies related to density bonuses for affordable housing in the areas closest to existing and planned transit.

ADMINISTRATIVE RESOURCES

Pittsburg has access to a limited variety of existing and potential administrative sources available for affordable housing activities. It is essential to note that the most important and effective tool for constructing deed-restricted affordable housing was the Redevelopment Agency of the City of Pittsburg, which was abolished in December 2011 in accordance with state law and court decisions related to the law. The dissolution of the Redevelopment Agency is described in detail below.

The following section describes the key housing governmental and nonprofit resources in Pittsburg.

GOVERNMENTAL RESOURCES

Several local, state, and federal housing programs provide financial assistance to very low-, low-, and moderate-income households for monthly housing costs, rehabilitation, and down payment assistance. However, while the City has taken advantage of many opportunities—including redevelopment projects, Community Development Block Grants, rehabilitation, and other federal housing programs—the amount of money available for housing development is less than needed to meet local needs.

Housing Authority

The Pittsburg Housing Authority's (Housing Authority) mission is "to promote adequate and affordable housing and a suitable living environment free from discrimination." The primary function of the Housing Authority is to administer HUD's Section 8 Housing Choice Voucher Program and the Section 8 First Time Home Buyer Program. The Housing Authority administers a

total of 948 housing choice vouchers under the Section 8 program (see Section 4.5, Financial Resources). To monitor the quality of the Housing Authority's Section 8 housing stock, inspections are conducted on an annual basis.

Successor Agency to the Redevelopment Agency of the City of Pittsburgh

The Redevelopment Agency of the City of Pittsburgh (Agency) was active in shaping the city since the adoption of its first redevelopment plan for the Marina View Redevelopment Project Area in 1962. In 1993, the Agency merged all project areas, established over the years, into a single redevelopment project area, the Los Medanos Community Development Project Area. The Los Medanos Project Area comprised approximately 64 percent of the land area within city limits.

On June 28, 2011, Governor Jerry Brown signed Assembly Bill (ABX1) 26, which was subsequently upheld by the California Supreme Court in *California Redevelopment Association, et al. v. Ana Matosantos, et al.*, amending California Redevelopment Law and dissolving redevelopment agencies, effective February 1, 2012. This legislation upheld the legality of state budget bills to dissolve redevelopment agencies and redirect redevelopment agency assets and funds to state obligations. All Pittsburgh Redevelopment Agency activities were thus suspended with the exception of scheduled payments and obligations established prior to June 28, 2011. On January 17, 2012, the City Council of the City of Pittsburgh adopted Resolution 12-11753, approving the new role of the Housing Authority (Housing Successor Agency) to assume all rights, responsibilities, and functions related to housing, which includes housing administration originally undertaken by the Agency and all functions related to the Community Development Block Grant (CDBG) program.

The Housing Successor Agency, under the authority of the Housing Authority, handles the administration and distribution of all CDBG funds such as rehabilitation loans to preserve the City's housing stock and to make it energy efficient and accessible for seniors and persons with disabilities. The Housing Successor Agency also disburses CDBG funds, in conjunction with organizations, that support quality of life programs for seniors, youth, people with disabilities, female heads of household, and others needing technical and financial assistance in the city.

The decision to eliminate redevelopment agencies by the state has resulted in far fewer resources for affordable housing projects, elimination of blight, economic development, and infrastructure improvements. In fact, all of the affordable housing developments listed in Table 2-44 were subsidized by the Agency through direct funds or disposition of land below market

value. The impact of the loss of this tool for the creation of affordable housing at the local level cannot be underestimated.

NONPROFIT RESOURCES

Nonprofit organizations are key players in the development and preservation of affordable housing opportunities in Contra Costa County. The following are nonprofit organizations active in Pittsburg.

Habitat for Humanity

Habitat for Humanity is a nonprofit agency dedicated to building affordable housing and rehabilitating homes for lower-income families. Habitat builds and repairs homes with the help of volunteers and partner families. Habitat homes are sold to partner families at no profit with affordable or no-interest loans. Volunteers, churches, businesses, and other groups provide most of the labor for the homes. Government agencies or individuals usually donate land for new homes.

Pacific Community Services, Inc.

Pacific Community Services, Inc. (PCSI) is a HUD-certified counseling and fair housing agency that is located in Old Town Pittsburg. During the last Housing Element planning period (2007–2014), PCSI received funding from Community Development Block Grants and the former Redevelopment Agency to provide counseling, classes, workshops, and general information to low- and moderate-income, first time homebuyers participating in the City of Pittsburg First Time Homebuyer Program. PCSI also provides assistance with tenant/landlord disputes, and handles housing discrimination complaints in collaboration with Bay Area Legal Aid, which provides on-site legal services five to seven times a month in addition to on-call phone assistance. Fair housing and discrimination complaints are taken in person and over the phone by PCSI counselors who work with the tenants to determine if the complaint has merit as a discrimination issue. If it is determined that the complaint is a tenant/landlord issue and not a discrimination issue, PCSI counselors will offer dispute resolution. If it is a discrimination or legal issue, the complaint is referred to Bay Area Legal Aid, the California Department of Fair Employment and Housing, and/or the U.S. Department of Housing and Urban Development (HUD), as appropriate. PCSI's services are advertised once a month in the *East County Times*, on housing advocacy and governmental websites, and in the community services section of the phone book.

FINANCIAL RESOURCES

There are a variety of existing and potential funding sources available for affordable housing activities, many of which are competitive on a state or region-wide level. The following section describes the key local, state, County, and federal resources currently used in Pittsburg to fund affordable housing programs as well as social and community development activities within the city.

FEDERAL RESOURCES

Federal resources available to support development, rehabilitation, and subsidy of affordable housing in Pittsburg include:

Community Development Block Grant (CDBG) Funds

The CDBG program provides funds for community development activities. The program is flexible in that the funds can be used for a variety of activities. Eligible activities include, but are not limited to, acquisition and/or disposition of real estate or property, public facilities and improvements, relocation, rehabilitation of housing, homeownership assistance, and clearance activities. The City was allocated \$611,887 in CDBG funds for the 2013–2014 fiscal year. These funds currently support programs to provide assistance to households needing affordable housing, specifically households with special needs, and are used for the acquisition and/or rehabilitation of affordable housing.

Throughout the last Housing Element planning period (2007–2014), CDBG funds were used to support a variety of programs, including but not limited to: the Section 8 First Time Homebuyer Program; the City's Housing Rehabilitation Loan Program and rehabilitation services for seniors and the disabled (Rebuilding Together Diablo Valley); housing counseling programs (PCSI) services for seniors (Meals on Wheels, Senior Outreach Services, Contra Costa Senior and Legal Services, and financing for services at Stoneman Village I and II senior housing development); services for women and children (Community Violence Solutions, Cambridge Community Center, Contra Costa Child Care Council, STAND! Against Domestic Violence, and Northern California Family Center); services for the disabled (Independent Living Resource, St. Joseph's Center for the Deaf and Hard of Hearing, Bedford Center, New Connections HIV/AIDS Services, and Lions Center for the Visually Impaired); services for the homeless and those suffering from substance abuse issues (New Connections Substance Abuse and Shelter Inc.), food programs (Food Bank of

Contra Costa and Solano, and Loaves and Fishes of Contra Costa), legal services (La Raza Centro Legal, Inc.), local programming such as code enforcement, police services, and recreational services for community youth and seniors, among other programs.

HOME Funds

The purpose of the HOME Investment Partnerships Act (HOME) program is to expand the supply of decent, safe, sanitary, and affordable housing for very low- and low-income families and households. The program provides formula grants to states and localities to fund a variety of activities including building, buying, and/or rehabilitating affordable housing for rent or homeownership or providing direct rental assistance to low-income people. HOME funds are awarded annually to participating jurisdictions. States and local governments are permitted to use HOME funds for grants, direct loans, loan guarantees or other forms of credit enhancements, or rental assistance or security deposits. The City is not an entitlement jurisdiction that receives HOME funds directly from HUD. Rather, the City is part of the Contra Costa County HOME Program Consortium in partnership with the County and participating jurisdictions; therefore, HOME funds utilized by the City would be granted by Contra Costa County.

Mortgage Credit Certificate Program

The Mortgage Credit Certificate (MCC) Program, authorized by Congress in the Tax Reform Act of 1984, provides financial assistance to first-time homebuyers for the purchase of a new or existing home. In 1985, the state adopted legislation authorizing local agencies, such as Contra Costa County, to make MCCs available in California. Contra Costa County MCCs can be used in all cities as well as the unincorporated areas of the county. The Contra Costa County Community Development Department administers the program.

Section 8 Housing Choice Voucher Program

The Section 8 Housing Choice Voucher Program is a federal program that provides rental assistance to very low-income persons in need of affordable housing. The Section 8 program offers a voucher that pays the difference between the payment standard and what a tenant can afford to pay, which HUD has determined is 30 percent of their gross adjusted income for rent and utilities. HUD, through the City's Housing Authority, pays the remainder of the rent directly to the landlord. Under the Housing Choice Voucher Program, households are responsible for

finding appropriate housing within the private market. Households who receive vouchers can select units that are above or below market rate units; however, if a household chooses to occupy a unit where costs are greater than market rate, then the household is expected to pay the additional amount. Voucher recipients are not permitted to pay greater than 40 percent of their monthly income to housing costs.

The Housing Authority issues vouchers from a waiting list that includes local households, and tenants transferring to the city. When issuing vouchers from the waiting list, the Housing Authority ranks applicants in order to the following preferences, which are in compliance with HUD regulations: 1) Veteran/Resident; 2) Veteran/Non-Resident; 3) Resident/Non-Veteran; and 4) Non-Resident/Non-Veteran.

As of 2014, the Housing Authority administered 1108 Section 8 Vouchers. Approximately 948 vouchers were issued through the Housing Choice Voucher program and 160 vouchers were issued through the Veteran's Affairs Supportive Housing program (VASH). Participants included 525 elderly/disabled households, 519 family households and 63 other households. The Section 8 waiting list has 281 households and due to the limited funding from the U. S. Dept. of Housing and Urban Development and the low attrition rate of 3% for the program, these families continue to remain unassisted since 2006.

STATE AND LOCAL RESOURCES

There are a variety of state and local resources that have been used for housing development and rehabilitation for homeowners and renters as well as community development programs. Some of the resources detailed in Table 4-6, Financial Resources for Housing Activities, have been used by the City of Pittsburg and some may be used in the future to accomplish the goals, policies, and programs set forth in this Housing Element. Two of those resources are described in more detail below.

Inclusionary Ordinance/In-lieu Fees

As discussed previously in Chapter 3, Governmental Opportunities and Constraints, Pittsburg's Inclusionary Housing Ordinance requires new development to provide affordable units, offering additional financial incentives and options for alternative compliance. Since the ordinance was adopted in 2004, a total of five affordable housing units (two units set aside for very low-income households, and three units set aside for low-income households) were recorded for the Delta Hawaii Senior Apartments. The 2009 California appellate court decision in *Palmer/Sixth Street*

Properties v. City of Los Angeles found that inclusionary requirements to deed restrict units or to pay a fee in-lieu of deed restricting units may be in violation of the Costa-Hawkins Act, which allows property owners to set base rents on newly constructed units. Because of the court's decision and a potential conflict with state law, the City of Pittsburg does not impose an inclusionary housing requirement on new, multi-family rental housing. However, for-sale single- and multi-family developments continue to be subject to the Inclusionary Housing Ordinance.

Affordable Housing and Sustainable Communities (AHSC) Program

In September 2014, the Strategic Growth Council (SCG) released draft guidelines for the Affordable Housing and Sustainable Communities (AHSC) Program, which would be funded through the auction proceeds from the California Air Resources Board's (CARB) Cap and Trade Program and appropriated to the state's Greenhouse Gas Reduction Fund (GGRF). It is estimated that 20 percent of the GGRF will be allocated to the AHSC Program on an annual basis beginning in fiscal year 2015–16. The purpose of the AHSC Program is to reduce greenhouse gas (GHG) emissions through projects that implement land use, housing, transportation, and agricultural land preservation practices to support infill and compact development, and that support related and coordinated public policy objectives. The AHSC Program will be administered by the SGC and implemented by the California Department of Housing and Community Development and the California Natural Resources Agency in consultation with CARB.

Starting in 2015, the AHSC Program will provide grants and low-interest loans to projects classified as one of two types. The first type of project is a transit-oriented development (TOD) project that locates residential/mixed-use developments with an emphasis on affordable housing development near high-quality transit systems. These projects must have a residential component with at least 20 percent of the total residential units restricted for affordability (levels of affordability have not been specified). The second type of project is an integrated connectivity project (ICP) designed to reduce GHG emissions by increasing connectivity between land uses and improved transit access and service. According to the draft guidelines, the minimum and maximum loan or grant award for a TOD project would be \$1 million and \$15 million, respectively. The minimum and maximum award for an ICP project is \$500,000 and \$8 million, respectively.

The AHSC Program is particularly applicable to the City of Pittsburg because 14 of the identified parcels in the City's inventory (see Tables 4-2 and 4-3) are located in PDAs adjacent to existing or planned transit.

Table 4-7 Financial Resources for Housing Activities

<i>Program name</i>	<i>Description</i>	<i>Eligible Activities</i>
1. Federal Programs		
Community Development Block Grant (CDBG)	Grants awarded to the City on a formula basis for housing and community development activities.	Acquisition, Rehabilitation, Homebuyer Assistance, Economic Development, Homeless Assistance, Public Services
HOME	Flexible grant program allocated to City through the Contra Costa HOME Program Consortium.	Acquisition, Rehabilitation, Homebuyer Assistance, Rental Assistance
Section 8 Rental Voucher Program	Rental assistance payments to owners of private market rate units on behalf of very low-income tenants.	Rental Assistance
Section 202	Grants to nonprofit developers of supportive housing for the elderly.	Acquisition, Rehabilitation, New Construction
Section 811	Grants to nonprofit developers of supportive housing for persons with disabilities, including group homes, independent living facilities, and intermediate care facilities.	Acquisition, Rehabilitation, New Construction, Rental Assistance
Section 203(k)	When rehabilitation is involved, a lender typically requires the improvements to be finished before a mortgage is made. This program provides a long-term, low interest loan at a fixed rate to finance acquisition and rehabilitation of the property.	Land Acquisition, Rehabilitation, Relocation of Unit, Refinance Existing Indebtedness
Section 108 Loan	Provides loan guarantee to CDBG entitlement jurisdictions for capital improvement projects. Maximum loan amount can be up to five times the jurisdiction's recent annual allocation. Maximum loan term is 20 years.	Acquisition, Rehabilitation, Homebuyer Assistance, Economic Development, Homeless Assistance, Public Services
Mortgage Credit Certificate Program	Income tax credits available to first-time homebuyers to buy new or existing single-family housing. Local agencies (County) make certificates available.	Homebuyer Assistance
Low-Income Housing Tax Credit (LIHTC)	Tax credits are available to persons and corporations that invest in low-income rental housing. Proceeds from the sale are typically used to create housing.	Construction of Housing
Comprehensive Improvement Assistance Program (CIAP)	Funds are available to public housing agencies with 250 fewer units. Funds may be used for public housing modernization.	Rehabilitation, Modernization
Supportive Housing Program (SHP)	Grants for development of supportive housing and support services to assist homeless persons in the transition from homelessness.	Transitional Housing, Housing for the Disabled Supportive Housing, Support Services

Table 4-7 Financial Resources for Housing Activities

<i>Program name</i>	<i>Description</i>	<i>Eligible Activities</i>
Farm Labor Housing Loan and Grant	Capital financing for farm worker housing. Loans are for 33 years at one percent interest. Housing grants may cover up to 90 percent of the development costs of housing.	Purchase, Development, Improvement, Rehabilitation
2. State Programs		
Infill Infrastructure Grant Program	Grants for nonprofit developers who partner with housing agencies to assist in the construction and rehabilitation of infrastructure that supports higher-density affordable and mixed-income housing in locations designated as infill.	Acquisition, New Construction, Rehabilitation
Transit-Oriented Development (TOD) Housing Program	Low-interest loans to serve as gap financing for rental housing that includes an affordable component and as mortgage assistance for homeownership developments. Can also fund infrastructure needed to support the residential developments.	New Construction and Infrastructure
Emergency Shelter Program	Grants awarded to nonprofit organizations for shelter support services.	Support Services
Multi-Family Housing Program (MHP)	Deferred payment loans for new construction, rehabilitation, and preservation of rental housing.	New Construction, Rehabilitation, Preservation
California Housing Finance Agency (CHFA) Rental Housing Programs	Below market rate financing offered to builders and developers of multiple-family and elderly rental housing. Tax-exempt bonds provide below-market mortgages.	New Construction, Rehabilitation Acquisition of Properties from 20 to 150 units
California Housing Finance Agency Home Mortgage Purchase Program	CHFA sells tax-exempt bonds to make below market loans to first time homebuyers. Program operates through participating lenders who originate loans for CHFA.	Homebuyer Assistance
California Housing Rehab Program - Owner Component (CHRP)	Low interest loans for the rehabilitation of substandard homes owned and occupied by lower-income households. City and nonprofits sponsor rehabilitation projects.	Rehabilitation Repair of Code Violations, Accessibility Improvements, Room Additions, etc.
Supportive Housing/ Minors Leaving Foster Care	Funding for housing and services for mentally ill, disabled and persons needing support services to live independently.	Supportive Housing, Foster Care
California Farm Worker Housing Grant Program	Provides matching grants to assist development of various types of housing (renter- and owner-occupied) projects for agricultural worker households.	Land Acquisition, Site Development, Construction, Rehabilitation

Table 4-7 Financial Resources for Housing Activities

<i>Program name</i>	<i>Description</i>	<i>Eligible Activities</i>
Affordable Housing and Sustainable Communities (AHSC) Program	Provides grants and low-income loans to projects that will achieve GHG reductions through development of transit-oriented development with an emphasis on affordable housing; and infrastructure projects that support connectivity to high quality transit.	Eligible capital uses include construction of housing developments; housing-related infrastructure; transportation or transit-related infrastructure; green infrastructure; and planning implementation. Eligible program uses include active transportation, transit ridership, and criterial pollutant reduction.
3. Local Programs		
Inclusionary Housing Ordinance	A per unit fee for residential developments that do not provide affordable housing.	Acquisition, Rehabilitation, New Construction
Mortgage Credit Certificate Program	Financial assistance to first-time homebuyers for the purchase of new or existing home.	Homebuyer Assistance
4. Private Resources/Financing Programs		
Federal National Mortgage Association (Fannie Mae)	Fixed rate mortgages issued by private mortgage insurers.	Homebuyer Assistance
	Mortgages, which fund the purchase and rehabilitation of a home.	Homebuyer Assistance, Rehabilitation
	Low down payment mortgages for single-family homes in underserved low-income and minority cities.	Homebuyer Assistance
California Community Reinvestment Corporation (CCRC)	Nonprofit mortgage banking consortium designed to provide long-term debt financing for affordable rental housing. Nonprofit and for-profit developers contact member banks.	New Construction, Rehabilitation, Acquisition
Federal Home Loan Bank Affordable Housing Program	Direct subsidies to nonprofit and for-profit developers and public agencies for affordable low-income ownership and rental projects.	New Construction
Freddie Mac	Home Works - Provides 1 st and 2 nd mortgages that include rehabilitation loan. City provides gap financing for rehabilitation component. Households earning up to 80 percent MFI qualify.	Homebuyer Assistance combined with Rehabilitation
Bay Area Local Initiatives Support Corporation (LISC)	Bay Area LISC provides recoverable grants and debt financing on favorable terms to support a variety of community development activities including affordable housing.	Acquisition, New Construction
Northern California Community Loan Fund (NCCLF)	Offers low-interest loans for the revitalization of low-income communities including affordable housing.	Acquisition, Rehabilitation, New Construction

Table 4-7 Financial Resources for Housing Activities

<i>Program name</i>	<i>Description</i>	<i>Eligible Activities</i>
Low-Income Housing Fund (LIHF)	LIHF provides loan financing for all phases of affordable housing development and/or rehabilitation.	Acquisition, Rehabilitation, New Construction

OPPORTUNITIES FOR ENERGY CONSERVATION

According to the U.S. Department of Energy, the residential sector accounts for 22 percent of the country’s annual energy use with 43 percent of residential energy used for space heating and cooling; 18 percent used for water heating; and 6 percent used for lighting.¹ Energy conservation provides the dual benefits of promoting environmental sustainability and reducing households’ monthly energy costs, which is a component of long-term housing affordability.

Opportunities for residential energy conservation exist at all scales, from individual home appliances to city design. Building design, construction techniques, street layouts, location of housing in close proximity to transit and services, and zoning all affect energy consumption and can therefore be used to support its reduction.

Constructing new homes with energy-conserving features, in addition to retrofitting existing energy-inefficient structures, can result in energy conservation. Examples of energy conservation opportunities include:

- Sealing a home’s building envelope (doors, windows, walls, foundation, roof, and insulation) to prevent energy leaks that increase heating and cooling costs.
- Installing energy-efficient appliances, lighting, and mechanical systems (heating, ventilation, and air conditioning).
- Installing a “cool roof” that reflects solar radiation to lower cooling costs and reduce the urban heat island effect.
- Designing and orienting buildings to take advantage of natural systems such as sun, shade, and wind, which can provide heating, cooling, and energy-generation opportunities.

- Supporting attached housing design, which reduces the number of exterior walls per unit and results in lower per unit heating and cooling costs.
- Promoting infill development, especially along transportation corridors, to use existing infrastructure and services.

State law (Government Code Section 65583 [a][8]) requires local governments to address energy conservation issues when updating a Housing Element. According to the California Department of Housing and Community Development, these elements should contain an analysis of opportunities for residential energy conservation. It is the intent of this requirement to promote energy-efficient housing systems and building design as well as the use of energy-saving features and materials during construction.

STATE OF CALIFORNIA

Two major state initiatives focus on energy conservation and directly relate to housing issues: energy-efficient building code standards and GHG emissions reductions. These are described below.

State Energy Efficiency Requirements for New Construction (Title 24)

All new construction in Pittsburg is subject to the requirements of the California Energy Commission's Title 24 energy efficiency standards. Each city and county must enforce these standards as part of its review of building plans and issuance of building permits. These standards apply to building components, such as wall and ceiling insulation, thermal mass, and window to floor area ratios, and are designed to reduce heat loss and energy consumption. The Title 24 requirements also apply to major remodeling projects, such as home additions.

Greenhouse Gas Emissions Reduction (Assembly Bill 32)

In 2006, the California legislature adopted the California Global Warming Solutions Act (Assembly Bill [AB] 32) in response to the threat global warming poses to California's public health and economic and environmental well-being. The legislature has found human activity to be one of the leading contributors to increasing levels of GHGs, including carbon dioxide and methane. The state has declared that GHG emissions contribute to increasing average global temperatures and to changes in climate throughout the world. The purpose of the act is to

reduce GHG emissions to 1990 levels by 2020 (25 percent reduction over current levels) and then to further reduce GHG emissions to 80 percent below 1990 levels by 2050.

The California Air Pollutions Control Officers Association (CAPCOA), which represents local air districts, produced a report on ways to reduce GHG emissions at the local level, including steps that cities and counties can take to contribute to the goals of AB 32. At the local level, CAPCOA recommended the adoption of General Plan policies and implementation measures that encourage energy conservation through community layout and design. Many of the recommendations are relevant for residential energy conservation, including the following:

- Promote walkability through a highly connected street system with small blocks.
- Promote mixed-use neighborhood centers and TOD.
- Promote the use of fuel-efficient heating and cooling equipment and other appliances.
- Encourage green building designs in both new construction and building renovation, including reflective roofing and energy-efficient building materials.
- Encourage building orientations and landscaping that enhance natural lighting and sun exposure.
- Encourage the expansion of neighborhood-level retail and services, as well as public transit opportunities throughout the area to reduce automobile use.
- Encourage the development of affordable housing throughout the community, as well as development of housing for elderly and low- and moderate-income households, that is near public transportation services.

These principles can be achieved mainly with development of parcels identified in Tables 4-2 and 4-3 and shown in Figures 4-1 and 4-2, above, that are located in PDAs where high-density, mixed-use development is encouraged in close proximity to existing and planned transit.

ENERGY ASSISTANCE PROGRAMS

Pacific Gas and Electric

Pacific Gas and Electric Company (PG&E) offers several programs to promote energy conservation including incentives for energy conservation, rebate programs for old appliances,

and free energy audits. It also provides public education and outreach programs to publicize energy-saving tips. PG&E customer assistance programs for lower-income households are listed below:

- California Alternate Rates for Energy (CARE) is PG&E's discount program for low-income households and housing facilities. CARE provides a 20 percent discount on monthly energy bills and waives recent surcharges for low-income households. The program applies to single-family homeowners, tenants who are metered or billed by landlords, and group living facilities.
- Family Electric Rate Assistance (FERA) is a discount program for families of three or more with low- to moderate-income. The program is available to both single-family and multi-family residential customers.
- Energy Partners Program is one of PG&E's financial assistance programs that provide qualified low-income customers free weatherization measures and energy-efficient appliances to reduce gas and electricity usage. The work usually involves attic insulation, door replacement, door weather-stripping, and minor home repair.
- Relief for Energy Assistance for Community Help (REACH) is a one-time energy assistance program for low-income homeowners who cannot pay their utility bill because of a sudden financial hardship. The program is targeted to the elderly, disabled, sick, working poor, and unemployed. Eligibility is determined by the Salvation Army and requires a household income that does not exceed 200 percent of the federal poverty level.

PG&E also offers reduced rates for residential customers dependent on life support equipment, or with special heating and cooling needs caused by certain medical conditions. The utility also offers a balanced payment plan for customers who experience higher heating or cooling costs during the extreme weather months.

Low Income Home Energy Assistance Program

The California Department of Community Services and Development has a Low-Income Home Energy Assistance Program (LIHEAP) to assist low-income homeowners with weatherization and energy bills.¹ The LIHEAP Weatherization Program is implemented by Contra Costa County and provides free weatherization services such as attic insulation, caulking, water heater blanket,

¹ <http://www.csd.ca.gov/Services/HelpPayingUtilityBills.aspx> and <http://ca-contracostacounty2.civicplus.com/4336/Weatherization>

heating/cooling system repair, and other conservation measures. LIHEAP also provides payments for weather-related or energy-related emergencies and financial assistance to eligible households.

THE CITY OF PITTSBURG POLICIES AND PROGRAMS

The current Housing Element has one policy and seven programs aimed at promoting “smart growth” and residential energy conservation in new construction and rehabilitation projects. Smart growth goals are to achieve a unique sense of community and place; expand the range of transportation, employment, and housing choices; equitably distribute the costs and benefits of development; preserve and enhance natural and cultural resources; and promote public health. This is achieved through compact, high-density, transit-oriented, pedestrian- and bike-friendly development with a mix of uses. Mixed-use development promotes the proximity of a variety of uses including residential, public, office, retail, health, and child care services in order to create a complete neighborhood. Overall, smart growth invests time, attention, and resources in restoring community and vitality to center cities and placing new mixed-use development near transit resources. Housing Element policies direct the City to place new residential development near transit resources and encourage the incorporation of energy conservation design features in existing and future residential developments, to conserve resources and reduce housing costs.

Current housing element policies and actions include the following:

- Encourage the incorporation of smart growth site planning principles in new subdivisions as part of a comprehensive update of the development review design guidelines.
- Evaluate new subdivisions for passive solar and cooling opportunities, consistent with the Subdivision Map Act.
- Enforce the state energy conservation standards for new residential construction and additions to existing structures.
- 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.

- Support the use of solar heating and other environmentally sound, energy-efficient methods for heating and cooling homes, consistent with adopted building, mechanical, and plumbing codes.
- 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 design guidelines.
- Work with the Pittsburgh Power Company and other private donors to develop a grant or long-term loan program fund to fund the installation of solar panels on single-family and multi-family residential developments to reduce energy consumption and provide savings to property owners and residents.

During the last Housing Element planning period (2007–2014) the City adopted citywide Green Building Design Guidelines (Planning Commission Resolution No. 9864), introducing green building design and neighborhood design attributes to the Development Review process. The guidelines include strategies to conserve water use, promote clean local air quality, and facilitate consumer and resident access to alternative energy technologies. In addition, the City implemented smart growth design principles through the adoption of the Railroad Avenue Specific Plan and the Pittsburgh/Bay Point BART Master Plan. The specific plan and the master plan contain design standards and policies to support an increase in walking and using alternative forms of transit through development of mixed land uses, short street blocks, and a variety of housing types to provide opportunities for energy conservation at both the individual building and neighborhood levels. In addition, the City of Pittsburgh and the Redevelopment Agency have invested millions of dollars in capital improvements and economic and residential developments in Old Town, the city's downtown area. This investment is the foundation to establishing a compact, walkable core within central Pittsburgh.

Conclusion

One-fifth of national energy consumption is attributed to the residential sector. Maintaining policies and programs that support energy conservation across all levels of residential development promotes a healthier environment and increases long-term housing affordability. The City enforces Title 24 standards to increase energy conservation in new construction and works with PG&E to promote weatherization and energy-conserving rehabilitation of existing structures. The City is also implementing a neighborhood-level approach to energy conservation

through the establishment of PDAs and the adoption of plans to support high-density mixed-use housing in close proximity to services and transit.. This approach will result in the densification of development at employment and transportation nodes and will provide a variety of housing and transportation options to support smart growth goals.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: Notice of Intent to Exercise Delegated Design Review Authority.

ORIGINATED BY: City of Pittsburg, Zoning Administrator, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT: The Zoning Administrator submits two notices of intent to exercise delegated design review authority for: 1) a new accessory building to house an emergency back-up generator for Delta Diablo at 3500 Pittsburg-Antioch Hwy; and 2) a minor façade remodel at 4405 Century Blvd.

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the two attached Notices of Intent to Exercise Design Review Authority.

BACKGROUND:

Delegated Design Review Authority: Planning Commission Resolution No. 9444, as later amended by Resolution No. 9918, allows for delegation of nine categories of design review applications from the Planning Commission to the Zoning Administrator, as follows:

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.
6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.
7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.

Planning Commission Staff Report

8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

The intent of the delegation is to allow a more efficient approval process for non-controversial design review applications, without compromising the integrity of the design review process or removing from public scrutiny those projects that would be most visible or of high interest to the general public. Prior to approving any delegated design review application, the Zoning Administrator must notify the Commission of his or her intent to exercise delegated design review authority. Copies of resolutions approving any delegated design review application must also be provided to the Commission.

PROJECT DESCRIPTION:

Since the last Commission meeting, staff has received two applications requesting design review approval which qualify within one or more of the nine categories of delegated authority established by Resolution No. 9918:

1. Delta Diablo RWF Emergency Backup Generator, AP-18-1312 (AD) – Delegated Design Review Category 8.

This is an application filed by Sean Williams, on behalf of Delta Diablo, requesting administrative design review approval to construct a new 603 square-foot masonry building to house a new emergency backup generator. The structure would be located adjacent to the existing electrical building and would not be visible from the public right of way. The subject site is located at 1121 Arcy Lane (parcel address 3500 Pittsburg-Antioch Highway), in the IG (General Industrial) District. Assessor's Parcel Number 073-230-041.

2. 4405 Century Façade Design, AP-18-1310 (AD) – Delegated Design Review Category 3.

This is an application filed by Bob Garrison, on behalf of Sierra Pacific Properties, requesting administrative design review approval to modify an existing façade in order to create a new entrance for a new tenant space at 4405 Century Boulevard, in the CC (Community Commercial) District. Assessor's Parcel Number 074-460-003.

GENERAL PLAN/CODE COMPLIANCE:

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority

Planning Commission Staff Report

on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission. Resolution No. 9918 also directs staff to keep the Commission informed about delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. Notice of Intent: Delta Diablo RWF Emergency Backup Generator, AP-18-1312 (AD)
2. Notice of Intent: 4405 Century Façade Design, AP-18-1310 (AD)

Prepared by: Kristin Pollot, Zoning Administrator

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

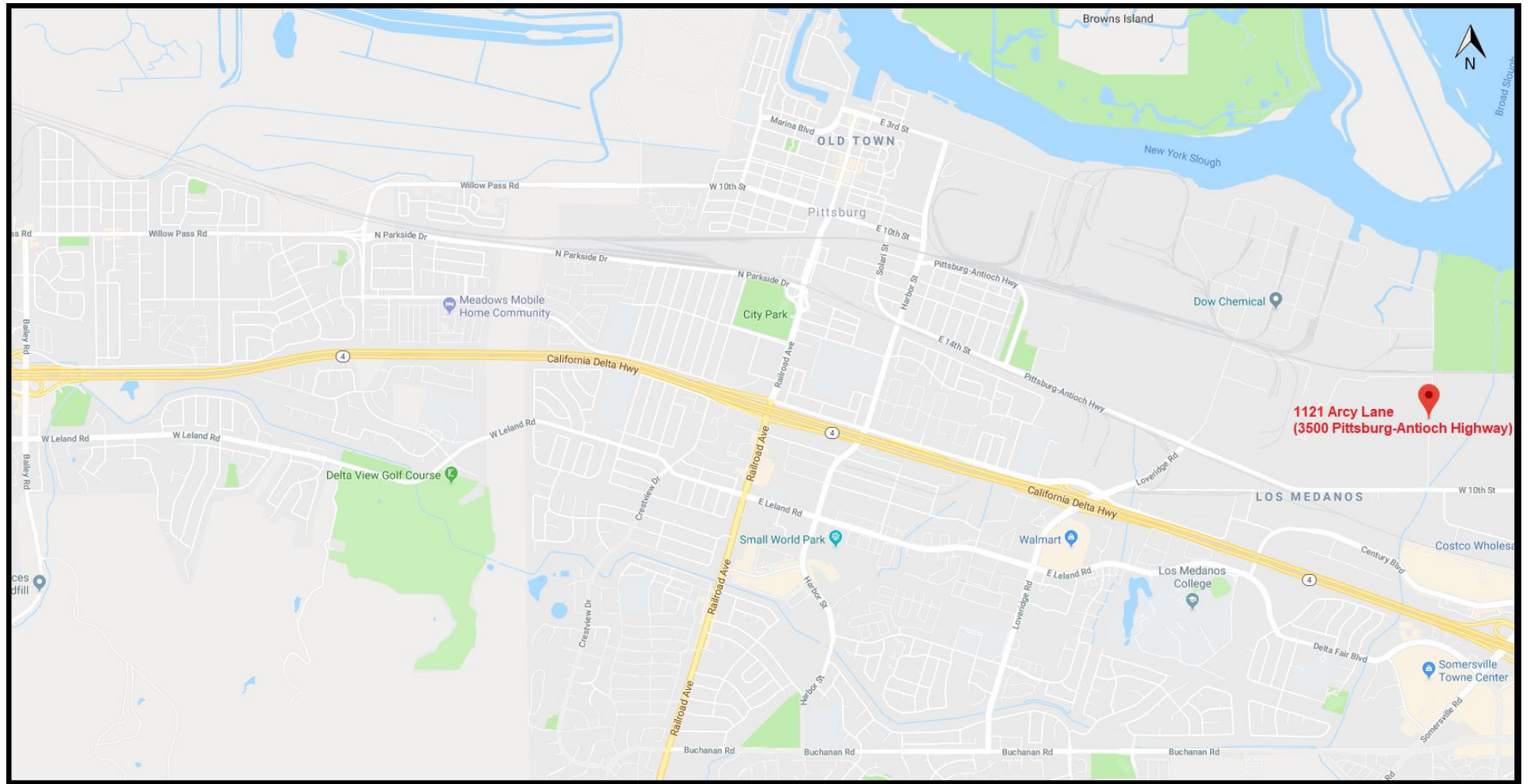
Delta Diablo RWF Emergency Backup Generator, AP-18-1312 (AD).

This is an application filed by Sean Williams, on behalf of Delta Diablo, requesting administrative design review approval to construct a new 603 square-foot masonry building to house a new emergency backup generator. The structure would be located adjacent to the existing electrical building and would not be visible from the public right of way. The subject site is located at 1121 Arcy Lane (parcel address 3500 Pittsburg-Antioch Highway), in the IG (General Industrial) District. Assessor's Parcel Number 073-230-041.

This project is delegated to staff under Category 8 (Ancillary Structures) of Planning Commission Resolution No. 9918.

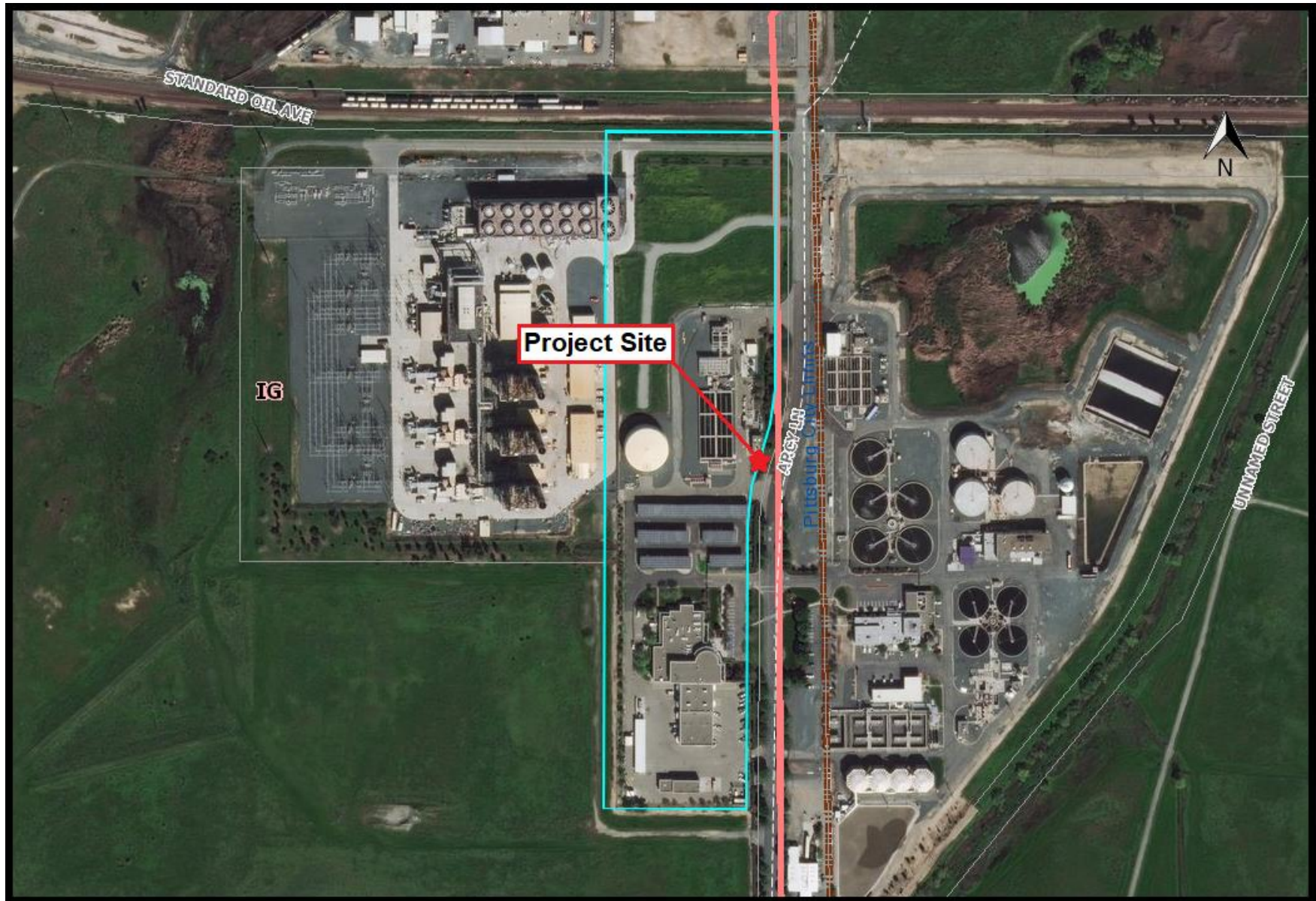
DDSD- RWF Emergency Backup Generator – Vicinity Map

AP-18-1312	1121 Arcy Lane (3500 Pittsburg-Antioch Highway)
Administrative Design Review	APN: 073-230-041

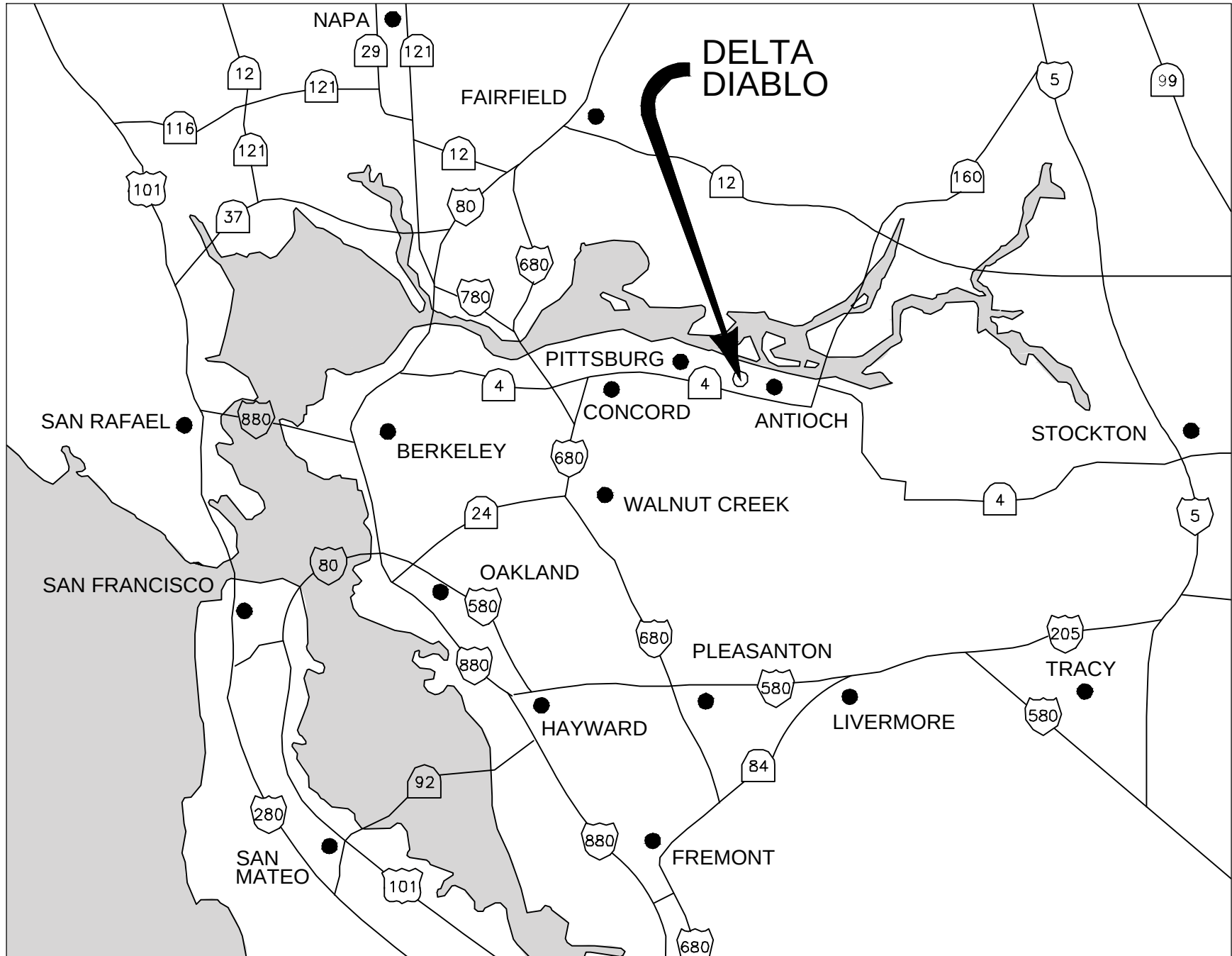


DDSD- RWF Emergency Backup Generator – Aerial Map

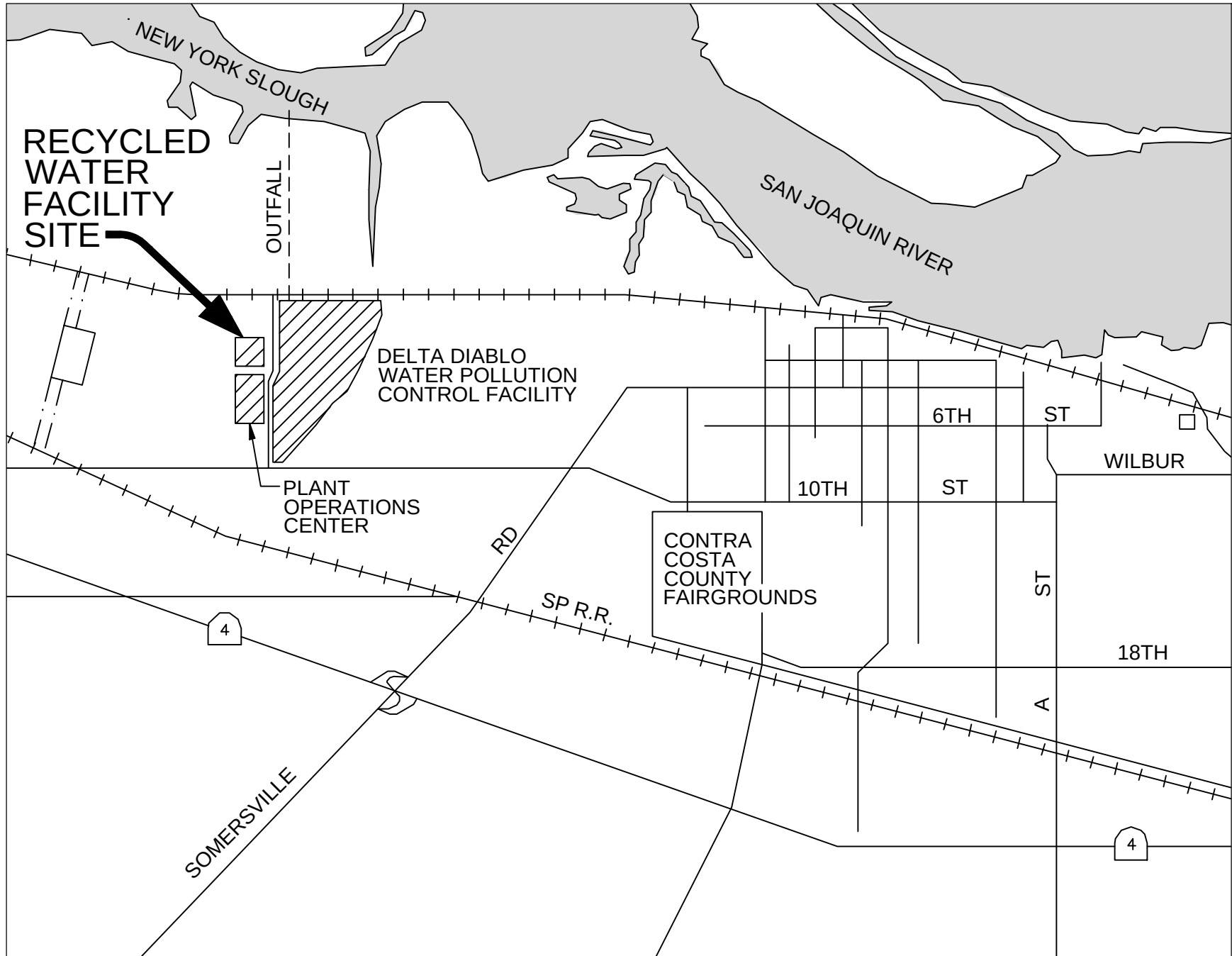
AP-18-1312	1121 Arcy Lane (3500 Pittsburg-Antioch Highway)
Administrative Design Review	APN: 073-230-041



CONTRACT DOCUMENTS FOR
CONSTRUCTION OF
DELTA DIABLO RECYCLED WATER FACILITY
EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126
DECEMBER 2017
VOLUME 2 OF 2



VICINITY MAP
NOT TO SCALE



LOCATION MAP
NOT TO SCALE

GENERAL MANAGER
VINCE DE LANGE

DEPUTY GENERAL MANAGER
MIKE BAKALDIN

BOARD OF DIRECTORS
FEDERAL GLOVER
SEAN WRIGHT
PETE LONGMIRE



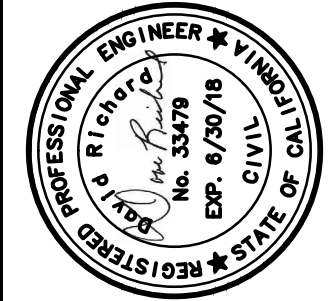
TRANSFORMING WASTEWATER TO RESOURCES

DELTA DIABLO ENGINEERING SERVICES
2500 PITTSBURG-ANTIOCH HIGHWAY
ANTIOCH, CA 94509

P: 925-756-1900
F: 925-756-1960

www.deltadiablo.org

100% SUBMITTAL



PREPARED UNDER THE DIRECTION OF:
DAVID RICHARD
DATE: 12/20/2017
NVS

ACCEPTED FOR USE:
VINCE DE LANGE
General Manager
Date:

COVER SHEET
RWf EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126



DESIGN: DR	REVISIONS	BY	DATE	NO.	SHEET NO.	DWG. NO.
DRAWN: ZA/CH					1 OF 33	G0.10
REVIEWED: DR						
DATE: 12/20/2017						
SCALE: AS NOTED						

SHEET # DRAWING

TITLE

1	G0.10	COVER SHEET
2	G0.20	DRAWING LIST – CONTRACTOR STAGING AREA – INGRESS AND EGRESS ROUTE
3	G0.30	LIST OF ABBREVIATIONS AND SYMBOLS
4	G0.40	GENERAL NOTES

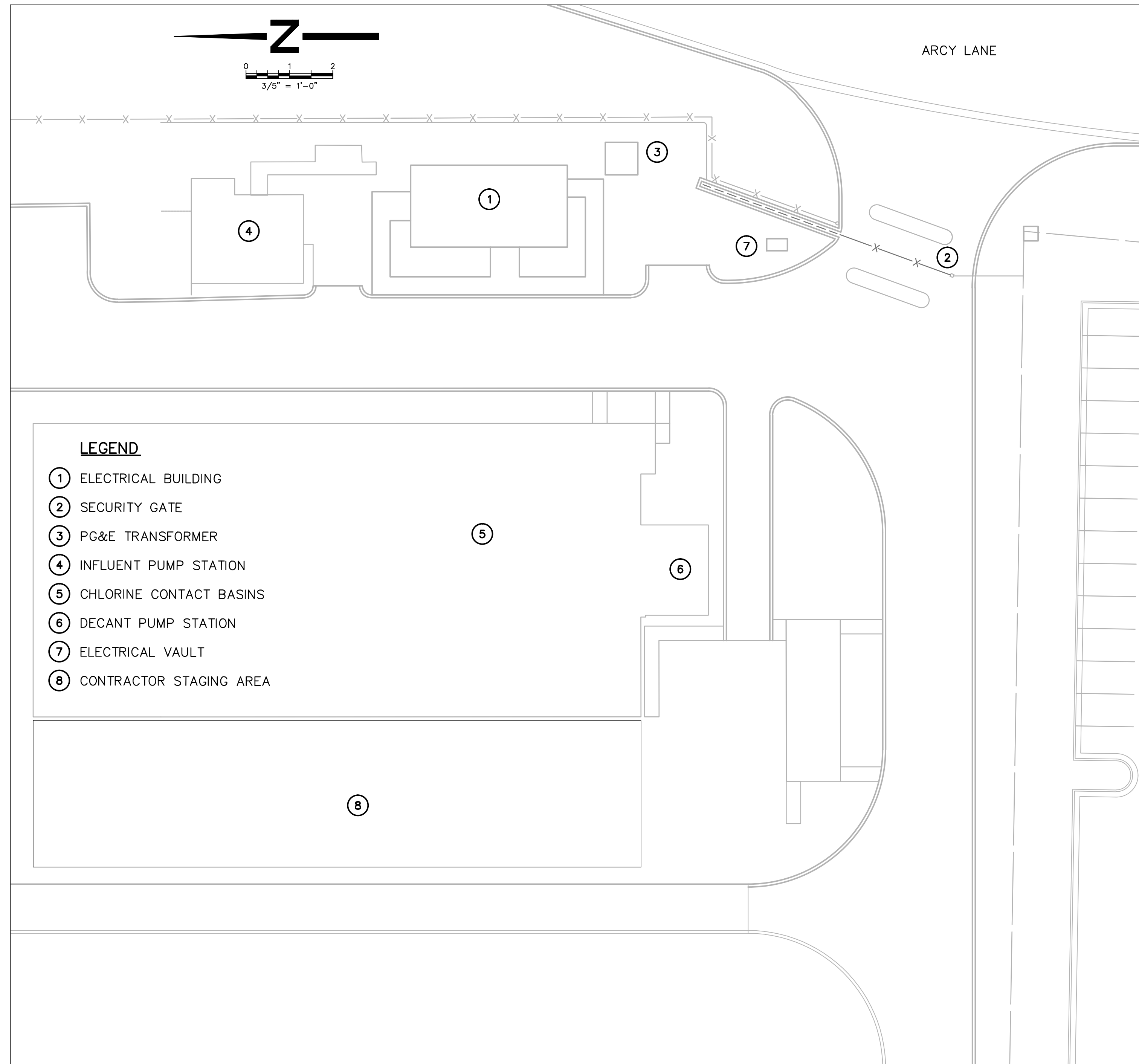
5	C1.00	EXISTING SITE AND DEMOLITION PLAN
6	C1.01	BUILDING SITE PLAN
7	C1.02	SITE PIPING PLAN
8	C1.03	GRADING PLAN
9	C1.04	CIVIL DETAILS

10	A1.00	FLOOR PLAN – ELEVATIONS – ROOF PLAN
11	A1.01	DETAILS
12	A1.02	DOOR AND HARDWARE SCHEDULE

13	S1.00	ABBREVIATIONS AND GENERAL NOTES
14	S1.01	CONCRETE NOTES AND DETAILS
15	S1.02	CONCRETE DETAILS
16	S1.03	EQUIPMENT PAD DETAILS
17	S1.04	CMU DETAILS
18	S1.05	STEEL DETAILS
19	S1.06	FOUNDATION, ROOF PLAN, AND BUILDING SECTIONS

20	M1.00	TITLE 24
21	M1.01	INTERIOR PIPING PLAN
22	M1.02	RESTROOM HVAC

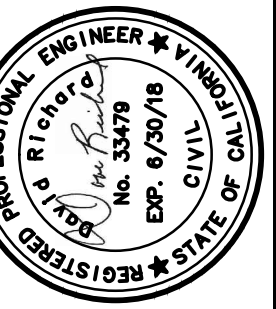
23	E1.0	SYMBOLS & ABBREVIATIONS
24	E2.0	ELECTRICAL SITE PLAN
25	E3.0	ELECTRICAL BUILDING PLAN – LIGHTING, RECEPTACLES, AND VENTILATION
26	E4.0	ELECTRICAL BUILDING PLAN – POWER, CONTROL, AND INSTRUMENTATION
27	E5.0	EMERGENCY SWITCHBOARD ELEVATION VIEWS AND ONE–LINE
28	E6.0	PLANT ONE–LINE AND INTERCONNECT DETAILS
29	E7.0	CONTROL SCHEMATICS
30	E8.0	CONDUIT & I/O SCHEDULES
31	E9.0	PLC POWER SCHEMATIC
32	E10.0	ELECTRICAL DETAILS AND SCHEDULES
33	E11.0	CONTROL PANEL B.O.M. & ELEVATION



CONTRACTOR STAGING AREA

1. CONTRACTOR SHALL MAINTAIN ACCESS TO ALL PORTIONS OF THE PLANT FOR PLANT PERSONNEL AT ALL TIMES.
2. CONTRACTOR SHALL COORDINATE WITH PLANT STAFF FOR ACCESS AND MOVEMENT AROUND PLANT.
3. CONTRACTOR STAGING AREA SHOWN IS APPROXIMATE, ACTUAL STAGING AREA SHALL BE DESIGNATED BY THE CONSTRUCTION REPRESENTATIVE PRIOR TO MOBILIZATION.

100% SUBMITTAL



DAVID RICHARD 12/20/2017
DATE:

ACCEPTED FOR USE:

VINCE DE LANGE
General Manager

Date: _____

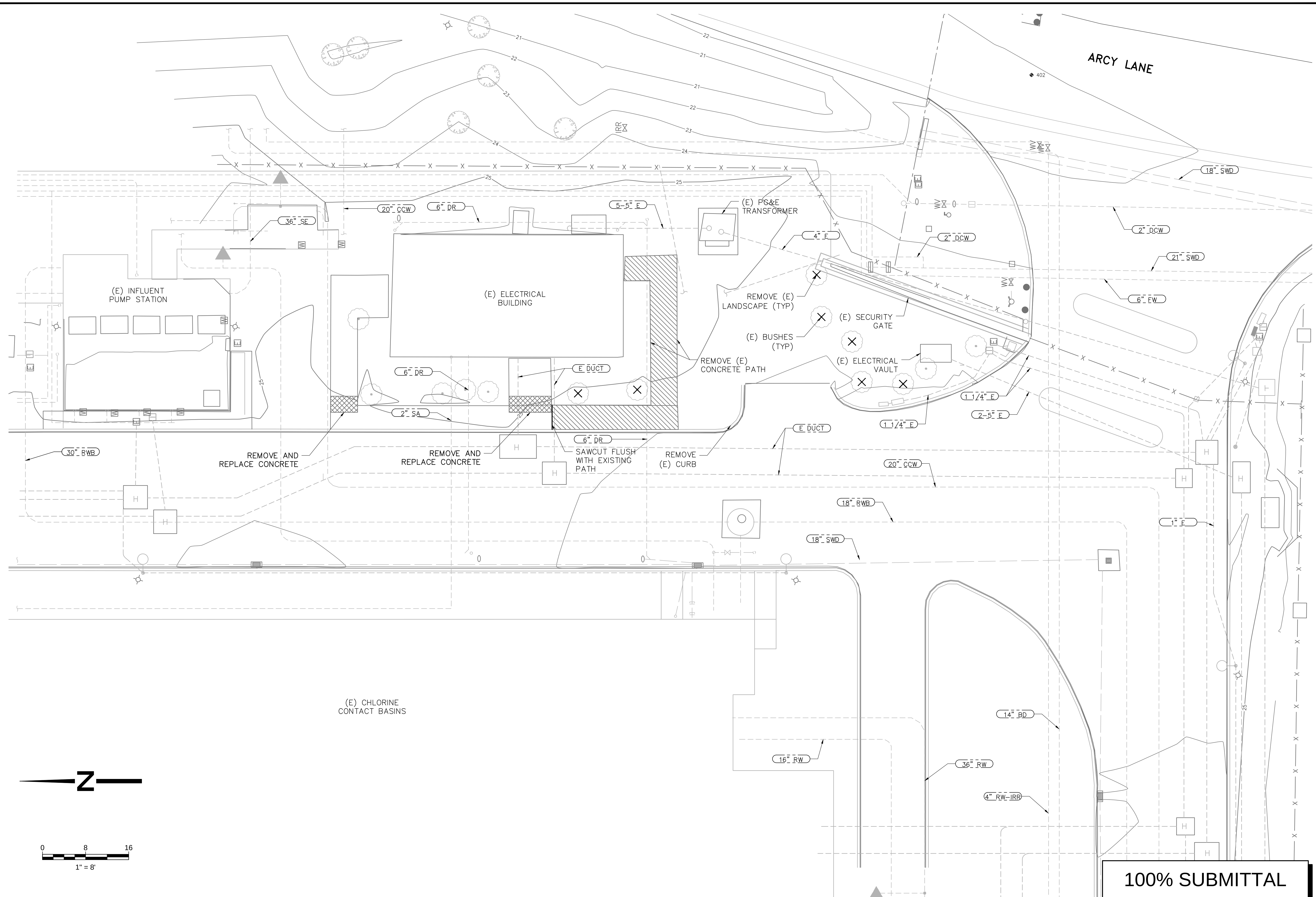
DRAWING LIST
CONTRACTOR STAGING AREA
INGRESS AND EGRESS ROUTE
RWF EMERGENCY BACKUP GENERATOR
PROJECT NO. 15126



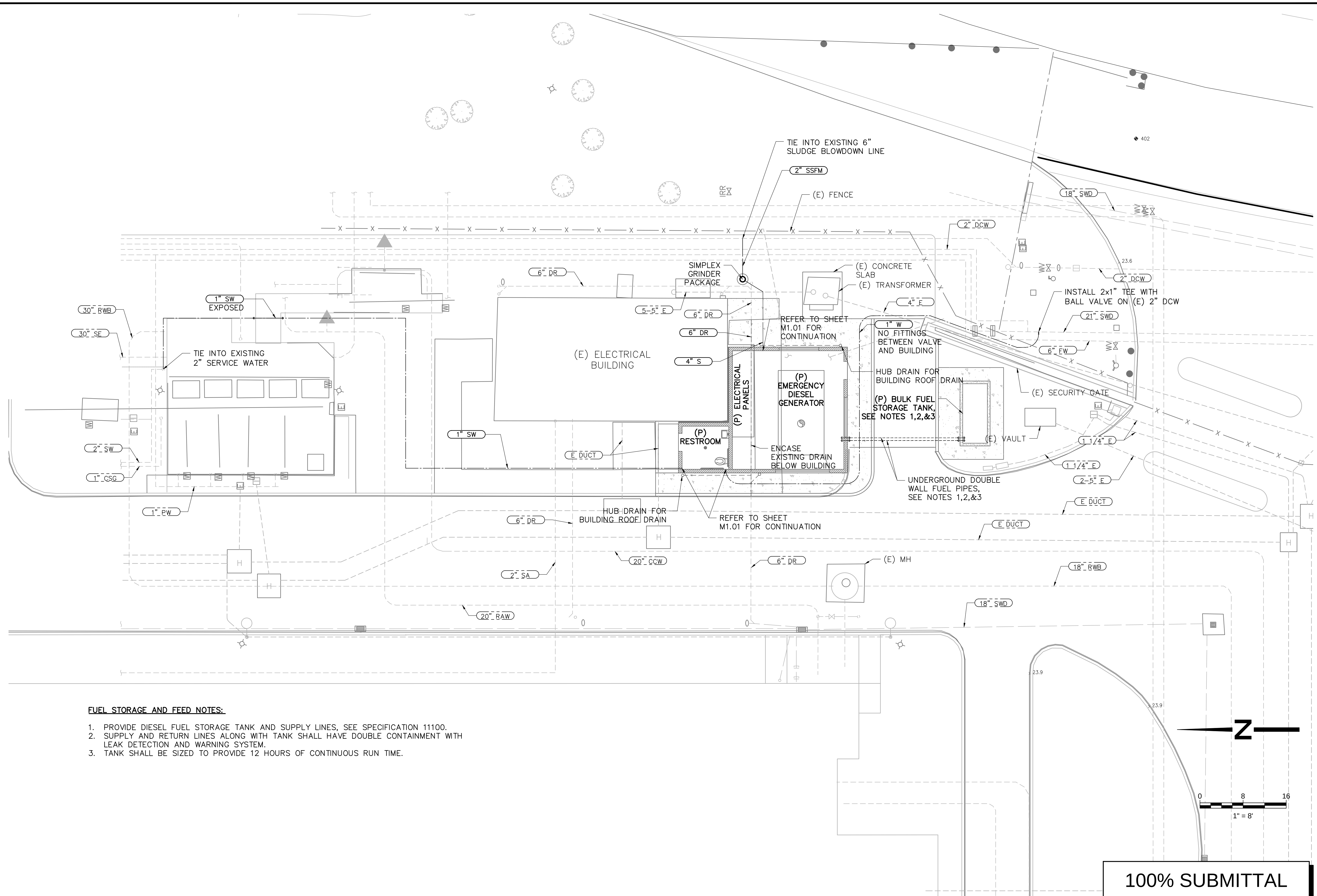
NO.	DATE	BY	REVISIONS	DESIGN:	DR
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				REVIEWED:	DR
				DATE:	12/20/2017
				SCALE:	AS NOTED

SHEET NO.
2 OF 33

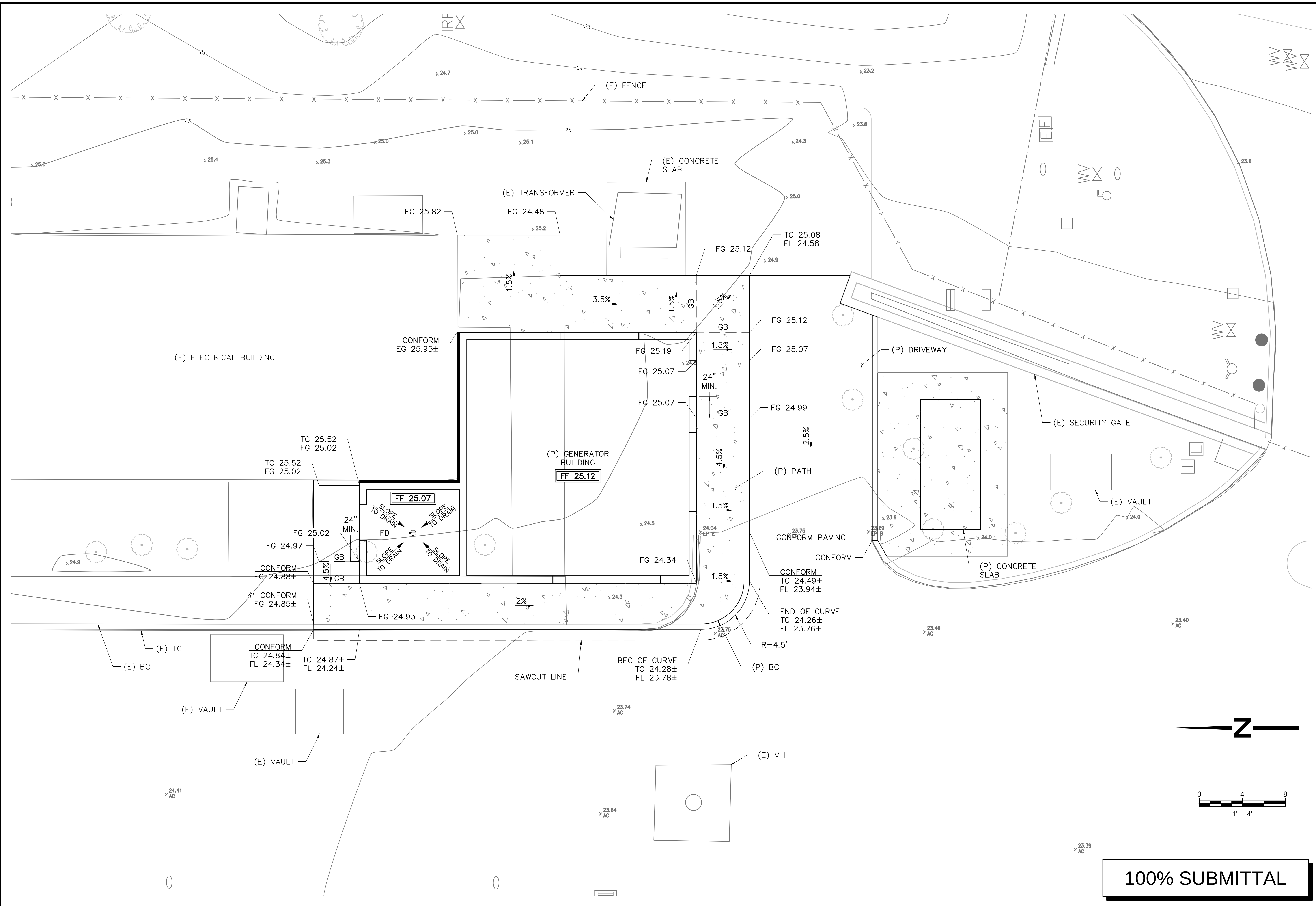
DWG. NO.
G0.20



100% SUBMITTAL

FUEL STORAGE AND FEED NOTES:

100% SUBMITTAL



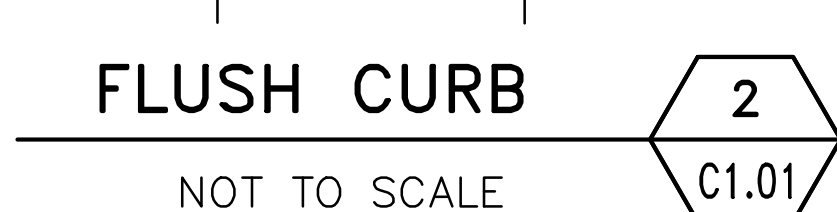
N:\226117-0000202.00\CADD\PI\02 Civil\C1.03 - Grading Plan.dwg LAYOUT: Layout1 ZSA 12/20/2017



A hexagonal icon divided horizontally. The top half contains the number '1' and the bottom half contains the text 'C1.01'.

A hexagonal icon divided horizontally. The top half contains the number '1' and the bottom half contains the text 'C1.01'.

1. PROVIDE SCORED CONTROL JOINTS AT 4'-0" MAX CENTERS.
2. PROVIDE PREMOLDED EXPANSION JOINTS AT 20'-0" MAX ON CENTER AND AT ALL CORNERS. WHERE ADJACENT TO CURB, ALIGN WITH CURB EXPANSION JOINT LOCATIONS.



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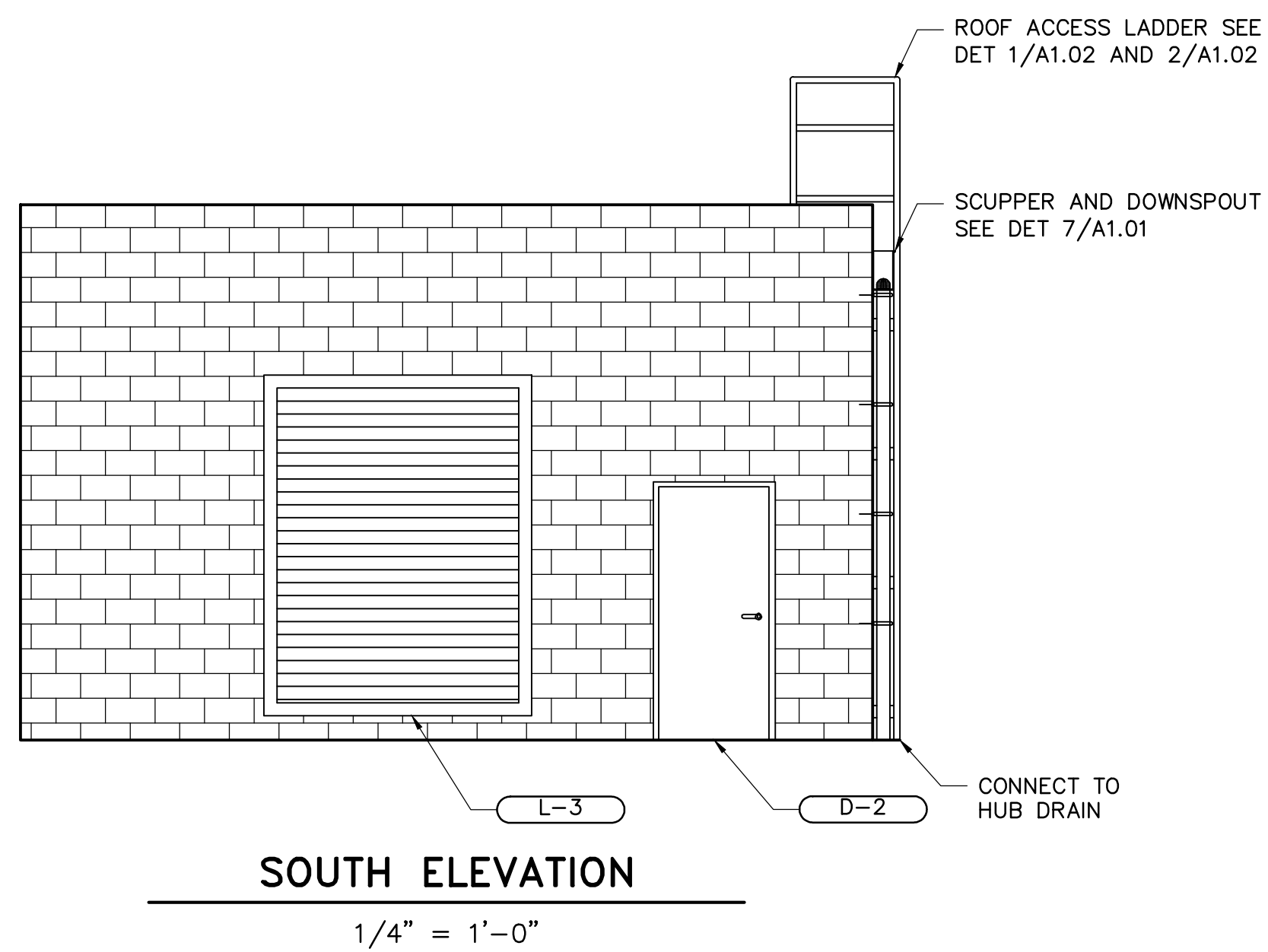
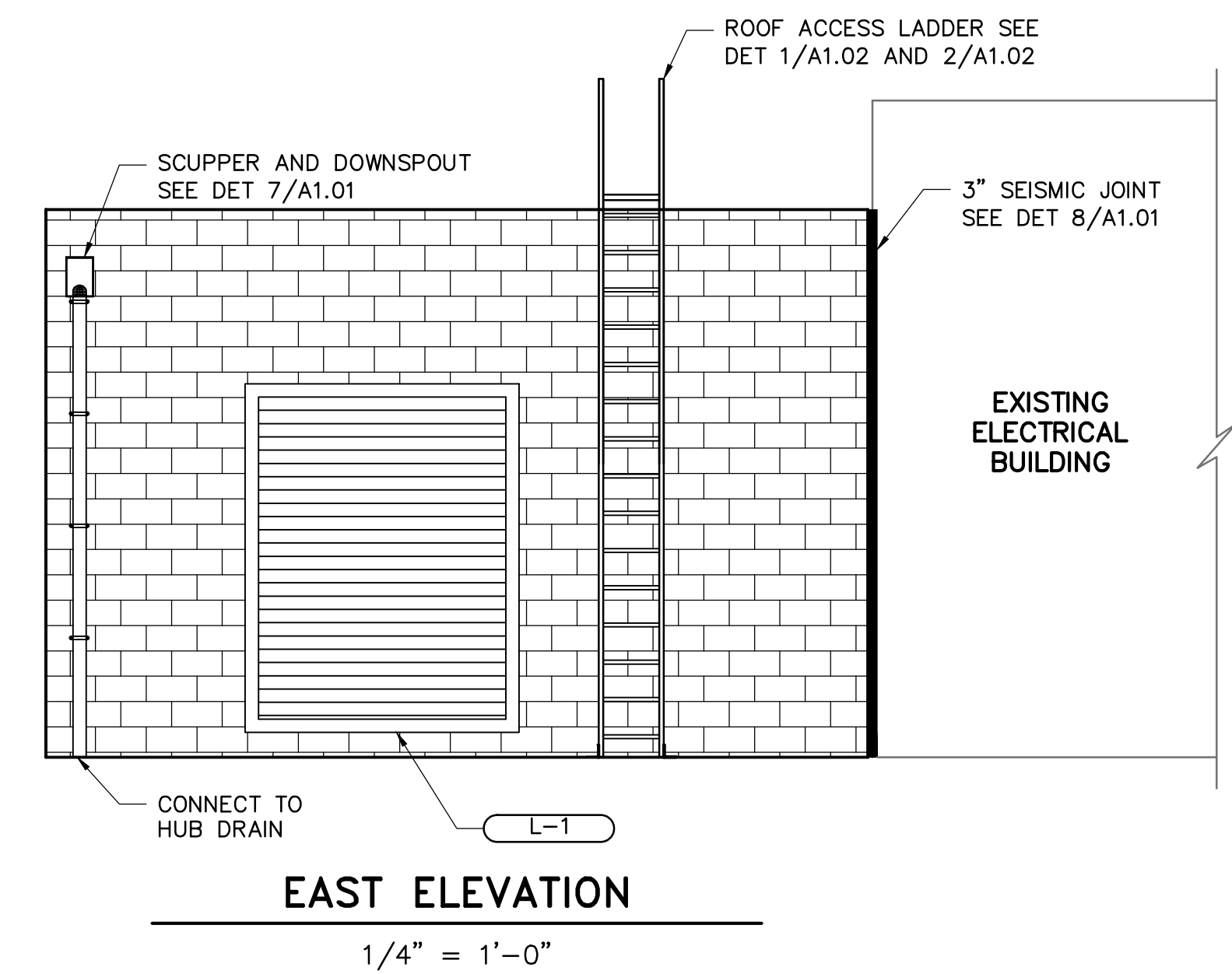
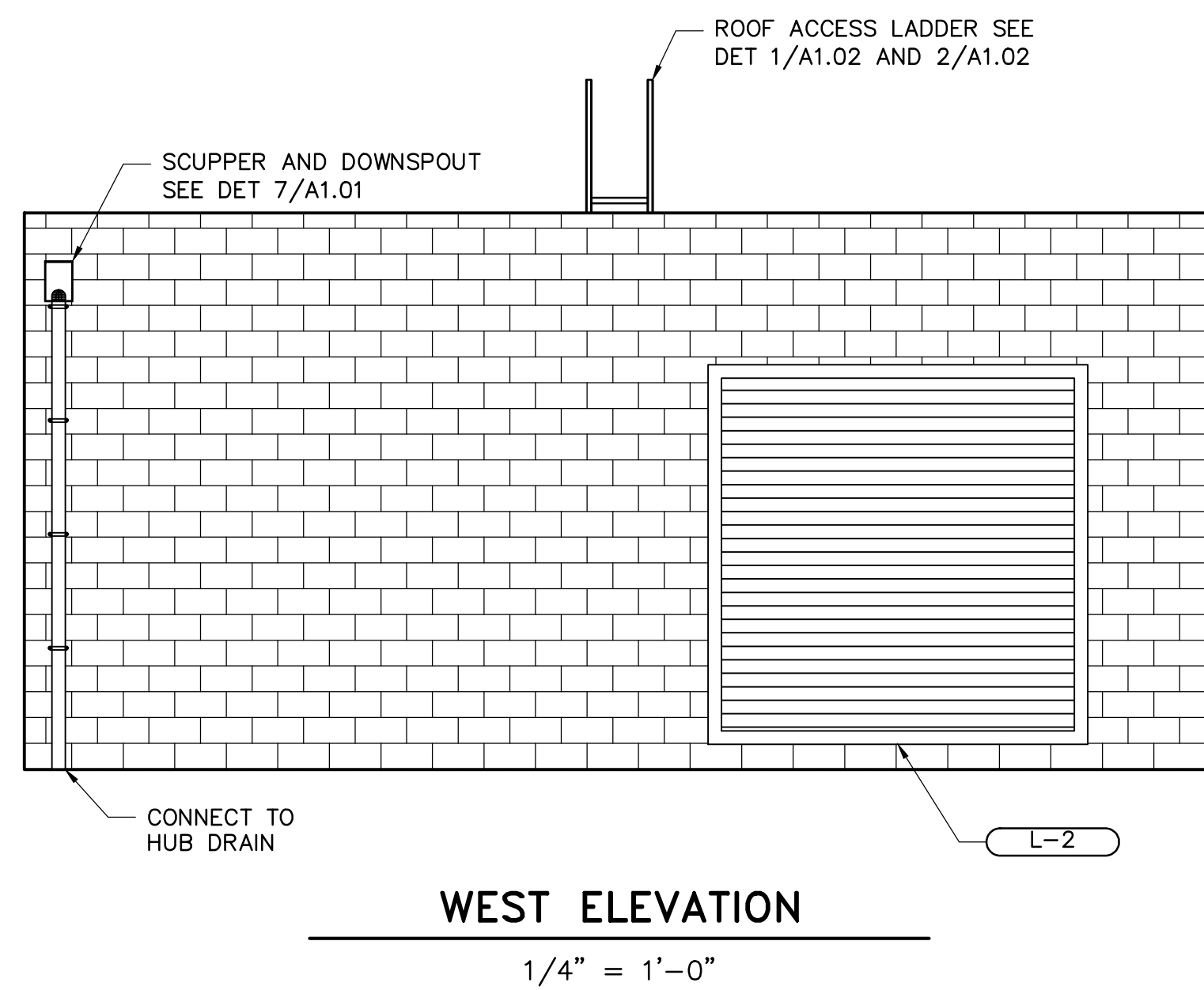
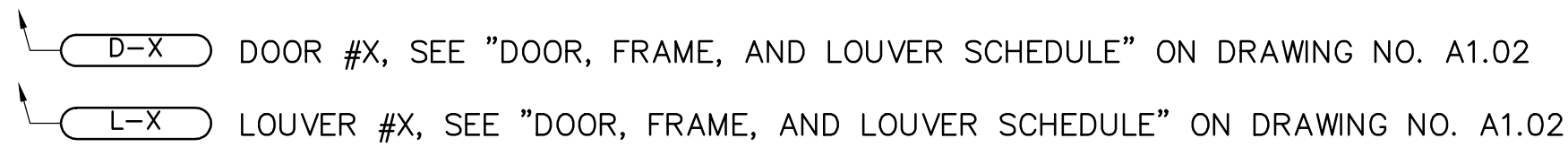
A hexagonal logo with a horizontal line. The number '2' is in the top half and 'C1.01' is in the bottom half.

1. PROVIDE PREMOLDED EXPANSION JOINTS AT 50'-0" MAX ON CENTER AND AT ALL CURVE RETURNS.



100% SUBMITTAL

REGISTERED PROFESSIONAL ENGINEER DAVID RICHARD No. 33478 Exp. 6/20/18 CIVIL STATE OF CALIFORNIA					PREPARED UNDER THE DIRECTION OF: DAVID RICHARD 12/20/2017 DATE:				
ACCEPTED FOR USE: VINCE DE LANGE General Manager Date:					NV5				
CIVIL DETAILS					RWF EMERGENCY BACKUP GENERATOR PROJECT NO. 15126				
DESIGN: DR					Delta Diablo				
DRAWN: CEH									
REVIEWED: DR									
DATE: 12/20/2017									
SCALE: AS NOTED									
SHEET NO. 9 OF 33									
DWG. NO. C1.04									



DWG. NO.	A100			
	SHEET NO. 10 OF 33			
NO.	DATE	BY	REVISIONS	DESIGN: DR
				DRAWN: ZSA
				REVIEWED: DR
				DATE: 12/20/2017
				SCALE: AS NOTED
				
FLOOR PLAN – ELEVATIONS – ROOF PLAN RWF EMERGENCY BACKUP GENERATOR PROJECT NO. 15126				
ACCEPTED FOR USE: VINCE DE LANGE General Manager Date: _____				
PREPARED UNDER THE DIRECTION OF: DAVID RICHARD 12/20/2017 DATE: <i>David Richard</i> NIV5				
				







PLANNING APPLICATION (Administrative Review)
City of Pittsburg Development Services Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565
Phone: (925) 252-4920; Fax: 252-4814

TYPE OF APPLICATION REQUESTED:

- ☐ SR Sign Review Permit ☐ TS Temporary Sign Permit
☐ TA Temporary Activity Permit ☐ OD Outdoor Dining Permit
☒ Other _____

STAFF USE ONLY

Application Number: _____ Date Filed: _____

PROJECT INFORMATION: (To be completed by applicant – only complete lines that are relevant to the application)

Name of Project: _____

Project Location: _____

Assessor's Parcel No(s): _____

Existing Use: _____ Proposed Use: _____

Size of Structure(s), (sq. ft.) existing: _____

Size of Addition(s), (sq. ft.) proposed: _____

Property Size (acres or sq. ft.): _____ No. of Lots Existing: _____ Proposed: _____

Days/Hours of Operation: _____

Number of Employees; Existing: _____ Proposed: _____

Number of On-Site Parking Stalls; Existing: _____ Proposed: _____

Describe proposed project/use request below or include description as an attachment.
(For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

NOTICE OF INTENT

TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918

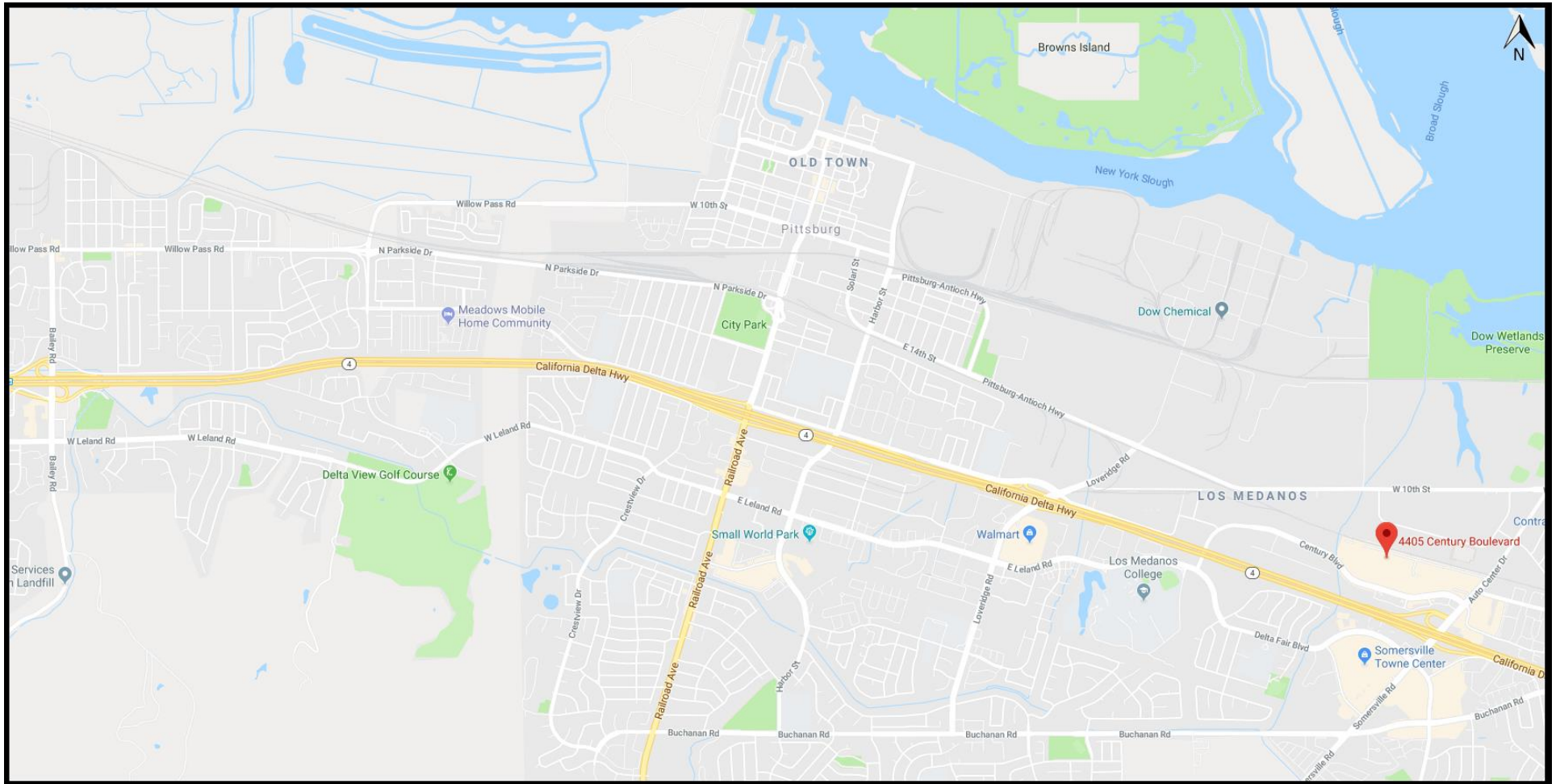
4405 Century Façade Design, AP-18-1310 (AD).

This is an application filed by Bob Garrison, on behalf of Sierra Pacific Properties, requesting administrative design review approval to modify an existing façade in order to create a new entrance for a new tenant space at 4405 Century Boulevard, in the CC (Community Commercial) District. Assessor's Parcel Number 074-460-003.

This project is delegated to staff under Category 3 (Minor Building Remodels) of Planning Commission Resolution No. 9918.

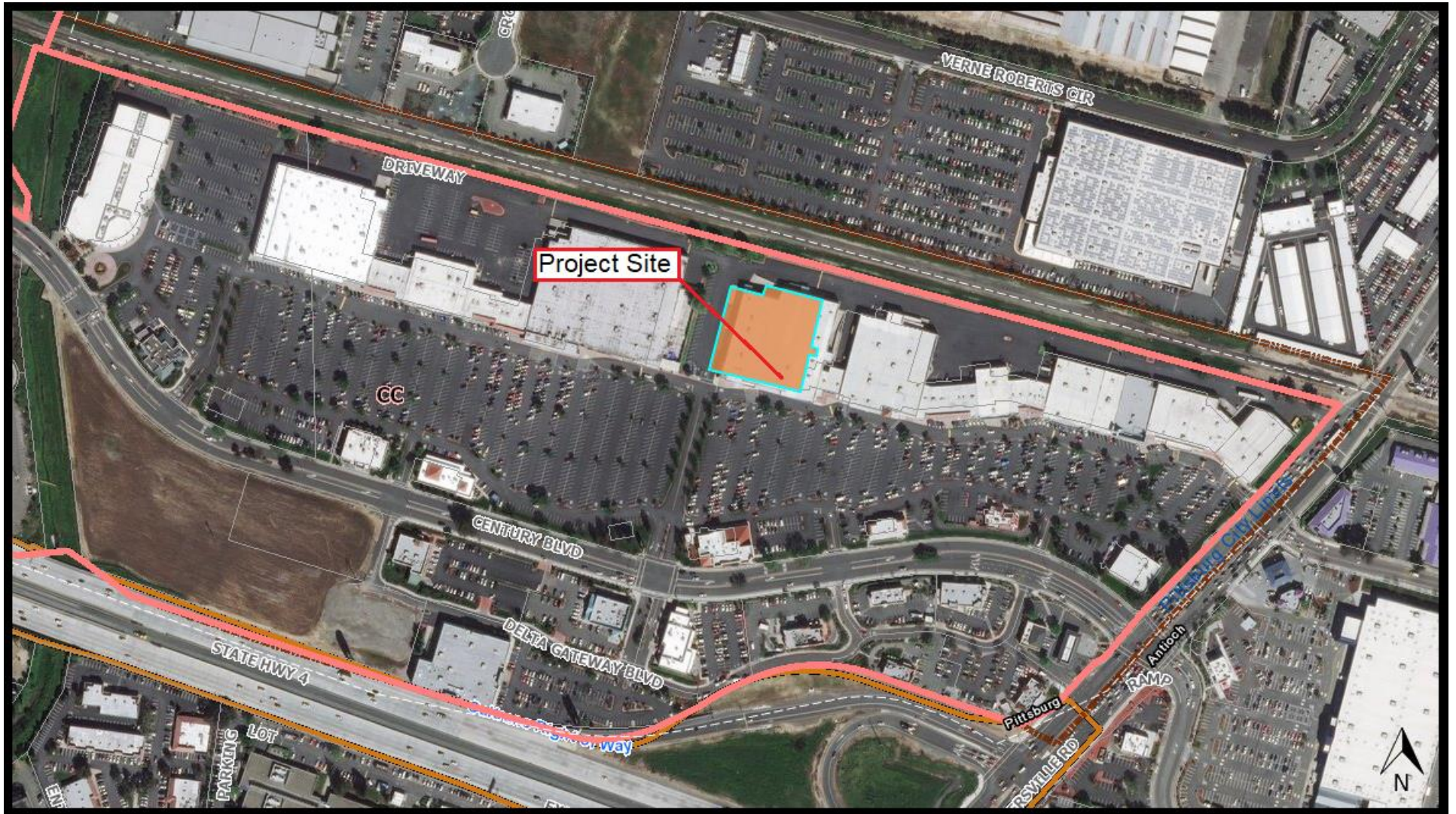
4405 Century Façade Design – Vicinity Map

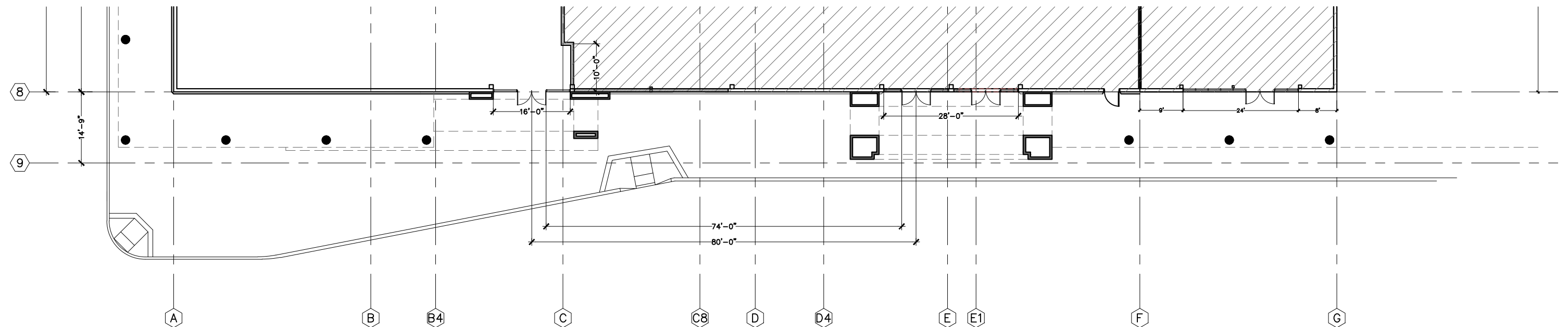
AP-18-1310	4405 Century Boulevard
Administrative Design Review	APN: 074-460-003



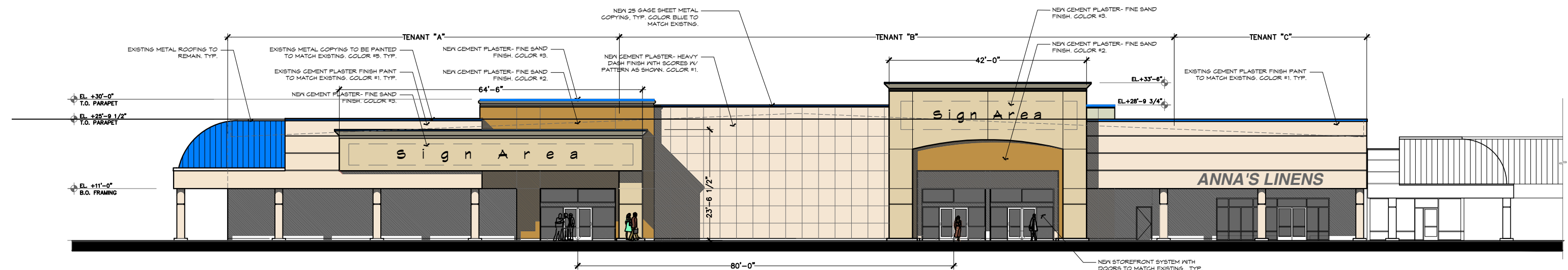
4405 Century Façade Design – Aerial Map

AP-18-1310	4405 Century Boulevard
Administrative Design Review	APN: 074-460-003





FRONT FLOOR PLAN - PHASE II



FRONT ELEVATION - PHASE II

TENTATIVE Pipeline List for Planning Commission



	Pipeline Type	Application Year	App No.	Pipeline Image	Project Name	Applicant/Developer	Street Number	Street Name	APN	Units Proposed OR Building SF	Site Size (AC or SF)	Status	Upcoming PC Date	Upcoming CC Date	Planner Assigned
1	Commercial / Institutional	AP-17	1274		2108 Railroad Commercial Shell	DCI/Randy Baugh	2108	Railroad	087-030-087	3000	SF	Pending	TBD	TBD	Jordan Davis
2	Commercial / Institutional	AP-17	1253		Avila Road Overlay Amendment	Dave and Kathy Rege	103	Avila	097-140-014		5AC	Pending	09/12/17	02/05/18	Christine Gregory
3	Commercial / Institutional	AP-17	1291		Commercial Scaffolding Inc.	Commercial Scaffolding Inc.	1451	Loveridge	073-230-015			Incomplete	TBD	--	Jordan Davis
4	Commercial / Institutional	AP-16	1189		LMK PETRO Mini-Mart, Gas Station and Car Wash	LMK PETRO	1625	Buchanan	088-030-021	5,372 SF	5 AC	Incomplete	TBD	TBD	Christine Gregory
5	Commercial / Institutional	AP-17	1303		Nazari Rezoning for Contractor Yard	Mike Nazari	1700	N. Parkside	096-093-002, -003, -004		1.08 AC	Pending	03/13/18	TBD	Hector Rojas
6	Commercial / Institutional	AP-17	1217		Nazari Use Permit Amendment	Mike Nazari	1700	N Parkside	096-093-002, -003, -004			Appeal Pending	--	TBD	Hector Rojas
7	Commercial / Institutional	AP-17	1301		Nunley's Karate Do	Allen Nunley	760	Railroad	085164018			Pending	02/13/18	--	Jordan Davis
8	Commercial / Institutional	AP-17	1281		Pittsburg Civic Center Offices	Garaventa Properties		Center	086-100-041	102,538.00	5.23	Incomplete	TBD	--	Hector Rojas
9	Commercial / Institutional	AP-17	1235		Pittsburg Disposal Relocation/Mt Diablo Resource Recovery Park Services	Robert Hammons	555	California	073-270-089	20,008 SF	1.42 AC	Pending	06/13/17	TBD	Christine Gregory
10	Commercial / Institutional	AP-17	1288		Public Storage (1275 California)	Public Storage	1275	California	073-190-031	39,750 s.f.	4.4 AC	Incomplete	03/13/18	TBD	Jordan Davis
11	Commercial / Institutional	AP-16	1195		Ruby Lounge	Kyle Ahmadi	3829	Railroad	088-072-055	2,009 SF	2000 s.f.	Incomplete	TBD	--	Jordan Davis
12	Commercial / Institutional	AP-15-	1096		Solomon Temple Baptist Church Addition	Wendell Seifert	655	California	073-140-008	14,554 +18,000 S.F. (addition)	87,120 SF	Incomplete	TBD	--	Jordan Davis
13	Commercial / Institutional	AP-17	1240		Springhill Suites by Marriott	StayCal Hotels, LLC	1160	East Leland	088-230-028	56,118 SF	1,359 acres	Appeal Pending	06/27/17	TBD	Hector Rojas
14	Industrial	AP-17	1270		Diablo Energy Storage, LLC	Diablo Energy Storage, Kevin Johnson	701	Willow Pass	085-280-010	186,000 SF (max)	11.85 AC	Pending	03/27/18	TBD	Kristin Pollot
15	Industrial	AP-13-	969		Dow Modernization Project	Gabriel Mas, DOW Chemical	901	Loveridge	073-220-046	248 SF	6 AC	FEIR Pending	TBD	--	Jordan Davis
16	Industrial	AP-17	1299		JC's Auto Body	Christopher Alvarez	999	Harbor	073-060-001			Incomplete	TBD	--	Celina Palmer
17	Multi-Family Residential	AP-17	1276		14 Alturas	Baric Services	14	Alturas	087-114-011	3 units	9,660 SF	Incomplete	TBD	--	Celina Palmer
18	Multi-Family Residential	AP-17	1260		Beacon Villas	Justin Tin	505	W. 10th	082-260-009; 082-260-012; 082-260-044; 085-243-001; 085-243-002; 085-260-178	57	2.0	Incomplete	TBD	--	Jordan Davis
19	Multi-Family Residential	AP-17	1304		Black Diamond Terraces	Enrique Palacios, Pittsburg Unified School District	1025	Black Diamond	085-203-004	77	2.25	Incomplete	TBD	--	Jordan Davis
20	Multi-Family Residential	AP-17	1228		Edgewater Apartments	Discovery		Carion Court	073-190-033	62 units	4,418 AC	Pending	01/23/18	03/05/18	Jordan Davis
21	Multi-Family Residential	AP-17	1294		Galloway Fourplex	Gwen Bertolami	345	W. 10th	085-211-004	4 units		Pending	01/23/18	--	Hector Rojas
22	Multi-Family Residential	AP-17	1295		Galloway Fourplex	Gwen Bertolami	172	W. 10th	085-226-014	4 units		Pending	01/23/18	--	Hector Rojas

	Pipeline Type	Application Year	App No.	Pipeline Image	Project Name	Applicant/Developer	Street Number	Street Name	APN	Units Proposed OR Building SF	Site Size (AC or SF)	Status	Upcoming PC Date	Upcoming CC Date	Planner Assigned
23	Multi-Family Residential	AP-17	1296		Galloway Fourplex	Gwen Bertolami	463	W. 10th	085-241-003	4 units		Pending	01/23/18	--	Hector Rojas
24	Other Projects	AP-10-	717		Faria/Southwest Hills Annexation & Master Plan	Discovery Builders, Inc.		SW Hills Planning Area	097-180-006; 097-200-002; 097-200-003	Potential 1500 units (max)	607 AC	EIR Pending	TBD	TBD	Kristin Pollot
25	Other Projects	AP-17	1280		Pittsburg Active Transportation and Safe Routes Plan	City of Pittsburg						Pending	--	04/02/18	Hector Rojas
26	Single Family Residential	AP-17	1300		Hernandez Addition and Home Occupation	Jing Soto	1587	Rio Verde	097-660-031			Incomplete	--	--	Celina Palmer
27	Single Family Residential	AP-17	1229		Liberty Residential Subdivision	Discovery Builders, Inc.	300	Central	086-160-009, -011, -012, and 086-151-001	57	4.98	Incomplete	TBD	TBD	Hector Rojas

Final DRAFT for Council Consideration
**City Council Goals for Planning Commission
For 2018-19**

Goal 1: In order to increase meeting participation, all Planning Commission notices shall be posted on the city website and applicable social media sites, in accordance with the citywide social media policy (currently pending). Other messaging methods, such as the use of large sandwich boards or targeted direct mailings beyond legal requirements, shall also be explored. Within 6 to 12 months of implementation of any new posting method, the Planning Commission shall review the effectiveness of the method to determine if any modifications are needed.

Goal 2: Before the end of the fiscal year, host a minimum of three presentations during regular meetings to further educate the Planning Commission and the public on planning related topics. Presentations shall include updates and/or quantitative informational materials from the City's Police Department and Economic Development Department, at minimum. Topics should include (as appropriate) updates on marijuana regulations, recent crime trends in town, education related to new project fees, upcoming projects, etc.

Goal 3: Encourage the geographic distribution of affordable units throughout the City, consistent with the City's Inclusionary Housing Ordinance. Staff's analysis associated with new housing projects shall specify applicable regulations and include a location map showing the three closest existing affordable housing sites (at minimum) to the project proposal.

Goal 4: Participate in the '2040 General Plan' comprehensive update Request for Proposals (RFP) process, as directed by staff and the City Council, which is anticipated to be completed by June 2018.

Goal 5: Continue to support implementation of the Railroad Avenue Specific Plan (RASP) in conjunction with the opening of the new Pittsburg Center BART Station (scheduled to occur May 2018).

Goal 6: General Plan policy compliance tables (included with staff report analyses) shall include a review of policies related to creeks and career based job creation anytime new development projects are proposed.

ACTION ALERT!!

SB 827 (Wiener) Planning and Zoning - Density

League of CA Cities Position:

OPPOSE

Background: SB 827 (Wiener) would exempt certain housing projects from locally developed and adopted building height limitations, densities, parking requirements, and design review standards.

Specifically, SB 827 would undermine locally adopted General Plans, Housing Elements (which are certified by the Department of Housing and Community Development), and Sustainable Community Strategies (SCS). SB 827 allows private for-profit housing developers to determine housing densities, parking requirements, and design review standards within one-half mile of a “major transit stop,” or along a “high-quality transit corridor” which could be miles away from an actual bus stop. Additionally, housing developments within these areas can range in height between 45 feet and 85 feet depending on the desire of the developer. This bill threatens the character of communities that cities work so hard to encourage while promising zero affordable housing.

It is important to note that under existing law, cities are already required to zone for densities at levels necessary to meet their entire Regional Housing Needs Allocation (RHNA).

SB 827 is an attack on community based planning and public engagement because developers will get to determine building height limitations, densities, parking requirements, and design review standards. SB 827 calls to question why cities should create General Plans and Housing Elements if these documents can be dismissed. While we can all agree that it makes sense to build housing near transit, it should not be to the detriment of thoughtful communities.

ACTION:

SB 827 (Wiener) will be heard in the Senate Committee on Transportation and Housing and the Senate Committee on Governance and Finance in the next few weeks. Please consider these two helpful actions:

- 1) All Senators need to receive letters of opposition on this overreaching bill; however, special attention should be paid to the Senators serving on the two committees noted (Please note that Senator Skinner is a coauthor of the bill). If you have a Senator on either of these committees, please send in a CITY LETTER of OPPOSITION and urge your Senator’s NO vote on SB 827. Please send your letter via fax (sample letter attached) or may be sent through the League’s [Action Center](#).
- 2) Phone calls are needed. If you have a Senator on either of these committees, please CALL YOUR SENATOR and urge their NO vote on SB 827. Phone numbers and talking points are included in this alert (below).

SENATE TRANSPORTATION AND HOUSING

Member	District	Party	Room	Phone	Fax
Allen, Ben	26	D	5072	916 651 4026	916 651 4926

Beall, Jim (Chair)	15	D	2082	916 651 4015	916 651 4915
Cannella, Anthony (Vice-Chair)	12	R	5082	916 651 4012	916 651 4912
Dodd, Bill	3	D	5064	916 651 4003	916 651 4903
Gaines, Ted	1	R	3076	916 651 4001	916 651 4901
McGuire, Mike	2	D	5061	916 651 4002	916 651 4902
Mendoza, Tony	32	D	5100	916 651 4032	916 651 4932
Morrell, Mike	23	R	3056	916 651 4023	916 651 4923
Roth, Richard	31	D	4034	916 651 4031	916 651 4931
Skinner, Nancy	9	D	2059	916 651 4009	916 651 4909
Vidak, Andy	14	R	3082	916 651 4014	916 651 4914
Wieckowski, Bob	10	D	4085	916 651 4010	916 651 4910
Wiener, Scott	11	D	4066	916 651 4011	916 651 4911

SENATE GOVERNANCE AND FINANCE

Member	District	Party	Room	Phone	Fax
Beall, Jim	15	D	2082	916 651 4015	916 651 4915
Hernandez, Ed	22	D	2080	916 651 4022	916 651 4922
Hertzberg, Bob	18	D	4038	916 651 4018	916 651 4918
Lara, Ricardo	33	D	5050	916 651 4033	916 651 4933
McGuire, Mike (Chair)	2	D	5061	916 651 4002	916 651 4902
Moorlach, John	37	R	2048	916 651 4037	916 651 4937
Nguyen, Janet (Vice-Chair)	34	R	3048	916 651 4034	916 651 4934

You can find your Legislator's full contact information here: <http://findyourrep.legislature.ca.gov/>.

Introduced by Senator Wiener
(Principal coauthor: Senator Skinner)
(Principal coauthor: Assembly Member Ting)

January 3, 2018

An act to add Section 65917.7 to the Government Code, relating to land use.

LEGISLATIVE COUNSEL'S DIGEST

SB 827, as introduced, Wiener. Planning and zoning: transit-rich housing bonus.

The Planning and Zoning Law requires, when an applicant proposes a housing development within the jurisdiction of a local government, that the city, county, or city and county provide the developer with a density bonus and other incentives or concessions for the production of lower income housing units or for the donation of land within the development if the developer, among other things, agrees to construct a specified percentage of units for very low, low-, or moderate-income households or qualifying residents.

This bill would authorize a transit-rich housing project to receive a transit-rich housing bonus. The bill would define a transit-rich housing project as a residential development project the parcels of which are all within a $\frac{1}{2}$ mile radius of a major transit stop or a $\frac{1}{4}$ mile radius of a high-quality transit corridor, as those terms are further defined. The bill would exempt a project awarded a housing opportunity bonus from various requirements, including maximum controls on residential density or floor area ratio, minimum automobile parking requirements, design standards that restrict the applicant's ability to construct the maximum number of units consistent with any applicable building code, and maximum height limitations, as provided.

The bill would declare that its provisions address a matter of statewide concern and apply equally to all cities and counties in this state, including a charter city.

By adding to the duties of local planning officials, this bill would impose a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: yes.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares that this act
2 addresses a matter of statewide concern and shall apply equally to
3 all cities and counties in this state, including charter cities.

4 SEC. 2. Section 65917.7 is added to the Government Code, to
5 read:

6 65917.7. (a) As used in this section, the following definitions
7 shall apply:

8 (1) “Block” has the same meaning as defined in subdivision (a)
9 of Section 5870 of the Streets and Highways Code.

10 (2) “High-quality transit corridor” means a corridor with fixed
11 route bus service that has service intervals of no more than 15
12 minutes during peak commute hours.

13 (3) “Transit-rich housing project” means a residential
14 development project the parcels of which are all within a one-half
15 mile radius of a major transit stop or a one-quarter mile radius of
16 a high-quality transit corridor. A project shall be deemed to be
17 within a one-half mile radius of a major transit stop or a one-quarter
18 mile radius of a high-quality transit corridor if both of the following
19 apply:

20 (A) All parcels within the project have no more than 25 percent
21 of their area outside of a one-half mile radius of a major transit
22 stop or a one-quarter mile radius of a high-quality transit corridor.

23 (B) No more than 10 percent of the residential units or 100 units,
24 whichever is less, of the project are outside of a one-half mile

1 radius of a major transit stop or a one-quarter mile radius of a
2 high-quality transit corridor.

3 (4) “Major transit stop” has the same meaning as defined in
4 Section 21064.3 of the Public Resources Code.

5 (b) Notwithstanding any local ordinance, general plan element,
6 specific plan, charter, or other local law, policy, resolution, or
7 regulation, a transit-rich housing project shall receive a transit-rich
8 housing bonus which shall exempt the project from all of the
9 following:

10 (1) Maximum controls on residential density or floor area ratio.

11 (2) Minimum automobile parking requirements.

12 (3) Any design standard that restricts the applicant’s ability to
13 construct the maximum number of units consistent with any
14 applicable building code.

15 (4) (A) If the transit-rich housing project is within either a
16 one-quarter mile radius of a high-quality transit corridor or within
17 one block of a major transit stop, any maximum height limitation
18 that is less than 85 feet, except in cases where a parcel facing a
19 street that is less than 45 feet wide from curb to curb, in which
20 case the maximum height shall not be less than 55 feet. If the
21 project is exempted from the local maximum height limitation, the
22 governing height limitation for a transit-rich housing project shall
23 be 85 feet or 55 feet, as provided in this subparagraph.

24 (B) If the transit-rich housing project is within one-half mile of
25 a major transit stop, but does not meet the criteria specified in
26 subparagraph (A), any maximum height limitation that is less than
27 55 feet, except in cases where a parcel facing a street that is less
28 than 45 feet wide from curb to curb, in which case the maximum
29 height shall not be less than 45 feet. If the project is exempted
30 from the local maximum height limitation, the governing height
31 limitation for a transit-rich housing project shall be 55 feet or 45
32 feet, as provided in this subparagraph.

33 (C) For purposes of this paragraph, if a parcel has street frontage
34 on two or more different streets, the height maximum pursuant to
35 this paragraph shall be based on the widest street.

36 SEC. 3. No reimbursement is required by this act pursuant to
37 Section 6 of Article XIII B of the California Constitution because
38 a local agency or school district has the authority to levy service
39 charges, fees, or assessments sufficient to pay for the program or

- 1 level of service mandated by this act, within the meaning of Section
- 2 17556 of the Government Code.

O