



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

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the meeting of the Planning Commission will be conducted electronically through Zoom and broadcast live through Granicus on the City's website which can be located on the [Streaming Media](#) page. If you do not have internet access, the meeting will also be available to the public in a listening-only mode via telephone call-in line. To listen to the meeting, dial 1 (669) 900-6833. When prompted, dial in the Webinar ID, 821 7525 0973 and Password, 086252.

Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber will not be open for the meeting. Planning Commissioners will be participating electronically and will not be physically present in the Council Chamber.

As of January 26, 2021, Planning Commission Meeting, live comments will be allowed by members of the public via teleconferencing during Zoom meetings and emailed comments will no longer be read aloud by staff. To be placed in a queue to comment, please adhere to the following instructions.

To Participate in Public Comment During the Meeting:

- Notify the City Clerk's Office via email by 3:00 p.m. on the meeting date that you would like to be placed in the queue for general Public Comments, or comments on a specific agenda item. Requests received after 3:00 p.m. on the date of the meeting will not be able to comment.
- Email your name and telephone number to meetingcomments@ci.pittsburg.ca.us. We need both identifications to pair you with the item you wish to speak on. You must also be sure that you call in using the number you have provided, or we may not be able to identify you as a speaker.
- Your email must include the words **"FOR PUBLIC COMMENT"** in the subject line and specify the **Agenda Item number or Non-Agenda** as appropriate.
- You will receive an email confirmation with instructions to log in.
- Once the meeting starts (check the Streaming Media link on our website – www.ci.pittsburg.ca.us) you can phone in to Zoom. If you log in before the event has started, you may be disconnected.
- You will be added to the meeting as an attendee and will be called upon by staff for phone-in comments.
- Speakers will be muted until their opportunity to provide public comment.
- All comments will be subject to the three-minute time limitation (approximately 350 words).
- Begin your comment by providing your name and city of residence for the record – although providing this is not required for participation.
- Just as in a live meeting inside the Council Chamber, only one comment per agenda item per person is allowed.

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



City of Pittsburg Planning Commission Agenda

February 23, 2021

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

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

Planning Commission Members

**Sarah Foster, Chair
Christopher Moreno, Vice-Chair
Dr. Trinh Nguyen, Commissioner
Wolfgang Croskey, Commissioner
James Coniglio, Commissioner
Elissa Robinson, Commissioner
Vacant, Commissioner**

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

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please refrain from making personal, impertinent, or slanderous remarks. Boisterous or disruptive behavior while the Commission is in session, is considered counterproductive and will not be tolerated.

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

1. Recommendation on Amendments to Title 18 of the Pittsburg Municipal Code

This is a continued public hearing to consider draft amendments to Title 18 of the Pittsburg Municipal Code (PMC) in order to clarify minor inconsistencies and ensure compliance with recently updated provisions of State Law. The modifications would generally include updates to zoning definitions, parking requirements, screening requirements, and allowable use regulations to ensure clarity and consistency with State Law. These updates would apply city-wide.

COMMENTS FROM THE AUDIENCE

CONSENT

2. Minutes

Minutes of January 26, 2021

COMMISSION CONSIDERATIONS

3. General Plan Annual Progress Report for Calendar Year 2020

This is a request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2020; 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).

STAFF COMMUNICATIONS

COMMITTEE REPORTS / COMMISSIONER COMMENTS

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.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
February 23, 2021**

ITEM: Recommendation on Amendments to Title 18 of the Pittsburgh Municipal Code.

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

SUBJECT: This is a continued public hearing to consider draft amendments to Title 18 of the Pittsburgh Municipal Code (PMC) in order to clarify minor inconsistencies and ensure compliance with recently updated provisions of State Law. The modifications would generally include updates to zoning definitions, parking requirements, screening requirements, and allowable use regulations to ensure clarity and consistency with State Law. These updates would apply city-wide.

RECOMMENDATION:

Staff recommends that the Commission continue the public hearing on this item to March 9, 2021.

BACKGROUND:

Based on additional information provided by the City Attorney, staff is recommending a continuance of this item.

PROJECT DESCRIPTION:

Not Applicable.

GENERAL PLAN/CODE COMPLIANCE:

Public Notice: On or prior to January 30, 2021, notice of the February 9, 2021, public hearing to consider this application was published in the East County Times, posted at City Hall, and on the "Public Notices" section of the city's website, and was mailed via first class or electronic mail to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. The February 9, 2021, meeting was cancelled and the item continued to February 23, 2021.

ANALYSIS:

Not Applicable.

ACTION REQUIRED:

Planning Commission Staff Report
Recommendations on Amendments to Title 18 of the Pittsburgh Municipal Code
February 23, 2021

Move to continue the public hearing to March 9, 2021.

ATTACHMENTS:

1. Public Hearing Notice

Prepared by: Celina Palmer, Assistant Planner



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 9, 2021
TIME: 7:00 p.m.
PLACE: Streaming Video (see public advisory on next page)

Concerning the following matter:

Recommendation on Amendments to Title 18 of the Pittsburg Municipal Code

This is a public hearing requesting a recommendation to the City Council on staff-initiated updates to the Pittsburg Municipal Code (PMC) in order to clarify minor inconsistencies and ensure compliance with recently updated provisions of State Law. Proposed updates are generally related to parking standards/requirements and several use classifications, definitions, and associated regulations. These updates would apply city-wide.

PROJECT PLANNER: Celina Palmer, (925) 252-4029 or cpalmer@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 being notified.

Where can I get more information about this project?

The file for this project is available for public inspection; please contact the project planner listed above to make necessary arrangements.

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 to: Pittsburg Planning Division, 65 Civic Avenue, Pittsburg, CA 94565. You may also register your comments or objections by attending the virtual public hearing on the date and time listed above (see advisory on next page for instructions on how to register a phone-in comment).

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 address noted above before the hearing body's action on the matter will become a part of the administrative record.

*Para información en
español:
(925) 252-4920*

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: Recommendation on Amendments to Title 18 of the Pittsburgh Municipal Code
Location: City-Wide

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

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

Effective immediately, live comments will be allowed by members of the public via teleconferencing during Zoom meetings and written comments received after 3:00 p.m. will be read aloud by staff. To be placed in a queue to comment, please adhere to the following instructions.

To Participate in Public Comment During the Meeting:

- Notify the City Clerk's Office via email by 3:00 p.m. on the meeting date that you would like to be placed in the queue for general Public Comments, or comments on a specific agenda item. Requests received after 3:00 p.m. on the date of the meeting will not be able to comment.
- Email your name and telephone number to meetingcomments@ci.pittsburg.ca.us. We need both identifications to pair you with the item you wish to speak on. You must also be sure that you call in using the number you have provided or we may not be able to identify you as a speaker.
- Your email must include the words **"FOR PUBLIC COMMENT"** in the subject line and specify the **Agenda Item number or Non-Agenda** as appropriate.
- You will receive an email confirmation with instructions to log in.
- Once the meeting starts (check the Streaming Media link on our website – www.ci.pittsburg.ca.us) you can phone in to Zoom. If you log in before the event has actually started you may be disconnected.
- You will be added to the meeting as an attendee and will be called upon by staff for phone-in comments.
- Speakers will be muted until their opportunity to provide public comment.
- All comments will be subject to the three-minute time limitation (approximately 350 words).
- Begin your comment by providing your name and city of residence for the record – although providing this is not required for participation.
- Just as in a live meeting inside the Council Chamber, only one comment per agenda item per person is allowed.

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

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

January 26, 2021

Pursuant to Section 3 of Executive Order N-29-20, issued by Governor Newsom on March 17, 2020, the regular meeting of the Planning Commission for January 26, 2021 was conducted telephonically through Zoom with broadcasting live through Granicus on the City's website. Please be advised that pursuant to the Executive Order, and to ensure the health and safety of the public by limiting human contact that could spread the COVID-19 virus, the Council Chamber was not open for the meeting. Council Members participated telephonically or through Zoom and were not physically present in the Council Chamber.

Chair Foster called the meeting of the Pittsburg Planning Commission to order at 7:00 p.m. on Tuesday January 26, 2021, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California via Zoom teleconference.

ROLL CALL

Present: Chair Foster, Vice-Chair Moreno, Commissioners Croskey, Coniglio, Robinson

Absent: Commissioner Nguyen

Staff: City Attorney Donna Mooney, Interim Deputy City Manager for Operations Jill Hecht, Director of Public Works/ City Engineer Richard Abono, Planning Manager/ Secretary Kristin Pollot, Interim Director of Economic Development/ Assistant to the City Manager Jordan Davis, Senior Planner Hector Rojas, Deputy City Clerk Amanda McVey, Administrative Coordinator Shelby Rose

PLEDGE OF ALLEGIANCE

Commissioner Croskey led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were none.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

1. Pittsburgh Moves Active Transportation Plan

Hector Rojas, Senior Planner, gave presentation.

CONSENT

2. Minutes of January 26, 2021

On motion by Commissioner Moreno and seconded by Commissioner Robinson to approve the Minutes of January 26, 2021 and carried by the following vote:

AYES: Coniglio, Croskey, Moreno, Robinson, Foster
NAYES: None
ABSTAIN: None
ABSENT: Nguyen

PUBLIC HEARING

4. Frontage Road General Plan Amendment and Rezone Project, AP-20-1544 (GP, RZ)

A public hearing on a recommendation of City Council approval of a general plan amendment and rezoning of a city-owned undeveloped parcel and an unmapped portion of an abandoned right-of-way, to 'Community Commercial' and CC (Community Commercial) District, respectively. The site totals less than three acres in size and is located along the northern side of Frontage Road, between Dover Way and Chelsea Way. Assessor's Parcel No. 087-227-001. Development of the site is not proposed at this time.

Interim Director of Economic Development/ Assistant to the City Manager Jordan Davis, gave a presentation on the item.

Public comment was received through email from the following and were read aloud:

Coreen Perez, Pittsburg
Bruce Ohlson, Pittsburg
Victor Guzman, Pittsburg

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

On motion by Commissioner Moreno to increase public notification for the neighborhood on future projects and include a plan for community benefit for the immediate neighborhood to go along with any future proposal of commercial use and seconded by Commissioner Coniglio approve the application and carried by the following vote:

AYES: Coniglio, Croskey, Moreno, Robinson, Foster
NAYES: None
ABSTAIN: None
ABSENT: Nguyen

ZONING ADMINISTRATOR REPORTS

5. The Zoning Administrator submit two notices of intent to exercise delegated design review authority for: 1) a remodel of existing Ace Hardware store located at 125 E. Leland Rd; and 2) a new 60-foot monopole for microwave communications at 570 W. 10th Street. The Zoning Administrator also submit one resolution previously approved under the delegated authority (Planning Commission Resolution No. 9918).

STAFF COMMUNICATIONS

There were none.

COMMITTEE REPORTS / COMMISSIONER COMMENTS

Chair Foster reported the TransPlan meeting was cancelled. Also there is an opening on the Contra Costa County Sustainability Commission.

Commissioner Croskey spoke on behalf of the Chamber of Commerce that small businesses can apply for funds from the PPP (Paycheck Protection Program) version 2.

ADJOURNMENT

The meeting was adjourned at 8:24 p.m. to February 9, 2021.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
February 23, 2021**

ITEM: General Plan Annual Progress Report for Calendar Year 2020

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 2020; 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. 10165, accepting the APR for Calendar Year 2020 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. In 2015, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period. In January 2019, upon direction from the City Council, a consultant service agreement was executed with De Novo Planning Group for preparation of a comprehensive General Plan Update and Environmental Impact Report. The update is still in progress but is expected to conclude by May 2021. Staff will go into more detail regarding the update's status during the presentation for this item.

The purpose of the APR is to provide the City Council, OPR, HCD, and CCTA with a progress report on the current General Plan's implementation status. The APR is also intended to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness. The last APR for calendar year 2019, was reviewed by the Planning Commission on April 14, 2020, the City Council on May 4, 2020, and submitted to OPR, HCD and CCTA on March 9, 2020.

PROJECT DESCRIPTION:

Staff has prepared the draft General Plan APR for Calendar Year 2020. The APR is provided as Exhibit A of Attachment 1 to this report and it consists of a detailed table

listing each of the adopted General Plan action policies or programs and their implementation status as of December 31, 2020. The Regional Fair Share Housing Allocation (RHNA) status update (shown in the table below) is also provided as part of the APR to document the City's progress in reaching its housing unit goals. For 2020, the area median income (AMI) for a 4-person household in Contra Costa County was \$119,200. Based on the AMI for 2019, a 4-person household was considered 'very low-income' if their total annual household income was under \$65,250. A four-person household with an income between \$65,250 and \$104,400 was considered 'low-income'. To be considered moderate income, a 4-person household had to earn between \$104,400 and \$143,050.

Table 1: RHNA Status Update

Income Level		RHNA Allocation	2015-2017	2018	2019	2020	Total Units to Date	Total Remaining
VL	Deed Restricted	392	0	23	0	6	29	363
	Unrestricted		0	0	0	0		
L	Deed Restricted	254	10	205	3	80	324	0
	Unrestricted		0	3	6	17		
M	Deed Restricted	316	0	0	0	0	216	100
	Unrestricted		150	48	18	0		
AM		1,063	570	68	89	98	825	238
Total RHNA		2,025						
Total Units			730	347	116	201	1,394	701
Notes: VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)								

CODE COMPLIANCE:

California Government Code section 65400(b) requires the City to prepare a General Plan APR for submittal to OPR and HCD 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.

STAFF ANALYSIS:

During 2020, the City made more progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved seven percent of its very low; 127% of its low; 68% of its moderate; and 77% of its above-moderate income RHNA targets through issuance of building permits. On February 1, 2021, the Southern California News Group used RHNA data to create its second annual housing permit report card for all 539 cities and counties in the state. Only 33 were doing well enough to earn an 'A', while 96 got an 'F'. The average grade was a 'C-minus'. Pittsburg earned a 'B+' which indicates the City is ahead of most jurisdictions in the State when it comes to meeting its housing targets for this cycle.

The City approved two large residential projects in 2020 – San Marco Villas III, a 270-unit apartment complex near the northwest corner of W. Leland Road and San Marco Boulevard; and the Atchison Mixed-Use Development, a transit-oriented 202-unit apartment complex at 2575 Railroad Avenue. Building permits were issued for 201 new residential units in 2020 (up from 116 permits issued the previous year). Of those total permits, six were for very low income; 97 were for low-income, none were for moderate income, and 98 were for above-moderate income units.

ACTION REQUIRED:

Move to adopt Planning Commission Resolution No. 10165, accepting the General Plan Annual Progress Report for Calendar Year 2020 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

ATTACHMENTS:

1. Proposed Resolution No. 10165
 - a. Exhibit A - General Plan Annual Progress Report for Calendar Year 2020

Prepared by: Hector Rojas, AICP, Acting Planning Manager

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan Annual)
Progress Report for Calendar Year 2020 and)
Authorizing Submittal of the Report to the City)
Council, State Office of Planning and)
Research, State Department of Housing and)
Community Development, and Contra Costa)
Transportation Authority)

RESOLUTION NO. 10165

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

Section 1. Background

- A. The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. In 2015, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period.
- B. Under California Government Code Section 65400, the City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD) by April 1st of each year. The purpose of the APR is to provide the City Council, OPR, and HCD with a progress report on the General Plan's implementation status. The APR is also meant to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.
- C. The General Plan APR is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of the State CEQA Guidelines, section 15061, in that there is no possibility that the APR may have a significant negative physical impact on the environment.
- D. On February 23, 2021, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2020 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 2020," dated February 23, 2021, 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 2020 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 2020, 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 23th day of February 2021, 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. 10165 was adopted by the Planning Commission of the City of Pittsburg on February 23, 2021.

HECTOR ROJAS, AICP, ACTING SECRETARY
PITTSBURG PLANNING COMMISSION

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2020)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on February 23, 2021
Submitted to the City Council on March 15, 2021

GENERAL PLAN ACTION POLICIES

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

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-1	Review the City's Sphere of Influence every 5 years. Ensure necessary annexation and SOI changes through coordination with the county and LAFCo, in accordance with Figure 2-3.	Implementation Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Voter Measure I amending the ULL to include the property commonly known as Chevron East approved in November 2011. Environmental Impact Report for the proposed James Donlon Boulevard Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of Montreux and Tuscany Meadows properties completed in 2016 and 2017. Property owner-initiated annexation of the SW Hills/Faria property still underway.
2-P-2	Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act. Title 17 further updated to streamline review of tentative maps in 2015. A tree preservation ordinance and wireless telecommunications ordinance, along with a variety of other miscellaneous amendments, adopted in 2015. Ordinances to define and regulate placement of smoke shops and smoking lounges, further update the wireless telecommunications regulations, as well as the retail sale and distribution of marijuana, adopted in 2016. Adopted ordinances in 2017, streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town. In 2018, adopted an ordinance modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments. Adopted ordinances incorporating water-efficient landscaping provisions in 2020.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-16	Develop criteria and standards for small-lot single-family residential development that: - Promotes design and development flexibility; - Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and - Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. Staff would like to revisit this policy as part of the General Plan update.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	California's new building code requires developers to install solar photovoltaic (PV) systems on single-family homes and multi-family homes that are up to three stories high.
2-P-20	Revise the City's Zoning Ordinance to require under-grounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	Undergrounding of utilities is required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. However, Council will have an opportunity to revisit this topic during the policy development for the Envision Pittsburg General Plan Update.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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 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).	The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg. This area has also been identified as an opportunity area for the Envision Pittsburg General Plan Update. The Planning Commission and City Council will be considering land use alternatives for the area as part of the update.
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. The City has received TDA grant funding to install buffered bike lanes along Marina Boulevard.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.	A bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail as part of the adopted Pittsburg Moves Active Transportation Plan. Implementation is dependent on grant funding.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
Railroad Avenue		
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.	Supporting policies incorporated into the "Railroad Avenue Specific Plan", adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City contemplates a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. CIP Project ST-2 (Railroad Avenue Class 1 Trail) will construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and is expected to break ground by the end of 2021.
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009.
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan," adopted November 2009.
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. In 2015, this area was rezoned from Office Commercial (CO) District to Medium Density Residential (RM) District, and plans to convert the vacant office structure to a multifamily complex were approved by the City Council. The site is located between low- and high-density residential developments, and the medium-density area is compatible in scale and creates an appropriate transition between densities.
East Leland		
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the “Railroad Avenue Specific Plan,” adopted November 2009.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. The BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, provides parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue Specific Plan," adopted by the City Council in November 2009.
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Ongoing. Identified as CIP Project ST-2 (BART Pedestrian/Bicycle Connectivity Project). Design for the \$4.5 M trail/path to be completed by Fall 2020 with construction by Fall 2021.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections. A bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail as part of the adopted Pittsburg Moves Active Transportation Plan. Implementation dependent on grant funding.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Proposed “Standard Oil Avenue” is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: ○ Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; ○ Not result in any net increase of peak-hour stormwater flow; ○ Preserve and enhance existing north-south creeks; and ○ Respect natural topography in the design and construction of new units.	Ongoing as part of development review. Highlands Ranch Park (10.42 acres) was constructed sometime between 1999 and 2002 as part of the Highlands Ranch Subdivision. The Tuscan Meadows Subdivision approved in 2016 will dedicate approximately 12 acres of parkland, some of which will also function as stormwater detention facilities.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Ongoing. Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Project). The project is still in the design stage with 65% construction drawings complete.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.	Implemented as part of development review.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. CIP Project ST-28 (West Leland Street Lighting Project) will provide lighting levels that are up to current standards along W. Leland Road from Railroad Avenue to Burton Avenue. CIP Project ST-34 (West Leland Road Safety Improvements) would prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left, relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings. CIP Project ST-38 (West Leland Road Pavement Markers/Markings and Speed Signage Improvements) would install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Project would also install six driver speed feedback signage at locations prior to horizontal curves. CIP Project ST-43 (West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road) would occur between Railroad Avenue and Bailey Road. It would install raised pavement markers and reflectors through intersections to ensure proper lane usage; install warning signage and reflectors at horizontal curves; replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines); and modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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). Additional park improvements may be constructed as part of the Discovery Homes Dream Courts Project, a 40,000 square-foot basketball court facility proposed at 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.
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. was extended from Villa Road to Santa Teresa Drive in 2020. The extension of San Marco Boulevard to Bailey Road would occur with the SW Hills/Faria Annexation Project.
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.	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.
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 the starting point of the Toscana frontage improvements.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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 Great California Delta Trail was included in the Pittsburg Moves Active Transportation Plan and the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008. The plant site is identified as an opportunity area for the Envision General Plan Update. Planning Commission and City Council will consider different land use alternatives for the area as part of the update process.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Regional plan for a Great California Delta Trail was included in the Pittsburg Moves Active Transportation Plan and the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.

GENERAL PLAN ACTION POLICIES

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

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Staff worked with TRANSPLAN in preparation of the most recent 2017 update to East County Action Plan for Routes of Regional Significance.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public. See: http://bit.ly/CORpipeline
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).

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

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Ongoing.

GENERAL PLAN POLICY MATRIX

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

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburgh General Plan Update.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Ongoing. A monument sign with an LED readerboard was installed at the corner of Railroad Ave. and California Ave. as part of the multimodal transfer facility completed in 2018. The electronic readerboard near the eastern end of Buchanan Road was recently repaired.
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. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburgh General Plan Update.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburg General Plan Update.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Implemented as part of development review.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Implemented as part of development review.
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Implemented as part of development review.
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Implemented as part of development review. Additionally, the City completed the following trails in 2017 and 2019: 1) Frontage Rd. from Railroad Ave. to Crestview Ave.; 2) Power Ave. from Railroad Ave. to Davi Ave.; and 3) San Marco Blvd. from Santa Lucia Dr. to W. Leland Rd. In 2020, the City completed the trail and pedestrian bridge adjacent to San Marco Blvd. north of Santa Teresa Drive.
Key Corridors		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and is expected to break ground by the end of 2021.
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Ongoing. The Enterprise Zone program was eliminated by the State in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. “Railroad Avenue Specific Plan,” incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. The BART Multimodal Transfer Facility completed in 2018 is consistent with the applicable portions of the RASP Architectural and Design Criteria, utilizes varied materials and colors to provide visual interest, and incorporates outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the “Railroad Avenue Specific Plan,” approved November 2009 and the “Old Town Pittsburg Design Guidelines,” approved September 2005.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
		In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Not implemented.
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan." Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program expires on June 30, 2021.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Canal clean ups not implemented. The City does not currently have access to CCWD canal property. However, the City has held several Civic Pride Days in past years to clean up several areas in the community. In May 2019, residents participated in clean ups for Buchanan Park, Riverview Park, MLK Jr. Spillway, Rancho Medanos, and Civic Park. City sponsored clean-ups did not occur during 2020 due to the COVID-19 pandemic.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division also worked with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the "Railroad Avenue Specific Plan," approved by the City Council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an	CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on State Route 4 at Range Road. The project would

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
	interchange facility that will accommodate future traffic demands.	significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It would accommodate bicycle facilities where appropriate.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Ongoing.
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate.
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-	Not implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
	turn pockets for access to residential neighborhoods.	
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Implemented as part of development review. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing. Caltrans completed landscape right-of-way improvements in the area of Railroad Avenue, Loveridge Road, and Auto Center Drive.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016. In 2020, the Economic Development Department initiated a request to approve a general plan amendment and rezoning of a city-owned parcel and an unmapped portion of an abandoned right-of-way along Frontage Road. If approved, the amendment and rezoning would allow for a variety of commercial uses, including an electronic billboard.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the “Railroad Avenue Specific Plan,” in November 2009 (Ordinance No. 09-1319).
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: ○ Mixed-use structures; ○ Building design that focuses on street-orientation; ○ Extensive landscaping and street trees;	“Railroad Avenue Specific Plan” adopted by City Council in November 2009.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
	○ Pedestrian furniture (for example, benches and trash cans); ○ Street lighting; and ○ Signage.	
4-P-72	Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection. There is currently a request to approve plans for the San Marco Commercial Center Project. The project consists of a 29,822-square-foot anchor tenant, a 3,500-square-foot restaurant, and 1,826-square-foot pad building 35,148-square-foot on a 3.69-acre site located at 2011 W. Leland Road. On November 16, 2020, the City Council adopted a resolution amending the General Plan land use designation for the site. The Planning Commission will consider granting design review and use permit approval for the project sometime in March or April 2021.
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

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
		from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		
4-P-80	Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-82	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Development standards not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013. Policy 4 under Goal 1 of the Pittsburg Moves Active Transportation Plan requires that development projects "provide a high-degree of street connectivity." It also discourages gated communities and street vacations that result in decreased connectivity between neighborhoods.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulb-outs and lighted crosswalks. Bulb-outs, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program. In February 2021, the City Council adopted the Pittsburgh Moves Active Transportation Plan, which includes 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 February 2021, the City Council adopted the Pittsburgh Moves Active Transportation Plan, which includes additional policies related to pedestrian safety.

GENERAL PLAN POLICY MATRIX

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

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburg Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program is set to expire on June 30, 2021.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission previously approved a façade update and restoration of the California Theater, to support re-establishment of the use as an entertainment facility. Rehabilitation of the California Theater commenced in 2010 and was completed in 2012. Further restoration and updates to the California Theater were completed in 2016. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street are being spent on the renovation of the balcony at the California Theater.
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-8	Limit commercial uses along the southern side of East 10 th Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East 10th Street, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	Not implemented. Property owner not pursuing development of the site at this time.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of a CIP project. New sidewalk will be installed along the northern side of E. 10 th Street between Cumberland St. and Los Medanos St. as part of the Veterans Square Apartments Project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties were rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg. This area has been identified as an opportunity zone for the Envision Pittsburg General Plan Update. The Planning Commission and City Council will consider different land use alternatives for the area as part of the update process.
5-P-14	Develop a detailed design plan for the City's new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	In 2018, the property was purchased by the Making Waves Foundation for construction of the Making Waves Academy – a charter elementary, middle, and high school. The Planning Commission approved the project in February 2019. However, the owner/developer has cancelled the project and the site may be sold to another party in the future.
5-P-18	Pursue the dedication of public open space during the redevelopment of infill sites within the downtown, particularly adjacent to the waterfront area.	Implemented on a case-by-case basis as development proposals are reviewed. Waterstone, an 82-unit single family infill development on approximately seven acres approved in 2016 includes approximately 12,000 square feet of community open space, including a tot lot and play structure. Liberty, a 57-unit single family infill development on approximately five acres approved in 2018 includes an approximately 11,897-square-foot park with a play structure, tables, and benches.
5-P-21	Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22	Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West 10 th Street Neighborhood blocks has been removed in favor of promoting restoration of the existing homes and established single-family neighborhood. Construction of a new plaza at West 6 th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the CIP. Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. In 2018, the City completed construction of Ray Giacomelli Park at the southeast corner of San Marco Boulevard and W. Leland Road. In 2020, City Council approved an amendment to the San Marco Development Agreement requiring Discovery Homes to design and construct a park in the Positano neighborhood (San Marco Unit 12). Evaluation of additional sites for urban parks and plazas ongoing as part of development review.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.
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.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-32	Develop a “way-finding” system for Downtown Pittsburg. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been contemplated 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). In 2019, the City completed CIP Project ST-13 (Railroad Avenue 3 rd to 5 th Street Sidewalk Improvement) which replaced the aging and deteriorating paver system in the downtown sidewalks with concrete and pavers at the corners of 3 rd , 4 th , and 5 th streets.
5-P-39	Extend the historical flavor of architectural features within the New York Land Historical District to the intersection of Railroad Avenue and Tenth Street.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review. In 2020, the Planning Commission approved plans to rehabilitate the historic Demetrakopulos and Royce Buildings. The rehabilitation project will further enhance the district’s historic character.
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Not implemented.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3 rd Street to a new waterfront lookout point.
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor, and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005, which lowered the residential parking requirement to 1.5 spaces per unit within the Downtown Subarea. Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court, Almenara, and Veterans Square apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Not implemented.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include bulb-outs and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	The City Council adopted the Pittsburgh Moves Active Transportation Plan (ATP) in February 2021. The ATP recommends Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street; and a parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. The Pittsburgh Moves Active Transportation Plan recommends a new Class IV bikeway along Railroad Avenue between the Civic Center and Downtown.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade. Additionally, several pedestrian and bicycle improvements are recommended as part of the adopted Pittsburgh Moves Active Transportation Plan.

GENERAL PLAN POLICY MATRIX

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

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
6-P-5	Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.	In September 2018, the City contracted with Willdan Financial Services to conduct a cost allocation plan and comprehensive user fee study to update the City’s Master Fee Schedule. Willdan completed their review and provided the City with a detailed comprehensive report and recommendations. The results of the study were incorporated into the amended Master Fee Schedule which was adopted by the City Council on February 3, 2020.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	The California Enterprise Zone program ended in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond. Other programs in place to help new and existing businesses include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program is set to expire on June 30, 2021.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburgh to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented.
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown or waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Prior to the COVID-19 pandemic, annual and seasonal events included Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, and Car Shows during summer months. Events have also 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. In 2020, the City sponsored a similar weekly pop-up called "Eats & Beats" at Ray Giacomelli Park.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implementation ongoing with the Marina Master Plan, Phase 2 Zoning Update.

GENERAL PLAN POLICY MATRIX

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

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2018, the City received \$203,000 in CMAQ funding for school area safety improvements and \$1.3 M for the multimodal transfer facility.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implemented as part of development review.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implemented as part of development review.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction).
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. CIP Project ST-54 (Avila Road Widening) and ST-55 (W. Leland Road Extension Phase 2) would: 1) widen Avila Road to four lanes; and 2) extend W. Leland Road from San Marco Boulevard to Avila Road. The new extension would be four lanes with a raised median and sidewalks. The project would accommodate bicycle facilities where appropriate.
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Implementation ongoing. CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on SR 4 at Range Road. This project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It will accommodate bicycle facilities where appropriate.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. As part of the SW Hills/Faria Annexation Project, San Marco Boulevard would be extended from its southern terminus to Bailey Road.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulb-outs.
Transit and Public Transportation		
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.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.	Implemented. The Pittsburg Center BART Station was completed in 2018 along with the Multimodal Transfer Station.
Bikeways and Pedestrian Movement		
7-P-35	Work with school districts, school administrators and parents of elementary school students to develop a “suggested routes to school” program for students who bicycle and walk.	Implementation ongoing. School area safety improvements completed in 2015 at eight locations: Harbor St/Army St; Hanlon Way/Cove Way; Railroad Ave/8th St; Black Diamond/10th St; Range Rd/Ackerman Ave; Rio Verde Dr./Pillar Ridge Dr.; Railroad Ave/E 17th; and Yosemite Dr./Hillview Jr. High School. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. The Pittsburg Moves Active Transportation Plan adopted by City Council in February 2021 also recommends additional safe routes to school improvements.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implemented as part of development review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.	Implemented. The Traffic Division of the Development Services Department serves this function.
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan.' Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. Additional improvements are recommended in the Pittsburg Moves Active Transportation Plan.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.	Implementation ongoing. In 2016, the Planning Commission, as part of its approval of the BART Multimodal Transfer Facility, adopted a condition of approval requiring the installation of high-visibility markings and countdown signals at the intersections of: 1) Railroad Avenue and California Avenue; 2) Railroad Avenue and Center Drive; 3) the westbound on-ramp at Railroad Avenue north of State Route 4; 4) the eastbound on-ramp at Railroad Avenue south of State Route 4; and 5) the Railroad Avenue off-ramp south of State Route 4. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. Additional improvements are recommended in the Pittsburgh Moves Active Transportation Plan.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. CIP Project ST-15 (E. 3rd Street Streetscape Improvements) would design and construct streetscape improvements along E. 3rd Street. Portions of the roadway would need to be widened, while a “road diet” would be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk would be widened and installed. Bus pull-outs and curb “bulb-outs” would also be included to enhance the area’s walkability and promote alternative modes of transportation.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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 February 2021, the City Council adopted the Pittsburg Moves Active Transportation Plan (city-wide pedestrian and bicycle master plan). City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	Ongoing. The Pittsburg Moves Active Transportation Plan includes the proposed alignment for the Great California Delta Trail.
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.	
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Ongoing. CIP Project ST-2 (Railroad Avenue Class 1 Trail) will construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and is expected to break ground by the end of 2021.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Ongoing. The Pittsburgh Moves Active Transportation Plan includes new bikeway alignments along arterial roadways. The alignments will be built with future grant funding. The City will also require developers to incorporate bikeway segments into their frontage improvements.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007. The standard details may need to be updated upon adoption of the Pittsburgh Moves plan.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

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

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
Parks		
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. City collects fees or accepts parkland for all residential development but does not collect parkland fees for non-residential development. The Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects.
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: - Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; - Sized according the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); - Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and - A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. However, parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not implemented.
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.
Trails and Open Space		
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not implemented. However, in 2018 the City worked with EBRPD and the Delta Protection Commission on a grant to provide an educational program with kayak excursions. The City was not awarded the grant, but the application process resulted in more collaboration with both entities.
8-P-18	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Ongoing. New bikeway "Bay to Black Diamond" alignments have been mapped as part of the Pittsburg Moves Active Transportation Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT

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

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/20)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: ○ Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. ○ Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. ○ Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. ○ Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Ongoing. Marina Promenade constructed in 2008. Additionally, multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3rd Street to a new waterfront lookout point, but the project was cancelled by the owner/developer in late 2019.
Recreational and Cultural Programs		

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: ○ Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. ○ Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. ○ Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Ongoing. Ambrose Park Aquatic Center was reopened in 2017. City currently leases buildings at City Park to STS Academy, who operates a variety of childcare and teen programs out of the facility. CIP Project PK-14 (Skateboard Park at Stoneman North) would provide for an approximately 10,000-square-foot skateboard park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project would be close to parking, restrooms and a bus stop. CIP Project PK-26 (Buchanan Park Renovations) would add the following amenities to the existing Buchanan Park: basketball court, splash pad, public art, and would replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 square feet from the current 3,000-square-foot facility.
8-P-31	Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	Ongoing. Rehabilitation of the California Theatre was completed in 2012. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the theatre's balcony. An expansion of the Pittsburg Library was completed in 2013. Los Medanos Community College has been renovated and expanded. In 2016, the college renovated its gymnasium and resurfaced its tennis courts. New physical education and student union buildings were constructed in 2019.
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Ongoing. Policies adopted in the "Railroad Avenue Specific Plan" support and incentivize public art. Mural projects for individual sites around the city (Cardenas Grocery Store and Ramar Foods International) supported through conditions of approval, where building architecture necessitates such installations.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.
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

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

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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. The City Council will have an opportunity to revisit this topic as part of the policy development for the Envision Pittsburg General Plan Update.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis during project review and preparation of required CEQA documentation.
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by state and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred on sensitive habitats in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA, design review, and grading permit processes.

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

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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. Prior to the COVID-19 pandemic, the City sponsored an annual volunteering event for clean-up of segments of Kirker Creek.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing as a component of the NPDES education and outreach program.
Historical and Cultural Resources		
9-P-35	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and re-modelings in the Historical District should be transferred to the Planning Commission.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-37	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as “important” or “unique” to local community, ethnic, or social groups.	Partially implemented with the adoption of the “Old Town Design Guidelines.”

GENERAL PLAN POLICY MATRIX

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

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900-foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: ○ Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. ○ Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. ○ Ensure revegetation of cut-and-fill slopes to control erosion. ○ Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the policy development for the Envision Pittsburgh General Plan Update.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
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.
Hazardous Materials		

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. In 2017 the City was awarded a \$300,000 Community-wide Environmental Assessment Grant from the US Environmental Protection Agency. As part of the grant, five Phase-I and two Phase-II preliminary cleanup assessments have been made on five properties. Other activities completed under this grant include site specific environmental work like Sampling and Analysis Plans, Soil Management Plans, and community outreach strategy development for specific industrial areas of the City.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. Contra Costa County responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Ongoing. The CARE program distributes information to schools about shelter-in-place procedures. Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) Program, which trains first responders in the event of major emergencies.

GENERAL PLAN POLICY MATRIX

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

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

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment #3 approved and revised facility reserve charges. Updated 2015 Water System Master Plan adopted in 2016.
11-P-8	Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new Delta Diablo Sanitation District (DDSD) Reclamation Plant.	Not implemented. No ordinance has been adopted, although facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians. New development projects are required to connect to Delta Diablo's recycled water infrastructure as a condition of approval when feasible.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Ongoing. DDSD consults with City staff in understanding land use and wastewater projections for sites located within the City.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Sewers are inspected through CIP Project SS-1 (Citywide Sewer Inspection Project) to determine replacement and rehabilitation needs. CIP Project SS-2 (FY 2022/23 Sewer Replacement Program) would replace sewer lines that are maintenance problems.
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	CIP Project SS-4 (Sewer Master Plan Update) would provide \$175,000 funding to fully update the City's sewer master plan.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Ongoing.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
11-P-18	Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	Ongoing. Developers are charged facility reserve charges for development projects built in the city.
Solid Waste		
11-P-22	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.	Ongoing. Information distributed by the Public Works Division and Neighborhood Improvement Team and as part of the NPDES public outreach and education program.
11-P-23	Encourage builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	Implementation ongoing through the development review process and supported by the development review and design guidelines last amended in November 2010.
Fire Protection		
11-P-24	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.	Not implemented. Fire prevention measures implemented for new development projects on a case by case basis.
11-P-26	Cooperate with Contra Costa County Fire Protection District (CCCYPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.	Ongoing. The CCCYPD received design review approval to relocate two fire stations within the City limits. Construction on the new Station 85 on Loveridge Road and the new Station 84 on Railroad Avenue were completed in 2010. In 2016, Fire Station 87 in Pittsburg was reopened.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
11-P-28	Cooperate with CCCFPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: ○ Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. ○ Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

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

NOISE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/20)
12-P-4	Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.
12-P-8	Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.	
12-P-9	Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.	
12-P-10	Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.	

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2020 – December 31, 2020

Table 1: Housing Development Applications Submitted in 2020

Address	Project Name	Tracking ID	Categ.	Total Units	VL (R)	VL (U)	L (R)	L (U)	M (R)	M (U)	AM
Buchanan Road	Tuscany Meadows Subdivision (Units 1-3)	AP-20-1549	SFD	419	0	0	62	0	0	0	357
W. Leland Road	Stoneman Park Subdivision	AP-20-1545	SFD	376	0	0	34	0	0	0	342
Cortina Drive	Capri at San Marco	AP-20-1542	SFD	114	0	0	0	0	0	0	114
W. Leland Road	San Marco Villas III	AP-20-1498	5+	270	0	0	0	0	0	0	270
2575 Railroad Avenue	The Atchison Mixed-Use Development	AP-20-1490	MH	202	100	0	100	0	0	0	2
Totals:				1,381	100	0	196	0	0	0	1,085
Notes: AMI = Area Median Income (for 2020, the AMI for a 4-person household in Contra Costa County was \$119,200) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 2: Annual Building Activity Report Summary – Completed Entitlements in 2020

Address	Project Name	Tracking ID	Categ.	Total Entitled	VL (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
Cortina Drive	Capri at San Marco	AP-20-1542	SFD	114	-	-	-	-	-	-	114
W. Leland Road	San Marco Villas III	AP-20-1498	5+	270	-	-	-	-	-	-	270
2575 Railroad Avenue	The Atchison Mixed-Use Development	AP-20-1490	MH	202	100	-	100	-	-	-	2
Totals:				586	100	-	100	-	-	-	386

Notes:

AMI = Area Median Income (for 2020, the AMI for a 4-person household in Contra Costa County was \$119,200)

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

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

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

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

(R) = Deed Restricted

(U) = Unrestricted

Table 3: Annual Building Activity Report Summary – Issued Building Permits in 2020

Address	Project Name	Tracking ID	Categ.	Total Permits Issued	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
345, 172, 463 W. 10 th Street	Galloway Triplexes	AP-17-1294-1296	2 to 4	9	-	-	-	9	-	-	-
505 W. 10 th Street	Beacon Villa	AP-17-1260	5+	54	6	-	47	-	-	-	1
300 Central Avenue	Liberty Subdivision	AP-17-1229	SFD	32	-	-	4	-	-	-	28
901 Los Medanos Street	Veterans Square	AP-18-1394	5+	30	-	-	29	-	-	-	1
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision	AP-18-1384	SFD	23	-	-	-	-	-	-	23
Aragon Drive	Positano at San Marco	AP-16-1174	SFD	46	-	-	-	1	-	-	45
221 W. 11 th Street	Vu Khoi ADU	BP-19-1608	ADU	1	-	-	-	1	-	-	-
9 Alta Vista Court	Kolev ADU	BP-20-0647	ADU	1	-	-	-	1	-	-	-
2228 Westwood Court	Angkawijaya ADU	BP-20-0542	ADU	1	-	-	-	1	-	-	-
150 Alturas Avenue	JDC ADU	BP-20-0283	ADU	1	-	-	-	1	-	-	-
152 Pueblo Drive	Black Diamond Builders ADU	BP-20-0425	ADU	1	-	-	-	1	-	-	-
920 W. 17 th Street	Durante ADU	BP-20-0513	ADU	1	-	-	-	1	-	-	-
225 Buchan Road	Partida ADU	BP-20-0608	ADU	1	-	-	-	1	-	-	-
Totals:				201	6	-	80	17	-	-	98

Notes:

AMI = Area Median Income (for 2020, the AMI for a 4-person household in Contra Costa County was \$119,200)

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

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

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

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

(R) = Deed Restricted

(U) = Unrestricted

Table 4: Annual Building Activity Report Summary – Final Inspections Completed in 2020

Address	Project Name	Tracking ID	Categ.	Total Finals	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
300 Central Avenue	Liberty Subdivision	AP-17-1229	SFD	5	-	-	1	-	-	-	4
1479 Valenzuela Court	Solares ADU	BP-19-0148	2 to 4	1	-	-	-	-	-	1	-
Aragon Drive	Positano at San Marco	AP-16-1174	SFD	23	-	-	-	-	-	-	23
150 Alturas Avenue	JDC ADU	BP-20-0283	ADU	1	-	-	-	1	-	-	-
4153 Railroad Avenue	Fortune Properties Infill	BP-18-0132	SFD/A DU	2	-	-	-	-	-	1	1
Bell Harbor Avenue	Waterstone Subdivision	AP-15-1092	SFD	1	-	-	-	-	-	-	1
Totals:				33	-	-	1	1	-	2	29
Notes: AMI = Area Median Income (for 2020, the AMI for a 4-person household in Contra Costa County was \$119,200) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

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

Income Level		RHNA Allocation	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Remaining
VLI	Deed Restricted	392	-	-	-	23	-	6				29	363
	Unrestricted		-	-	-	-	-	-					
L	Deed Restricted	254	2	2	6	205	3	80				324	-
	Unrestricted		-	-	-	3	6	17					
M	Deed Restricted	316	-	-	-	-	-	-				216	100
	Unrestricted		150	-	-	48	18	-					
AM		1063	252	171	147	68	89	98				825	238
Total RHNA		2025											
Total Units			404	173	153	347	116	201				1394	701
Notes: AMI = Area Median Income (for 2020, the AMI for a 4-person household in Contra Costa County was \$119,200) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)													

Program Implementation Status

Program	Objective	Timeframe	Status of Program Implementation
Housing Supply			
Goal 1. Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all incomes.			
13-P-1.1	Ensure there is an adequate supply of mixed use and residentially zoned land of appropriate densities to accommodate existing and anticipated housing needs through 2022.		
13-P-1.1.A	Conduct periodic inventories of vacant and underutilized land to determine their suitability for more intense residential use. Maintain a list for distribution to interested homebuilders.	Quarterly	The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request and posted on the City's website. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2017, the City expanded its GIS program to provide additional information regarding the City's land inventory and current zoning and made zoning information and aerial imagery publicly accessible online. In 2020, the City's vacant and underutilized lands inventory was updated as part of the Envision Pittsburgh General Plan Update.
13-P-1.1.B	Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Upon request by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to include the M (Mixed Use) District, and rezoning approximately 75-acres throughout the City to the M District. Development standards for the M District are determined through the Design Review process unless otherwise specified in the Railroad Avenue Specific Plan or the Pittsburgh/Bay Point BART Master Plan. In 2009, the City Council adopted Ordinance No. 09-1319, rezoning approximately 1,075 acres around the future BART station to PD (Planned Development) District and adopted the Railroad Avenue Specific Plan. The Specific Plan contains development standards allowing residential development up to 65 units per acre (not including density bonuses) in the area adjacent to the future BART station. On September 19, 2011, the City Council adopted Ordinance No. 11-1350, rezoning approximately 50 acres around the existing 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

Program	Objective	Timeframe	Status of Program Implementation
			densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2015, the City Council approved the rezoning of a 1.51 acre commercial parcel to Medium Density Residential (RM) to allow for the adaptive reuse of a long standing vacant structure as a multifamily residential complex. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of a medium density project with 82 units, plus 8 accessory dwelling units. In 2018, the City approved the Liberty Subdivision, which included a request to rezone a 4.98-acre site from a combination of Service Commercial (CS) District and Single-Family Residential (RS-5) District to Planned Development (PD) District in order to allow a single-family residential project with 57 units, plus six accessory dwelling units. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units. In 2020, the Planning Commission recommended approval of the SW Hills/Faria Annexation Project, which includes rezoning amendments to allow single-family residential parcels with a 4,000 square-foot minimum lot size.
13-P-1.1.C	Continue to facilitate the development of multifamily uses on identified Public/Institutional lands to streamline future permitting process, in the event the properties are deemed surplus.	As requested by developers or as needed	In 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to allow residential uses on Public/Institutional-designated land provided that the City Council deems the land surplus and not needed for a future public use. In 2009, a portion of Los Medanos Village Apartments, a 71-unit affordable multi-family development, was constructed on surplus public land after the City Council found that the site was surplus.

Program	Objective	Timeframe	Status of Program Implementation
			In 2009, the Railroad Avenue Specific Plan was adopted by the City Council. The planning area contained eight publicly owned parcels that were identified for future mixed-use development at densities between 20 and 65 units per acre. In 2011, the City Council adopted the Pittsburg/Bay Point BART Master Plan which rezoned approximately 27 acres of publicly owned land that is currently being used as public parking for BART patrons to allow mixed-use development at densities between 20 and 70 units per acre. In 2015, the Planning Commission approved the development of Stoneman Apartments, a 230-unit multifamily apartment complex on the site of the former Central Junior High School, within the GQ District. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units.
13-P-1.1.D	Encourage residential and mixed-use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed-use development on sites that have been designated within Priority Development Areas (PDAs) under the MTC/ABAG FOCUS Program. Assist nonprofit and for-profit developers to obtain grants and other capital improvement funds offered to PDAs to develop and improve those infill sites, and offer incentives for mixed-income projects, including but not limited to streamlined review, fee deferrals, priority	Apply for grant and other capital improvements funds annually as funding sources become available.	There are three PDAs in the City of Pittsburg, including Downtown Pittsburg (309 acres), the Railroad Avenue Specific Plan (1,075 acres) and a shared PDA between the City of Pittsburg and Contra Costa County around the existing Pittsburg/Bay Point BART station, 125 acres of which are located within the City of Pittsburg. During the previous Housing Element cycle, several mixed-use and high-density residential projects were approved and constructed within the City PDAs, including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable multi-family apartments above 8,000 square feet of commercial and quasi-public uses); Siena Court (111 affordable senior apartments above 10,300 square feet of commercial development); and La Almenara, a 20-unit affordable multi-family infill residential development in downtown Pittsburg. In 2015, the Planning Commission approved the construction of 38 units within the Railroad Avenue Specific Plan (RASP) PDA (Greystone Place, completed in 2016) and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units, within the RASP PDA.

Program	Objective	Timeframe	Status of Program Implementation
	application processing, and other incentives identified by affordable housing developers.		In 2020, the City approved the Atchison Mixed-Use Development along Railroad Avenue. The site is about half-a-mile south of the Pittsburg Center BART Station. The project will include 202 affordable apartment units, and 13,659 square feet of commercial space. The project took advantage of a density bonus and several incentives/concessions.
13-P-1.1.E	Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, offering new recreational opportunities, and/or increasing the supply of affordable housing.	Upon request by developers or as deemed appropriate	The City has utilized the PD District zoning to allow for higher density mixed-use development as well as high-density, luxury apartments in the hills. In 2016, 2018, and 2019 the City approved the Waterstone, Liberty, and Alves Ranch subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 485 units, plus 20 accessory dwelling units which are affordable by design. Each subdivision utilizes innovative site plans to help maximize the number of units on these infill sites. In 2020, the City approved the 270-unit San Marco Villas III Apartments Project on a site with PD zoning.
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	In 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance have been proposed during the current Housing Element Cycle (2015-2023).
13-P-1.2	Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburg to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.		
13-P-1.2.A	Establish minimum lot sizes when rezoning the foothills to accommodate large homes. Provide flexible lot sizes on up to 50% of the lots, when requested, in conjunction with a density	Ongoing; implement upon request	In 2020, the Planning Commission recommended approval of the SW Hills/Faria Annexation Project. The project includes a request for rezoning amendments that would reclassify portions of the site from HPD (Hillside Planned Development) to RS-4-P (Single Family Residential, 4,000 square foot minimum lot size with Master Plan). The minimum lot size would enable the applicant to focus development to the center of the site and provide more open space than would be possible under the current rezoning. The application also includes a request for approval of a development agreement which would

Program	Objective	Timeframe	Status of Program Implementation
	bonus and long-term affordable housing agreement.		require construction of 150 rent-restricted accessory dwelling units throughout the future subdivision. Other developable areas within the southern foothills have been pre-zoned as HPD District, and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 d.u./ac depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development.
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing; implement as development projects are proposed	With the exception of the site for the SW Hills/Faria Annexation Project, development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 d.u./ac. Such a density range would be conducive to a subdivision development of estate homes.
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots in the foothills are over 3,000 square feet (net garage) in size.	Ongoing; implement as development projects are proposed	All development projects and tentative subdivision maps are subject to review by the Planning Commission; therefore, this policy be implemented on a case-by-case basis.
13-P-1.2.D	Support the development of moderate- and above moderate-income housing within the existing City limits, such as high-end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to	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

Program	Objective	Timeframe	Status of Program Implementation
	increase economic activity within these areas.		apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate- and above moderate-income families. In 2015, the Planning Commission approved the Villas II Extension, which added an additional 132 units immediately west. In 2015, the Planning Commission approved the construction of Greystone Place (38 units) within the Railroad Avenue Specific Plan (RASP) PDA and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. Construction of the Greystone Place Subdivision was completed in 2016. In 2016 and 2018, the City approved the Waterstone and Liberty subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 139 units, plus 14 accessory dwelling units. The City also approved the 62-unit Edgewater Apartment Project in 2018. Construction of the Waterstone Subdivision was completed in 2019. Construction of the Liberty Subdivision began in 2019 and is near completion. The Edgewater Apartments Project was completed in 2019. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City. This project is still on hold. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units. Construction of the Alves Ranch Subdivision is still underway. In 2020, the City approved San Marco Villas III. The Villas project will provide 270 additional market-rate apartment units near the northwest corner of W. Leland Road and San Marco Boulevard.
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	Communicate with interested developers at	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

Program	Objective	Timeframe	Status of Program Implementation
	development for all income levels, within identified Priority Development Areas (PDAs) near existing and planned transit through the implementation of the Pittsburg/Bay Point BART Master Plan and the Railroad Avenue Specific Plan. Where feasible and appropriate, provide incentives such as fee waivers or deferrals, reduced parking requirements (in accordance with the adopted plans) and fast-track permit processing.	least once per year and implement as development projects are proposed	Avenue PDA and allows densities up to 65 units per acre in areas closest to Pittsburg Center BART Station. In 2011, the City Council adopted Ordinance No. 11-1350 rezoning approximately 50 acres around the existing Pittsburg/Bay Point BART Station to M-P (Mixed Use with a Master Plan Overlay) District. The Master Plan allows high-density residential development up to 70 units per acre (not including density bonuses), and contains development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The development is designed at a density of 11.5 d.u./ac, and is located within a ½ mile radius of the BART station at the intersection of Railroad Avenue and SR 4. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburg/Bay Point BART Station. In 2019, the City approved the Alves Ranch Subdivision, a 346-unit single-family subdivision approximately ½-mile west of the Pittsburg/Bay Point BART Station. In 2020, the City approved the Atchison Mixed-Use Development along Railroad Avenue. The site is about half-a-mile south of the Pittsburg Center BART Station. The project will include 202 affordable apartment units, and 13,659 square feet of commercial space. The project took advantage of a density bonus and several incentives/concessions.
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	Ongoing; review annually or as development projects are proposed	The Railroad Avenue Specific Plan contains Policy No. 6-P-13, to implement TDM strategies including those listed within Program 13-P-1.4.C, when traffic and parking demand increases within the Specific Plan area. Further, the Specific Plan contains reduced parking requirements for residential developments within the plan area. In 2016, the City hired a consultant to prepare a TDM strategy, and held multiple community meetings within neighborhoods affected by the Pittsburg Center BART Station to discuss TDM strategies and gather feedback.

Program	Objective	Timeframe	Status of Program Implementation
	sponsored transit passes, for in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.		The Pittsburg/Bay Point BART Master Plan contains subsection, 6.7, Station Area Development Strategies-Parking Management Strategies that sets forth recommendations to reduce parking demand on BART-owned properties. Further, the Master Plan contains parking maximums and no parking minimum standard for properties within the plan area.
13-P-1.4.C	Encourage owners of very large parcels (in excess of 20 acres) within one-half mile of an established or planned PDA to partner with nonprofit housing developers to develop a portion of the site with housing affordable to low- and moderate-income households.	Ongoing; implement as development projects are proposed	Implementation ongoing as development projects are proposed within these areas.
13-P-1.5	Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.		
13-P-1.5.A	Support the development of second units through reductions and waivers of city transportation and planning fees for accessory residential units.	Ongoing; implement as second units are proposed	New accessory dwelling unit (ADU) laws went into effect on January 1, 2020 that define the maximum standards that can be applied to ADUs and Junior ADUs. The City Council adopted revisions to the City’s ADU ordinance to bring them into compliance with the new State laws. The passage of these laws has significantly raised interest in the construction of ADUs in Pittsburg. In 2020, the City issued 12 permits for attached and detached ADUs. The development agreement for the SW Hills Faria Project, if approved, would require construction of 150 attached ADUs throughout the future subdivision. Other subdivisions that have ADU construction requirements as part of their development agreements include the Liberty and Waterstone subdivisions. The City has also received SB 2 grant funds to prepare pre-approved ADU plans that could be used by residents to help reduce the cost of ADU construction. The consultant contract for that work was approved by City Council in 2020.
13-P-1.5.B	Work with Delta Diablo Sanitation District and Contra Costa Water District to reduce or waive fees for utility installations for accessory dwelling units.	2015-2017	

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	
13-P-1.6	Meet Pittsburg's fair share regional housing needs.		
13-P-1.6.A	Endeavor to facilitate the production of a minimum of 2,025 housing units between January 1, 2014, and June 30, 2022, including at least 392 units serving extremely low- and very low-income households, 254 units serving low-income households, and 316 units serving moderate-income households through implementation of the policies and actions identified in this element.	2014-2022	During 2020, the City made more progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved seven percent of its very low; 127% of its low; 68% of its moderate; and 77% of its above-moderate income RHNA targets through issuance of building permits (see Tables 1-5 above). On February 1, 2021, the Southern California News Group used RHNA data to create its second annual housing permit report card for all 539 cities and counties in the state. Only 33 were doing well enough to earn an A, while 96 got an F. The average grade was a C-minus. Pittsburg earned a B+ which indicates the city is ahead of most jurisdictions in the State when it comes to meeting its housing targets for this cycle. The City approved two large residential projects in 2020 – San Marco Villas III, a 270 apartment unit complex near the northwest corner of W. Leland Road and San Marco Boulevard; and the Atchison Mixed-Use Development, a transit-oriented 202 apartment unit complex at 2575 Railroad Avenue. Building permits were issued for 201 new residential units in 2020 (up from 116 permits issued the previous year). Of those total permits, six were for very low income; 97 were for low-income, none were for moderate income, and 98 were for above-moderate income units.
13-P-1.6.B	Monitor the City's inventory of sites appropriate to meet housing at all income levels and ensure that adequate sites remain available throughout the planning period, in compliance with Government Code Section 65863(b).	2014-2022	Ongoing. The Successor Agency to the City of Pittsburg Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.

Program	Objective	Timeframe	Status of Program Implementation
Affordable Housing/Special Needs Housing			
Goal 2. Promote the expansion of the City's affordable housing stock, including that which accommodates special needs households.			
13-P-2.1	Provide incentives to developers who assist the City in meeting affordable housing needs, including units to accommodate special needs households: female-headed households, seniors, disabled, developmentally disabled, large families, emancipated youth, seasonal and temporary workers, and the homeless.		
13-P-2.1.A	Utilize public funds to increase the supply of housing affordable to extremely low-, very low-, and low-income households, and moderate-income large family households. Endeavor to set aside a minimum 20% of the City's annual Community Development Block Grant (CDBG) funds for affordable housing projects and programs targeting special needs populations described in Policy 2.1.	Review CDBG funding annually to provide funds for affordable housing projects and targeted special needs populations.	The Housing Authority of the City of Pittsburgh (HACP) administers rental assistance through the Section 8/Housing Choice Vouchers program to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense. The Housing Authority provides rental subsidy to the maximum extent allowable. Funding is awarded by the Federal government to subsidize low-income families with their rent. The number of families the Housing Authority can assist is determined by the annual contract contribution awarded. Factors in determining the number of units available to assist eligible families are based on average housing assistance payments, fair market rents established by HUD, and administrative costs. For calendar year 2019-2020, the Housing Authority received \$16,330,675. These funds were used to subsidize 948 Section 8 recipients and 185 Veteran Affairs Supportive Housing (VASH) vouchers (this is 10 additional vouchers than the previous calendar year). For the same calendar year, a total of \$23,910 was expended under the Housing Rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. As of the 2021, the City will no longer have this program.
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 2018-2019 fiscal year, \$101,541 of CDBG funds was expended for the Veterans Square Project. During the 2019-2020 fiscal year, the Housing Authority issued a \$780,000 loan for the same project. The developer has agreed to dedicate and restrict thirteen (13) of the one-bedroom units and one (1) of the two-bedroom units in the Development, for a total of 14 units to very low-income veterans and their families.
13-P-2.1.C	Provide fee waivers and allow fee deferrals until	Ongoing; implement as	Between 2015 and 2019, the Planning Commission entitled 523 new residential units as part of the Greystone, Waterstone, Liberty, and Alves Ranch projects. The development

Program	Objective	Timeframe	Status of Program Implementation
	issuance of a Certificate of Occupancy for developers constructing affordable housing developments and/or developers providing housing and programming serving identified special needs populations described in Policy 2.1. Investigate the possibility of extending fee deferrals beyond issuance of a Certificate of Occupancy to allow developers of affordable housing to amortize the fees over a longer period of time.	affordable housing projects are proposed	agreements for these projects require construction of 24 attached accessory dwelling units (ADUs) for lower-income households. They also require the City to waive the impact fees for the ADUs. In 2020, the Planning Commission recommended approval of the SW Hills/Faria Annexation Project. If approved, the development agreement for the Faria project will require 150 ADUs to be built throughout the future subdivision.
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Veterans Square Apartments, and La Almenara.
13-P-2.1.E	Give priority in processing to project applications with an affordable housing component and/or serving an identified special needs population described in Policy 2.1.	Ongoing; Review annually and implement as development project applications are received	Historically, Los Medanos Village Apartments (71 unit affordable multi-family development) obtained planning entitlements as well as engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111-unit affordable development including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements

Program	Objective	Timeframe	Status of Program Implementation
			and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010). More recently, Greystone Place, which included the construction of four affordable ADUs, obtained approvals and began construction in less than 20 months (February 2014 to November 2015). Waterstone, which included the construction of eight affordable ADUs, obtained approvals and began construction in less than a year (September 2015 to August 2016). Liberty, which included the construction of six affordable ADUs, obtained approvals and began construction in less than two years (February 2017 to September 2019). Alves Ranch, which includes the construction of six ADUs, obtained approvals and began construction in less than two years (June 2018 to February 2020). The Atchison Mixed-Use Development, which will include 202 affordable units, obtained approvals and was issued permits in 12 months (January 2020 to January 2021).
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 Veterans Square Apartments, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).
13-P-2.1.G	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/fa) to construct affordable housing projects and/or residential developments that serve an identified special housing needs population described in Policy 2.1.	Annually communicate with nonprofit developers and annually, depending on state funding cycles, submit applications for funding.	In 2015, the City applied for several County and State grant funding programs to support affordable housing. The City received a \$20,000 grant from the San Francisco Foundation. The Housing Authority of the City of Pittsburg has agreed to provide a loan agreement for up to \$947,000 for the financing of Veteran's Square through Resolution No. 15-288 dated June 15, 2015. In April 2016, the developer was notified that the Veteran's Square project will be receiving an award of over \$3 Million in state Veterans Housing and Homeless Prevention Program funds and the project was invited to submit a full application for the state Affordable Housing and Sustainable Communities Program. On August 12, 2019, the Housing Authority committed funding for (29) units which includes (19) VASH Vouchers under the Project-Based Voucher Program reserved for the

Program	Objective	Timeframe	Status of Program Implementation
			Veteran's Square project. On October 13, 2020, the Housing Authority entered into an AHAP Contract with SAHA to begin construction of the project. The City will continue to apply for County and State funding in the coming years.
13-P-2.1.H	Facilitate the development of onsite childcare space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site childcare.	Review annually and implement as development projects are proposed.	PMC section 18.50.010, "Land Use Regulations for All Residential Districts," allows General Day Care uses as a permitted use in medium and high-density residential districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a childcare center within this reporting period. The City's Municipal Code currently allows small family day cares as a permitted use in all residential zones. In March 2017, the City Council adopted an ordinance amending Title 18 of the PMC to permit large family daycare homes of up to 14 children, with limitations related to noise, parking, and spacing/concentration, consistent with state law. The ordinance also streamlined the permitting process and minimized processing fees for large daycare homes.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		
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 2019-2020 fiscal year \$116,792 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. This amount is down from \$180,399 from the previous year.

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. The conditions of approval for the Tuscany Meadows Residential Project approved in 2016 require that at least 15% of all units in the subdivision be constructed as single-story structures, consistent with this housing element policy.
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 2019-2020 fiscal year, the City provided approximately \$46,367 in CDBG Funds to local non-profit programs that provide services to the local homeless population. The programs that received funding include Coordinated Outreach, Referral, and Engagement (CORE), Winter Nights Rotating Family Shelter, Loaves and Fishes, and St. Vincent de Paul RotaCare. CORE teams 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.O.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 provides hot meals Monday through Friday and St. Vincent de Paul RotaCare provides a free medical clinic for low income and uninsured Pittsburg residents. The City is actively engaged in the Contra Costa County of Continuum of Care (CoC) which is governed by the Contra Costa Council on Homelessness (Council). The Council provides a forum for communication and coordination about the implementation of the County's strategic plan to prevent and end homelessness, and for orchestrating a vision on ending homelessness in the County, educating the community on homeless issues, and advocating on federal, state, and local policy issues affecting people who are homeless or at risk of homelessness. The Council provides advice and input on the operations of homeless services, program operations, and program development efforts in the county.

Program	Objective	Timeframe	Status of Program Implementation
			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 2019-2020 fiscal year, the City provided \$13,183 in CDBG funds to the St. Vincent De Paul RotaCare clinic that is operated at the St. Vincent De Paul facility in Pittsburg. This program not only offers free medical care for the uninsured but also serves as a daytime shelter for homeless families. A feeding program is also within walking distance from the facility and offers hot meals for these families. Additionally, the City provided \$23,184 in CDBG funds to CORE and the Winter Nights Rotating Shelter. The Housing Authority of the City of Pittsburg applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Ten (10) additional vouchers were awarded in Summer 2018 and another five (5) for March 2019.
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	2015-2016	Not yet implemented.

Program	Objective	Timeframe	Status of Program Implementation
	applicable to other residential uses of the same type in the same zone.		
13-P-2.3.D	Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.	Ongoing; allocate funding annually or as available	The Successor Agency has partnered in the past and continues to allocate funding to Pacific Community Services, Inc. (PCSI), to provide confidential counseling to families who are in danger of losing their homes to foreclosure; facilitate tenant/landlord dispute resolution; conduct pre- and post- purchase counseling to homebuyers within the City; provide free of charge information and referral services regarding home ownership to households within the City; refer homeowners within the City that require credit maintenance and money management services to a credit counseling agency. In fiscal year 2019-2020, the Successor Agency has allocated \$10,000 for PCSI's efforts. During the 2019-2020 fiscal year, the City provided \$10,000 in CDBG funds to Contra Costa Senior Legal Services, to support legal counseling, advice, representation, and litigation services to seniors in connection with housing issues.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.	Annually	This program has not been implemented.
13-P-2.3.F	Continue to support community-based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Ongoing. Future Build provides pre-apprenticeship training for low-income residents in East Contra Costa County. Training is offered in the building trades, solar theory and installation, construction, and hazardous waste. The program also provides post-graduate services including job coaching, referrals, and assistance from workforce investment job placement specialists. Successful graduates have been hired at Plumbers Local 159, Iron Workers Local 378, Laborer's Local 324, Solar City, Aerotec, and Tesla. Opportunity Junction (headquartered in Antioch) also provides job training and placement in addition to career counseling and placement assistance.
13-P-2.4	Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.4.A	Provide support for the development of homes for extremely low-, very low-, and low-income households under sweat equity programs, through technical assistance, funding application assistance, and financial assistance if and when available.	Ongoing; implement as development projects are proposed	The City has not implemented a sweat equity program during the current Housing Element cycle. City staff provides technical assistance and funding application assistance as requested by developers of affordable housing. During the 2019-2020 fiscal year, \$116,792 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 on the City's website.	Ongoing; review and update information annually or as needed	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.C	Continue to provide a first-time homebuyer program in the city for the benefit of low- and moderate-income households utilizing appropriate CDBG and Housing Authority resources. Explore options for partnership with ABAG or other regional agencies on additional funding for a region-wide first time homebuyer program.	Ongoing; allocate resources annually or as available	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
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, the Housing Authority of the City of Pittsburg staff provides individual counseling on eligibility requirements, credit issues and pre- & 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-2.4.G	Amend the City's inclusionary housing ordinance to allow inclusionary units to count towards density bonuses.	2017	Not yet been implemented.
13-P-2.4.H	Review the appropriateness and feasibility of the City's inclusionary housing regulations as they relate to new and existing for-sale and rental housing development. Evaluate fluctuations in market-rate home sale and rental prices, income trends, and other relevant data, as well as recent case and state law as it relates to the City's 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.

Program	Objective	Timeframe	Status of Program Implementation
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.
13-P-2.4.K	Pursue federal resources to acquire foreclosed properties for the	Ongoing; pursue federal resources and	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
	rehabilitation and re-tenanting of very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburg when administering the program.	institute a 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.
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority of the City of Pittsburg continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 185 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the Housing Authority of the City of Pittsburg opened the Housing Choice Voucher Wait List and conducted a lottery. In 2020, HA Staff began purging the Wait List in preparation in assisting applicants who were selected for consideration when funding is available. In October, the HACP Staff applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Additional VASH vouchers were awarded in Summer 2018 & Spring 2019.
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance, fee waivers and deferrals, and financial assistance if and when available.	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		
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 2019-2020 fiscal year, \$116,792 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$23,910 was expended under the Housing Rehabilitation program and assisted 2 Pittsburg resident with the renovation of their home.
13-P-2.6.B	Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review process of the Climate	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	Action Plan (whichever comes first). Support the use of solar heating and cooling homes, consistent with adopted building, mechanical, and plumbing codes.		
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 Pittsburgh Power Company, California FIRST Energy Savings Financing, Figtree PACE Program and expansion of the City's involvement into the HERO Program to include residential uses.	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 Pittsburgh residents. Closely follow the guidelines set forth in the	2015-2020	Implemented on a case-by-case basis as development projects are proposed.

Program	Objective	Timeframe	Status of Program Implementation
	adopted Green Building Development Review Design Guidelines and ensure that the City's Climate Action Plan includes neighborhood, site, and building design to maximize energy efficiency and smart growth principles and an incentive process to comply with the adopted Green Building Development Review Design Guidelines (see also Program 2.6.B).		
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	2015-2017	This program is not yet completed.

Program	Objective	Timeframe	Status of Program Implementation
	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.		
13-P-3.1.C	Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of impediments to Fair Housing Choice.	Adhere to the time frame established in the Analysis of Impediments to Fair Housing Choice	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-3.1.D	Continue to fund tenant-landlord counseling services to help resolve problems and conflicts that occur in tenant/landlord relationships. Publicize the availability of these public resources through the City's website, and through the display and dissemination of written materials (in both English and Spanish) at City Hall and the Pittsburg Library.	Annually	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.

Program	Objective	Timeframe	Status of Program Implementation
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, the Housing Authority of the City of Pittsburg 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	Ongoing	The Building Division administers the City's Residential Rental Inspection Program which was established in 2006, with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties in the City, the physical inspection of properties, and the issuance of correction notices and

Program	Objective	Timeframe	Status of Program Implementation
	and multi-family rental housing.		citations in order to gain compliance. As of February 2020, there were approximately 3,200 parcels registered in the program. In addition, the Building Division actively investigates citizen complaints regarding Municipal Code violations. This is accomplished through inspection, notification, communication, and the issuance of citations. The Building Division is also a key member of the City's Code Enforcement Team. The team includes staff from the Police Department, Engineering and Planning Divisions, the City Manager's office, and the City Attorney's office. This group systematically addresses the more egregious Municipal Code violations in addition to establishing a proactive response to citizens' concerns. During the 2019-2020 fiscal year, \$176,368 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 2019-2020 fiscal year, \$116,792 of CDBG funds was allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$23,910 was expended under the Housing Rehabilitation program and assisted 2 Pittsburg resident with the renovation of their home.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburg when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, the Housing Authority of the City of Pittsburg 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.

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.2	Utilize public funds to preserve rent restricted units at risk of conversion to market rate and conserve and rehabilitate the existing supply of housing affordable and made available to extremely low, very low, low and/or moderate-income households, when and where appropriate.		
13-P-4.2.A	Set aside 20 to 40% of the City's annual Community Development Block Grant (CDBG) funds for housing programs, including but not limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.	Annually	During the 2019-2020 fiscal year \$116,792 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$23,910 was expended under the Housing Rehabilitation program and assisted two Pittsburg residents with the renovation of their home.
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	Start two years before expiration date for each development	The Successor Agency to the City of Pittsburg (former Redevelopment Agency) is responsible for the ongoing monitoring of units that are at risk of conversion to market rate. Redevelopment staff maintains lists of all deed-restricted housing units and monitors the status of the units. Units at risk of conversion would be eligible for rehabilitation grants and loans in exchange for maintaining deed restrictions on the units. Affordable units at risk of converting for the 2015-2023 Housing Element reporting period include: Lido Square Townhomes, East Santa Fe Avenue Apartments, and the Woods Grove Apartments (formerly Woods Manor). The deed restriction for the Woods Grove Apartments was set to expire on January 1, 2019. However, the apartments were purchased by a third party and are undergoing substantial rehabilitation. The affordability covenants for this property has also been extended for an additional 55 years. The Woods Grove Apartments contains a total 80 affordable units. Sixty-nine units were to be set aside for low income and 11 units were to be set aside for very low-income households.

Program	Objective	Timeframe	Status of Program Implementation
	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.		
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburgh's residential neighborhoods.			
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development	2017-2020	This program to further update the DRDG has not yet been implemented. In November 2010, the Planning Commission adopted Resolution No. 9864, amending the

Program	Objective	Timeframe	Status of Program Implementation
	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.		Development Review Design Guidelines to include “Green Building Design Guidelines.” Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency’s project review to compliance with locally adopted “objective design and development standards.” The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg’s existing Development Design Standards and specific plans. This work will get underway in 2021.
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,	2015-2016	Implemented. In 2015, the City Council adopted Ordinance No. 15-1390, establishing a citywide tree preservation ordinance. The City has begun mapping developer-installed protected trees as part of its GIS.

Program	Objective	Timeframe	Status of Program Implementation
	maintenance, and planting of trees.		