

City of Pittsburgh Planning Commission Agenda

February 28, 2017

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

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

Planning Commission Members

**Mark Gargalikis, Vice-Chair
Patrice Belleci-Shipe, Commissioner
James Coniglio, Commissioner
Wolfgang Croskey, Commissioner
A.J. Fardella, Commissioner
Durie Foster, Commissioner
Oliver Guerrero, Commissioner**

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

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

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

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

1. Minutes

Meeting Minutes of January 24, 2017

2. General Plan Annual Progress Report for Calendar Year 2016

This is a request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2016; 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).

3. Empire Business Park Minor Subdivision – Extension of Approval of AP-08-570 (MS-677-08).

This is a request for approval of a five-year extension for the Empire Business Park Minor Subdivision (MS-677-08) and minor amendments to the tentative map's conditions of approval. The affected property is located at 701 Willow Pass Road, in the IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. Assessor's Parcel Number: 085-280-009.

PUBLIC HEARINGS

4. All Star Hyundai, AP-17-1221, AP-17-1216 (UP, AD).

This is a public hearing on a request for approval of: 1) a new use permit to re-establish a vehicle sales facility with ancillary vehicle service and parts sales; and 2) design review for a building color change. The project site is located at 3950 Century Court, in the CC (Community Commercial) District. APN: 074-090-028.

ZONING ADMINISTRATOR REPORTS

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

The Zoning Administrator submits two notices of intent to exercise delegated design review authority for: 1) placement of up to ten shipping containers on site at the Rege Trucking Yard, located at 103 Avila Road, and 2) placement of one 320 sq. ft. ancillary storage structure on site of the Empire Business Park, located at 701 Willow Pass Road.

STAFF COMMUNICATIONS

Planning Commission Goals Update

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

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

GENERAL INFORMATION

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

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

January 24, 2017

A regular meeting of the Pittsburg Planning Commission was called to order by Acting Chair / Vice Chair Gargalikis at 7:00 p.m. on Tuesday, January 24, 2017, in the Council Chamber, City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Acting Chair / Vice Chair Gargalikis, Commissioners Belleci-Shipe, Croskey, Fardella, Guerrero

Absent: Commissioner Coniglio

Staff: City Engineer/Community Development Director Fritz McKinley, Planning Manager/Secretary Kristin Pollot, Administrative Assistant Amanda McVey, Assistant City Attorney Nicholas Norvell, Associate Planner Jordan Davis, Senior Civil Engineer Richard Abono, Assistant to the City Manager Jill Hecht

PLEDGE OF ALLEGIANCE

Commissioner Oliver Guerrero led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdrawals or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATION

There were no presentations.

CONSENT

Item 2 of the Consent Calendar was pulled by Acting Chair Gargalikis.

1. Minutes of December 20, 2016

On motion by Commissioner Fardella seconded by Commissioner Belleci-Shipe to approve the minutes and carried by the following vote:

AYES: Belleci-Shipe, Fardella, Gargalikis, Guerrero
NOES: None
ABSTAIN: Croskey
ABSENT: Coniglio

2. Marine Express Site Improvements – Extension of Approval of AP-12-864 (UP, DR).

A request for a one-year extension of approval for: 1) a use permit for the storage and handling of hazardous materials; and 2) design review of plans for site improvements to a 2.86-acre parcel currently being used as a small scale contractor yard. The proposed site improvements would facilitate the use of the property as contractor yard supporting Marine Express' upriver marine operations, and the storage and repair of Marine Express' fleet and equipment. The property is located at 695 East 3rd Street in the IG (General Industrial) District. Assessor's Parcel Number: 073-020-004.

Associate Planner Jordan Davis gave a presentation.

On motion by Commissioner Belleci-Shipe seconded by Commissioner Croskey to deny the request for a one year extension and carried by the following vote:

AYES:	Belleci-Shipe, Croskey, Fardella, Gargalikis, Guerrero
NOES:	None
ABSTAIN:	None
ABSENT:	Coniglio

PUBLIC HEARINGS

3. Recommendation on Amendments to Pittsburg Municipal Code Title 18 Related to Permitting for Large Family Daycare Homes, AP-17-1214 (RZ).

A public hearing on a City-initiated proposal to consider an amendment to Title 18, Zoning, of the Pittsburg Municipal Code (PMC) in order 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 changes proposed would apply to all residential districts within the city.

Planning Manager Kristin Pollot gave a presentation.

Acting Chair Gargalikis opened the public hearing.

Pat Payton, Pittsburg, thanked the Commission for their support in making their services easier to provide.

Toni Robertson, Contra Costa Child Care Council, asked for the family home daycare curfew to match the city imposed curfew.

Carmeleta Hill, Pittsburg, thanked the Commission for their consideration on waiving zoning permit fees.

Bruce Ohlson, Pittsburg, stated concern with parents having to back out of a driveway with pedestrians walking behind the vehicles.

Laurie Furstenfeld, San Francisco Child Care Law Center, thanked the city for modifying the Pittsburg Municipal Code to become better aligned with State law.

Frances Robinson, Pittsburg, thanked the Commission for their support. She stated all parents are not only required to sign their children into their care, but they must walk their children in and out of the facility. Children are in an adult's presence at all times to eliminate the concern of children walking behind moving vehicles.

Benu Chhabra, President of the Family Child Care of Contra Costa County Association, thanked the Commission for listening to the providers speak and asked that the Commission to please follow the laws the State of California has in place to ensure child care is allowed in every neighborhood.

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

On motion by Commissioner Belleci-Shipe, seconded by Commissioner Guerrero to approve with the condition of a 500 foot radius requirement and no alternative process and carried by the following vote:

AYES:	Belleci-Shipe, Croskey, Gargalikis, Guerrero
NOES:	None
ABSTAIN:	Fardella
ABSENT:	Coniglio

WORKSHOP

4. Planning Commission Goals for FY 2017-18

ZONING ADMINISTRATOR REPORTS

There were no Zoning Administrator Reports

STAFF COMMUNICATIONS

Planning Manager Kristin Pollot reminded the Commissioners to respond to her with their available times to schedule the Transit-Oriented Development (TOD) tour.

COMMITTEE REPORTS

Acting Chair Gargalikis appointed Commissioner Belleci-Shipe as the Land Use Subcommittee alternate.

Commissioner Croskey reported that Land Use Subcommittee did not meet.

ADJOURNMENT

The meeting was adjourned at 9:22 p.m. to February 14, 2017.

Kristin Pollot, AICP, Acting Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: No. 2 - General Plan Annual Progress Report for Calendar Year 2016

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 2016; 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. 10055, accepting the APR for Calendar Year 2016 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

BACKGROUND:

The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. Most recently, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period.

The purpose of the APR is to provide the City Council, OPR, HCD, and CCTA with a progress report on the General Plan's implementation status. The APR is also intended to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.

PROJECT DESCRIPTION:

Staff has prepared a draft General Plan APR for Calendar Year 2016. The APR is provided as Attachment 2 of this report and it consists of a detailed table listing each of the adopted General Plan action policies or programs and their implementation status as of December 31, 2016. In addition to the APR, a Regional Fair Share Housing Allocation (RHNA) status update (Attachment 3) has been provided to document the City's progress in reaching its housing unit goals.

GENERAL PLAN/CODE COMPLIANCE:

Planning Commission Staff Report

California Government Code section 65400(b) requires the City to prepare a General Plan APR for submittal to OPR, and HCD by April 1st of each year.

Pursuant to the Pittsburg General Plan (page 1-18, as amended by City Council Resolution No. 09-11249), the APR must be presented to both the Planning Commission and the City Council for review. Once accepted by the City Council, staff will submit the APR to OPR, HCD, and CCTA.

ANALYSIS:

The City continues to make progress in the implementation of its General Plan, with significant progress made on City-initiated Capital Improvement Projects (CIP), including: approval and groundbreaking of the BART Multimodal Transfer Facility (CIP Project ST-25); development of Class I Bicycle Trails at San Marco (CIP Project ST-20), along Frontage Road (CIP Project ST-7), and along Power Avenue (CIP Project ST-8); development of Ray Giacomelli Park at San Marco (CIP Project PK-15); and sidewalk replacement along Railroad Avenue from 3rd to 5th Streets.

The City also continues to make progress on meeting its RHNA goals. In 2016, the City approved the 82-home Belle Harbor Subdivision, as well as renovation of the Burlessas Building, which will provide eight apartment units in Downtown Pittsburg. In total, the City issued building permits for 423 previously entitled dwelling units during the calendar year (Attachment 2, page 53).

Also in 2016, annexation of the 'Montreux' residential subdivision site was approved by the Contra Costa County Local Agency Formation Commission (LAFCO), and annexation proceedings for the 'Tuscany Meadows' residential subdivision was initiated. Environmental analysis for the proposed 'Faria/Southwest Hills' residential development is ongoing.

ACTION REQUIRED:

Move to adopt Planning Commission Resolution No. 10055, accepting the General Plan Annual Progress Report for Calendar Year 2016 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

ATTACHMENTS:

1. Proposed Resolution No. 10055
2. General Plan Annual Progress Report for Calendar Year 2016
3. Regional Fair Share Housing Allocation – 2016 Status Table

Planning Commission Staff Report

Prepared by: Jordan Davis, AICP, Associate Planner

PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan Annual	)	
Progress Report for Calendar Year 2016 and	)	
Authorizing Submittal of the Report to the City	)	Resolution No. 10055
Council, State Office of Planning and	)	
Research, State Department of Housing and	)	
Community Development, and Contra Costa	)	
Transportation Authority	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. Most recently, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period.
- B. Under California Government Code Section 65400, the City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD) by April 1st of each year. The purpose of the APR is to provide the City Council, OPR, and HCD with a progress report on the General Plan's implementation status. The APR is also meant to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.
- C. The General Plan APR is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of the State CEQA Guidelines, section 15061, in that there is no possibility that the APR may have a significant negative physical impact on the environment.
- D. On February 28, 2017, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2016 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 2016," dated February 28, 2017, 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 2016 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 2016, 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 28th day of February, 2017, 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. 10055 was adopted by the Planning Commission of the City of Pittsburg on February 28, 2017.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

Exhibit A

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2016)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on February 28, 2017
Submitted to the City Council on _____, 2017

GENERAL PLAN POLICY MATRIX

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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 Blvd. Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of the Tuscany Meadows (Chevron East), SW Hills/Faria, and Montreux properties underway. <u>Property owner-initiated annexation of Montreux property completed in 2016. Property owner-initiated annexations of the Tuscany Meadows (Chevron East), SW Hills/Faria, and Montreux properties underway.</u>
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. <u>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.</u>
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Regulations incorporated into the Phase 2 Zoning Code Update adopted May 2007. Implementation ongoing through project review.
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
2-P-16	Develop criteria and standards for small-lot single-family residential development that: - o Promotes design and development flexibility; - o Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and - o Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	Partially implemented. Updates to Title 17 adopted in 2009, state the city may require subdividers dedicate easements for the purpose of assuring that each parcel or unit in the subdivision has the right to receive sunlight across adjacent parcels or units in the subdivision for any solar energy system. Development Review and Design Guidelines were updated in November 2010 (Resolution No. 9864) to include a green building design section, which includes policies encouraging solar access. Senate Bill 1 (2006) requires developers to provide homebuyers an option for solar pre-wiring; this is implemented through design review conditions of approval. Planning Commission goals for 2015 included a review of the zoning ordinance to remove potential barriers to the installation of new alternative energy sources within existing residential neighborhoods; however, that review has not yet been conducted. Ongoing opportunities to incorporate sustainable building elements sought on a case-by-case basis during zoning review.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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.	Partially implemented in November 2010 update to Development Review and Design Guidelines (Resolution No. 9864). Screening of equipment is required, but under-grounding is not required. Undergrounding of utilities is required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
2-P-22	Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	Ongoing. Implemented on a case-by-case basis.
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.	Ongoing. Implemented on a case-by-case basis.
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.	Ongoing. Implemented on a case-by-case basis.
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.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
2-P-34	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses – such as specialty retail services, restaurants, marine repair and docking facilities, hotels and other uses listed in Table 5-1 (Downtown Element).	Ongoing. The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers.
2-P-36	Improve the pedestrian path along Marina Blvd. connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with construction of the Marina Promenade completed in 2008. Implementation ongoing as development along Marina Boulevard is proposed.
Northeast River		
2-P-37	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Loveridge		
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.	Implementation ongoing.
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 12/31/16)
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.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State, although a multi-use trail was included in the site plan for the Civic Center Office Building approved under Planning Commission design review in May 2008. Trail adjacent to Civic Center Office Building to be built with future improvements related to the office building as well the proposed BART multimodal Multimodal Transfer Facility (CIP project ST-25) facility by 2018 currently under construction .
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009. Implementation of policies and programs in Specific Plan ongoing.
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan," adopted November 2009.
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites, and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. In 2015, this area was rezoned from Office Commercial (CO) District to Medium Density Residential (RM) District, and plans to convert the vacant office structure to a multifamily complex were approved by the City Council. The site is located between low- and high-density residential developments, and the medium-density area is compatible in scale and creates an appropriate transition between densities.
East Leland		
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the "Railroad Avenue Specific Plan," adopted November 2009.
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. <u>The BART Multimodal Transfer Facility, currently under construction at the corner of Railroad Avenue and California Avenue, will provide parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit.</u> Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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.	Partially implemented. Identified as policies in the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections.
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Partially implemented. Proposed “Standard Oil Avenue” is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: - o Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; - o Not result in any net increase of peak-hour stormwater flow; - o Preserve and enhance existing north-south creeks; and - o Respect natural topography in the design and construction of new units.	Ongoing as part of development review (review of the Tuscany Meadows residential development application is currently underway). Pittsburg Unified School District has determined that they do not need a school site in that area.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Identified in the five-year Capital Improvement Program (ST-4). Final environmental impact report for the corridor certified in September 2014. Annexation of land still pending.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Woodlands		
2-P-76	Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the stream bank, with continuous multi-use trail access along the west side for the creek.	Ongoing. Implemented on a case-by-case basis.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. Some improvements to West Leland Road completed in Summer 2009. Additional median improvements identified in the five-year Capital Improvement Program (ST-5). Code enforcement actions to remove unpermitted signs ongoing.
2-P-82	Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the Delta De Anza trail to Stoneman Park (since renamed John Henry Johnson Park).
2-P-83	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park/John Henry Johnson Park. Continue to explore feasibility, opportunities and alternatives for pedestrian/bike crossings of the Contra Costa Canal.
Southwest Hills		
2-P-84	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	Partially implemented (West Leland Rd. has been extended to and just beyond San Marco Blvd). Implementation ongoing as development occurs on properties adjoining the proposed roadway alignment.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Partially implemented. The City Council adopted the “Pittsburg/Bay Point BART Station Master Plan,” October 17, 2011 (Ordinance No. 11-1350) establishing multi-modal and mixed use development standards for development of properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312), includes residential and commercial uses, a wide and meandering sidewalk next to West Leland Rd., and an internal east/west street with wide sidewalks. Implementation ongoing as development occurs in the specific plan area.
2-P-93	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Implementation ongoing. Partially constructed with San Marco Villas Apartments and Toscana frontage improvements. January 2009 master plan approved for Alves Ranch includes a multi-use trail along the site’s West Leland Road frontage and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Northwest River		
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a ‘delta trail’ is in progress.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008. Proposal to re-activate use of tanks for industrial use (crude oil storage) withdrawn by applicant.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Mirant Annexation completed. Regional plan for a ‘delta trail’ is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan, and was recognized through conditions of approval of the Columbia Solar Energy project in 2013.

GENERAL PLAN POLICY MATRIX

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN (the transportation planning committee for East County) to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Implementation ongoing. Staff worked with TRANSPLAN in preparation of the most recent 2014 update to East County Action Plan for Routes of Regional Significance and a final draft is pending review and adoption by the Contra Costa Transportation Authority.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Implementation ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Planning Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public.
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).
3-P-15	Prepare, adopt and periodically update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.	Implementation ongoing. Most recent update to CIP approved by City Council in August 2015.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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. Additionally, Planning Commission goals for 2015 included an update to the General Plan to ensure consistency with Complete Streets policies and an expanded network of bicycle and pedestrian pathways throughout the city. 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. Additionally, Planning Commission goals for 2015 included an update to the General Plan to ensure consistency with Complete Streets policies and an expanded network of bicycle and pedestrian pathways throughout the City. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Implementation ongoing through preparation of this report and with submittals to appropriate entities.

GENERAL PLAN POLICY MATRIX

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.
4-P-4	Develop and implement use of a “Design Review Checklist” for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs lighting, and other visual features to announce the gateway along regional roadways.	Not yet implemented, but identified in the five-year Capital Improvement Program (G-12).
Hillside Development		
4-P-8	Update the Hillside Planned Development District within the City’s Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-10	Amend the City’s Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900’, foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.
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.	Handled through the grading ordinance. Additional standards considered for inclusion in the Hillside Regulations put on hold by City Council due to budgetary constraints.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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).	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.
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.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed. Pedestrian/bicycle connectivity policies incorporated into the new green building policies in the Development Review and Design Guidelines update adopted November 2010. In 2013, the City Council adopted Resolution No. 13-11920, which established a citywide Complete Streets policy, which calls for street connectivity in new developments. Additionally, Planning Commission goals for 2015 included an update to the General Plan to ensure consistency with Complete Streets policies and an expanded network of bicycle and pedestrian pathways throughout the city. In 2016, construction began on a Class I trail along the west side of San Marco Boulevard, from the existing Class 1 trail ending at El Cajon Court to West Leland Road (approximately 900 linear feet). Staff continuing to pursue grant funding to establish connections in approved developments, such as the Vista Del Mar Trail which was included in the CIP (PK-28), and which was completed in 2014.
Key Corridors		
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	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. The BART Multimodal Transfer Facility, currently under construction at the corner of Railroad Avenue and California Avenue, will provide parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Implementation ongoing. Enterprise Zone program eliminated by State in 2014.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. "Railroad Avenue Specific Plan," incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. Implemented on a case-by-case basis as development proposals are reviewed. <u>The BART Multimodal Transfer Facility, currently under construction at the corner of Railroad Avenue and California Avenue, is consistent with the applicable portions of the RASP Architectural and Design Criteria, will utilize varied materials and colors to provide visual interest, and incorporate outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.</u>
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.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Identified in the five-year Capital Improvement Program (G-12).
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan." Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Not implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division is currently working with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the "Railroad Avenue Specific Plan," approved by the City Council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Over crossing construction identified in the five-year Capital Improvement Program (project ST-1) but is currently unfunded.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Implementation ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Implementation ongoing.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Not yet implemented, but identified in the five-year Capital Improvement Program (project ST-25).
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	Not yet implemented, but identified in the five-year Capital Improvement Program (project ST-25).
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-turn pockets for access to residential neighborhoods.	Not implemented.
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Partially implemented. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	Ongoing.
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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.	In progress. 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, <u>the City has begun designing a new multimodal (CIP project ST-25) station near the proposed Railroad Avenue "Pittsburg City Center," BART station-the BART Multimodal Transfer Facility, currently under construction at the corner of Railroad Avenue and California Avenue, will help link BART to bus service, bicycle facilities, and passenger automobiles. A Class I pathway to link the existing park and ride lot to the BART terminal is currently being designed, with an anticipated construction in 2017.</u>
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: - o Mixed-use structures; - o Building design that focuses on street-orientation; - o Extensive landscaping and street trees; - o Pedestrian furniture (for example, benches and trash cans); - o Street lighting; and - o Signage.	"Railroad Avenue Specific Plan" adopted by City Council in November 2009.
4-P-72	Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection.
4-P-76	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas and Toscana. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		
4-P-80	Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies.
4-P-82	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013. Additionally, Planning Commission goals for 2015 included an update to the General Plan to ensure consistency with Complete Streets policies and an expanded network of bicycle and pedestrian pathways throughout the city.
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulbouts and lighted crosswalks. Bulbouts, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program (ST-85 and ST-86).

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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.

GENERAL PLAN POLICY MATRIX

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburg Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission approved design review applications for façade updates to, and restoration of, the Enean and California Theaters, respectively, to support re-establishment of the use as entertainment facilities. Construction of Enean Theater renovation currently on hold due to fiscal constraints. Rehabilitation of the California Theater commenced in 2010 and completed in 2012. Further updates currently being restoration and updates to the California Theater were completed in 2016, and additional updates are currently being designed by City Engineering Division.
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-8	Limit commercial uses along the southern side of East Tenth Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East Tenth, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
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.	Planning Commission approved design review and density bonus requests for an 81-unit senior housing complex with senior services on the property in September 2008. Property owner not pursuing development of the site at this time.
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of city CIP project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties have been rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site.
5-P-14	Develop a detailed design plan for the City's new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. Multiple parcels were acquired by the former Redevelopment Agency. A Memorandum of Understanding executed in 2009 regarding the development property at the terminus of Harbor Street was executed in 2009 to ensure the City and Tesoro continue to work cooperatively on any development plans for the Tesoro property. Land dedication for wide sidewalk and landscaping on west side of Harbor Street was required as a condition of approval of the tentative subdivision map for former Johns Manville property; a five-year extension of approval of the tentative map was approved by the Planning Commission in 2016.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	Site of former Johns Manville plant has been rezoned for residential and commercial development, and buildings have been removed by property owner. A five-year extension of approval of the tentative map was approved by the Planning Commission in 2016 in order to help the existing property owner market the site to a developer.
5-P-18	Pursue the dedication of public open space during the redevelopment of infill sites within the downtown, particularly adjacent to the waterfront area.	Implemented on a case-by-case basis as development proposals are reviewed. Belle Harbor, an 82-unit single family infill development on approximately seven acres approved in 2016 includes approximately 12,000 square feet of community open space, including a tot lot and play structure.
5-P-21	Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22	Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West 10 th Street Neighborhood blocks has been removed in favor of promoting restoration of the existing homes and established single-family neighborhood. Construction of a new plaza at West 6 th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the five-year CIP (PK-57). Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
5-P-25	Improve streetscaping along West 10 th Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Implemented. Construction completed in 2010 on City capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.
Design and Development		
5-P-26	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.	Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements include new trees, on-street diagonal parking stalls and raised intersections (traffic calming measure).

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
5-P-27	Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.	Design standards and policies adopted with the “Old Town Design Guidelines” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-29	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-31	Design and implement a gateway project at the Railroad Avenue overpass between Central Avenue and Tenth Street, providing an identifiable gateway into the downtown.	Old Town entry sign and public announcement reader-board constructed at Railroad Avenue and East 10 th Street in 2009.
5-P-32	Develop a “way-finding” system for Downtown Pittsburgh. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been proposed but not installed .
5-P-35	During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.	Implemented with the approval/construction of the Railroad Avenue streetscape improvements, the Vidrio and Siena Court projects, and various façade remodels (Mechanics Bank/Steeltown Coffee and Lumpy's Diner). Outdoor seating and service approved for Sassy Sweets and CreAsian restaurants in 2015 to encourage outdoor seating and an active streetscape. Implementation ongoing as part of review and approval of façade remodel plans.
5-P-39	Extend the historical flavor of architectural features within the New York Land Historical District to the intersection of Railroad Avenue and Tenth Street.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Partially implemented. Visual access enhanced.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Properties rezoned <u>to CW (Waterfront Commercial); however, General Plan designations for and to move the 'park' designation has been moved remain at</u> to the northern terminus of Harbor and East 3 rd Streets, <u>extending to the water and along the entire waterfront between the existing Bay Harbor Park Subdivision to the Koch Carbon facility at 707 East 3rd Street.</u> Former Tesoro buildings near terminus have been demolished. <u>Multiple parcels were acquired by the former Redevelopment Agency. A Memorandum of Understanding executed in 2009 regarding the development property at the terminus of Harbor Street was executed in 2009 to ensure the City and Tesoro continue to work cooperatively on any development plans for the Tesoro property.</u>
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005, which lowered the residential parking requirement to 1.5 spaces per unit within the Downtown Subarea. Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court and Almenara apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Evaluation of street design alternatives ongoing.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010, and include bulbouts and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	Not implemented. This proposed pathway has been identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. Project for striping bike lanes and “sharrows” indicating bike routes on Railroad Avenue between Civic Avenue and East 10 th Street completed.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade.

GENERAL PLAN POLICY MATRIX

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
6-P-2	Establish an implementation program that specifically outlines tasks to be undertaken, timeframes for completion, resources to be allocated, monitoring, and annual evaluation to ensure the overall success of the initiatives proposed in the Economic Development Strategy.	Implemented.
6-P-5	Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.	Implemented. Updated as needed.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	On December 31, 2013, the California Enterprise Zone program ended. Other programs in place to help new and existing businesses would include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program.
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburg to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented. There currently is very little R&D space available in the City. R&D and Class A office space is in the planning stage, and implementation will begin as space becomes available.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown or waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the five-year CIP (PK-57). Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Annual and seasonal events include Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, Culinary Crawl and Car Shows during summer months. Events have been held periodically in the California Theatre since its reopening in January 2013. In 2016, the City hosted a weekly "Off The Grid," event, a food truck pop-up series popular throughout the Bay Area, at John Buckley Square in Downtown Pittsburg. The City will continue to host weekly Off The Grid events throughout 2017.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implemented Implementation ongoing with the Marina Master Plan and Phase 2 Zoning Update, as well as potential development along the waterfront at the terminus of Harbor Street.

GENERAL PLAN POLICY MATRIX

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented with adoption of new Engineering Standard Details in May 2007. Further updates currently in design phase.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implementation ongoing and on a case-by-case basis during project review . Traffic Division reviews consultant selection.
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2010, the City received a \$540,000 grant to repave and install bike lanes on Harbor Street (Highway 4 to East Third St.) in 2010. In 2011, city received congestion management grants to rehabilitate the pavement on Railroad Avenue between Linscheid Drive and northern city limits (project completed at end of 2012), and to install bike lanes and sidewalk on North Parkside Drive/Willow Pass Road; both projects were completed in 2013. The City completed a pavement rehabilitation project on Railroad Avenue, from State Route 4 to Linscheid Avenue with \$299,000 during fiscal year 2014/2015 with CMAQ funds.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implementation ongoing. Reviewed on a case-by-case basis. Railroad Avenue Pavement Preservation, as detailed in the CIP (ST-3) completed in 2015.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implementation ongoing. Reviewed on a case-by-case basis.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Identified in the five-year Capital Improvement Program (CIP; ST-4). Project EIR was certified by the City Council in September 2009; however, land use changes and annexation are still pending. In 2015, the City Council certified environmental impact reports for the Montreux and Tuscany Meadows residential projects, the impact fees from which will support construction of the Buchanan bypass project.
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. Identified in five-year CIP (ST-54, ST-55). Traffic mitigation fees collected and dedication/construction required of adjacent development as it is warranted in accordance with existing agreements. West Leland Road was extended to the western edge of the San Marco Villas apartments as part of the construction of that complex in 2008/9.
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Identified in five-year CIP (ST-1) but currently unfunded.
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. Dependent upon future development applications.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Identified in five-year CIP (ST-25) but currently unfunded.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulbouts.
Transit and Public Transportation		
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implementation ongoing. Implemented on a case-by-case basis as part of project review.
7-P-29	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Implementation ongoing. Implemented on a case-by-case basis as part of project 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. The BART Multimodal Transfer Facility, currently under construction at the corner of Railroad Avenue and California Avenue, will provide parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit.
7-P-32	Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.	Implementation ongoing. Groundbreaking for East County extension of BART occurred in October 2010. Construction currently underway with an estimated completion date of 2018. Proposed multimodal drop-off facility (CIP project ST-16) at the northeast corner of Railroad Avenue and California Avenue near the propose BART station will serve as a connection between BART and other public transit services.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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 at eight locations (Harbor St/Army St, Hanlon Way/Cove Way, Railroad Ave/8th St, Black Diamond/10th St, Range Rd/Ackerman Ave, Rio Verde Dr./Pillar Ridge Dr., Railroad Ave/E 17th, and Yosemite Dr./Hillview Jr. High School) as detailed in the Capital Improvement Program (CIP; ST-18) completed in 2015. Grant funding pursued as potential projects are identified.
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implementation ongoing. Pedestrian path linking the Oak Hills and San Marco neighborhoods through the Vista del Mar neighborhood was completed in 2014. Implemented on a case-by-case basis as part of project review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburgh.	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.’ Efforts ongoing to identify opportunities for paths and bicycle/multi-use trails, and Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. San Marco Boulevard Class 1 Trail (CIP project ST-20) currently undergoing preliminary design, with construction slated to begin Spring 2017.
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.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. Various projects identified in the CIP.
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	Bicycle master plan not developed, but City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	In progress as part of a regional trail development program.
7-P-49	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	Not implemented.
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Partially implemented. Railroad Avenue overcrossing at State Route 4 has existing shoulders for bicyclists. Enhancements to the Willow Pass Road/Range Road interchange identified in the five-year Capital Improvement Program (project ST-25).
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Partially implemented. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009. Improvements to be built as redevelopment/buildout occur in the Specific Plan area.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Implementation ongoing.
7-P-53	Require than any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Implementation ongoing.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Parks		
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. City collects fees or accepts parkland for all residential development but does not collect parkland fees for non-residential development. Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects.
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: - o Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; - o Sized according the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); - o Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and - o A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. Parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not implemented.
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Trails and Open Space		
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not implemented.
8-P-18	Cooperate with regional agencies to develop a “Bay to Black Diamond” trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Implementation ongoing. The 2009 Contra Costa Countywide Bicycle and Pedestrian Plan identifies potential regional trail connections throughout the City.
8-P-20	Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-way including: - o Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. - o Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. - o PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	Partially implemented. Preliminary concepts for city-wide parks and streetscape master plan identify potential locations of new trail systems.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Standards implemented with Phase 2 Zoning Update and Marina Master Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES	STATUS (AS OF 12/31/16)
8-P-26 Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: - o Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. - o Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. - o Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. - o Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Implemented with completion of construction of the Marina Promenade in 2008. Additionally, approximately 20 acres at the terminus of Harbor Street, formerly home to the Tesoro Company, has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers; however, the City is currently exploring development of a portion of this site for public use.
Recreational and Cultural Programs	
8-P-28 Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: - o Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. - o Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. - o Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Partially Implemented. Various recreational facilities (including a skate park) identified in the five-year CIP. The City currently leases buildings in City Park to STS Academy, who operates a variety of child care and teen programs out of the facility. In 2015, the Planning Commission approved design review of the proposed Ambrose Park Aquatic Center (CIP goal PK-53), which is currently open to developer bidding. Additionally, the City is currently exploring development of a portion of an approximately 20 acre site at the terminus of Harbor Street for public use.
8-P-31 Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	In progress. Planning Commission approved design review applications for façade restoration and rehabilitation of the Enean and California theaters, to support re-establishment of use as entertainment facilities. Construction of first phase of California Theatre rehabilitation commenced in 2010 and was completed in late 2012. The City Council also approved funding for expansion of the existing Pittsburg Library building; construction was completed in 2013.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Not implemented.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	In progress and implementation ongoing. Policies adopted in the Railroad Avenue Specific Plan support and incentivize public art. Mural projects for individual sites around the city (Mi Pueblo Grocery Store, Ramar Foods International, Commercial shell building at Railroad and State Route 4) supported through conditions of approval, where building architecture supports such installations.
Educational Facilities		
8-P-42	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.	Implementation ongoing. Developer-built public park now operational adjacent to Delta View Elementary in the San Marco Development, with the City and Mt. Diablo Unified School District sharing ongoing maintenance costs under a joint-use agreement. A joint City/school district project to improve an existing playfield at Hillview Junior High commenced in 2010 and was completed in 2011. The City Council has established subcommittees to meet regularly with PUSD and MDUSD board members to discuss ongoing opportunities for city/district cooperation. A condition of approval for the BART Multimodal Transfer Facility, approved by the Planning Commission in 2016, requires the City partner with PUSD and have students design murals that will be placed on ten bike lockers at the Multimodal site.
8-P-44	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college board to allow public access to recreational facilities and programs.	Implementation ongoing.

GENERAL PLAN POLICY MATRIX

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Biological Resources and Habitat		
9-P-2	Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.	Not implemented. Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district, and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis during project review and preparation of required CEQA documentation.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by state and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred on sensitive habitats in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA, design review, and grading permit processes.
9-P-16	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: - o Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. - o Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.	Partially implemented. Standards considered for inclusion in the Hillside Regulations (on-hold). Standards identified in the policy are added as conditions of approvals on a case-by-case basis (where applicable) for projects.
9-P-18	Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.	Implementation ongoing.
9-P-19	As part of the City's Zoning Ordinance, establish regulations for the preservation of mature trees. Include measures for the replacement of all mature trees removed.	Tree preservation ordinance (Ordinance No. 15-1390) adopted in 2015.
9-P-20	As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.	Not implemented in the form of a maintenance district, though City currently collects a Kirker Creek drainage fee for new construction in the Kirker Creek watershed.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
9-P-21	As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and city stormwater facilities impacted by potential project runoff.	Implementation ongoing.
Water Quality		
9-P-22	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.	Implementation ongoing and as part of development proposal review.
9-P-23	Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.	Implementation ongoing through application of Standard Conditions of Approval.
9-P-26	Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.	Implementation ongoing.
9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.	Implementation ongoing through application of Standard Conditions of Approval. City Public Works staff picks up and removes dumped debris alongside public roads. City sponsors annual volunteering event for clean-up of segments of Kirker Creek. In 2012, a trash capture device was installed in a drainage area near Dover Way, in accordance with requirements of the Regional Water Quality Control Board.
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing as a component of the NPDES education and outreach program.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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 Pittsburg 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 Pittsburg Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as "important" or "unique" to local community, ethnic, or social groups.	Partially implemented with the adoption of the "Old Town Design Guidelines."

GENERAL PLAN POLICY MATRIX

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: - o Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. - o Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. - o Ensure revegetation of cut-and-fill slopes to control erosion. - o Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
10-P-15	Develop standards for adequate setbacks from potentially active fault traces (as designated in Figure 10-2) for structures intended for human occupancy. Allow roads to be built over potentially active faults only where alternatives are impractical.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city. The theorized 'Pittsburg Fault' has been removed from City maps after extensive trenching did not result in any evidence that it exists.
10-P-17	Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city.
Flood Control		
10-P-18	Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system are appropriate to the project's share of the cumulative effect.	Implementation ongoing. Projects are reviewed under the City Storm Drainage Master Plan.
10-P-20	Develop and implement a Storm Flooding Mitigation Fee Program to fund required drainage improvements during construction of new development.	Implemented for Kirker Creek (Pittsburg Municipal Code chapter 15.104).
10-P-22	Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.	Implementation ongoing. Reviewed during plan check review.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Hazardous Materials		
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. City staff has identified sites.
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. The County typically responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Partially Implemented. CARE program distributes information to schools (shelter-in-place). Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) program, which trains first responders in the event of major emergencies. As of 2011, 231 Pittsburg residents had received training through the CERT program.

GENERAL PLAN POLICY MATRIX

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
Water Supply and Distribution		
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.	Various improvements identified in the five-year Capital Improvement Program and latest October 2010 update to the Water System Master Plan 2015 Water System Master Plan, adopted in 2016.
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment #3 approved and revised facility reserve charges. Updates to Water System Master Plan conducted as needed, with the most recent comprehensive update completed in October 2010. Updated 2015 Water System Master Plan adopted in 2016.
11-P-8	Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new Delta Diablo Sanitation District (DDSD) Reclamation Plant.	Not implemented. No ordinance has been adopted, although facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Implementation ongoing. DDSD consults with City staff in understanding land use and wastewater projections for sites located within the City.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Identified in the five-year Capital Improvement Program (SS-23 and SS-29).
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	Implementation ongoing. Updates to Wastewater Conveyance System Master Plan conducted as needed.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Implementation ongoing.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
11-P-18	Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	Implementation ongoing. Developers are charged facility reserve charges for development projects built in the city.
Solid Waste		
11-P-22	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.	Implementation ongoing. Information distributed by the Public Works Division and Neighborhood Improvement Team and as part of the NPDES public outreach and education program.
11-P-23	Encourage builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	Implementation ongoing through the development review process and supported by the development review and design guidelines last amended in November 2010.
Fire Protection		
11-P-24	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.	Not implemented.
11-P-26	Cooperate with Contra Costa County Fire Protection District (CCCYPD) to ensure that new or relocated fire stations are constructed on appropriate sites within the 1.5-mile response radii from new or existing development.	Implementation ongoing. The CCCYPD received design review approval to relocate two fire stations within the City limits. Construction on the new Station 85 on Loveridge Road and the new Station 84 on Railroad Avenue were completed in 2010. In 2016, Fire Station 87 in Pittsburg was reopened.
11-P-28	Cooperate with CCCYPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Implementation ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
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: - o Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. - o Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Implementation ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburgh Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

NOISE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/16)
12-P-4	Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan.
12-P-8	Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan.
12-P-9	Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
12-P-10	Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.	Partially implemented. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2016 – December 31, 2016

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

Housing Development Information									Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1	2	3	4				5	5a	6	7	8
Project Identifier (may be APN No., project name or address)	Unit Category	Tenure R=Renter O=Owner	Affordability by Household Incomes				Total Units per Project	Est. # Infill Units*	Assistance Programs for Each Development	Deed Restricted Units	Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income			See Instructions	See Instructions	
Greystone	SF	O	-	2	-	24	26	-	-	2	-
Belle Harbor	SF	O	-	-	-	3	3	-	-	-	-
Clipper Cove	SF	O	-	-	-	9	9	-	-	-	-
Toscana	SF	O	-	-	-	60	60	-	-	-	-
San Marco	SF	O	-	-	-	49	49	-	-	-	-
Vista del Mar	SF	O	-	-	-	19	19	-	-	-	-
Stoneman Apts.	MF	R	23	207	-	-	230	-	-	230	-
Inverness	SF	O				4	4	-			
(9) Total of Moderate and Above Moderate from Table A3 ► ► ►					-	168	400	-			
(10) Total by income Table A/A3 ► ►			23	209	-	168					
(11) Total Extremely Low-Income Units*											

* Note: These fields are voluntary

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

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

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

* Note: This field is voluntary

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

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

* Note: This field is voluntary

** All units reported within Table A

Table B: Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.			2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level		RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted	392	-	23								23	367
	Non-deed restricted		-	2								2	
Low	Deed Restricted	254	2	209								211	43
	Non-deed restricted		-	-								0	
Moderate	Deed Restricted	316	-	-								0	166
	Non-deed restricted		150	-								150	
Above Moderate		1,063	252	168								420	643
Total RHNA by COG. Enter allocation number:		2,025	404	402								806	1,219
Total Units ► ► ►													
Remaining Need for RHNA Period ► ► ► ► ►													

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

Table C: Program Implementation Status

Housing Programs Progress Report - Government Code Section 65583

Program	Objective	Timeframe	Status of Program Implementation
Housing Supply			
Goal 1. Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all incomes.			
13-P-1.1	Ensure there is an adequate supply of mixed use and residentially zoned land of appropriate densities to accommodate existing and anticipated housing needs through 2022.		
13-P-1.1.A	Conduct periodic inventories of vacant and underutilized land to determine their suitability for more intense residential use. Maintain a list for distribution to interested homebuilders.	Quarterly	The Successor Agency to the City of Pittsburg Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request and posted on the City's website. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2015 Throughout 2016, the City expanded its GIS program to provide additional information regarding the City's land inventory and current zoning, <u>and made zoning information and aerial imagery publically accessible online.</u>
13-P-1.1.B	Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Upon request by developers or as needed	On May 21, 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to include the M (Mixed Use) District, and rezoning approximately 75-acres throughout the City to the M District. Development standards for the M District are determined through the Design Review process unless otherwise specified in the Railroad Avenue Specific Plan or the Pittsburg/Bay Point BART Master Plan. On November 2, 2009, the City Council adopted Ordinance No. 09-1319, rezoning approximately 1,075 acres around the future BART station to PD (Planned Development) District and adopted the Railroad Avenue Specific Plan. The Specific Plan contains development standards allowing residential development up to 65 units per acre (not including density bonuses) in the area adjacent to the future BART station. On September 19, 2011, the City Council adopted Ordinance No. 11-1350, rezoning approximately 50 acres

Program	Objective	Timeframe	Status of Program Implementation
			around the existing Pittsburgh/Bay Point BART station to M-P (Mixed Use with a Master Plan Overlay) District. The M-P District allows high-density residential development up to 70 units per acre (not including density bonuses), and establishes development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2015, the City Council approved the rezoning of a 1.51 acre commercial parcel to Medium Density Residential (RM) to allow for the adaptive reuse of a long standing vacant structure as a multifamily residential complex. In 2016, the City approved the Belle Harbor Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of a medium density project with 82 units, plus 8 accessory dwelling units.
13-P-1.1.C	Continue to facilitate the development of multifamily uses on identified Public/Institutional lands to streamline future permitting process, in the event the properties are deemed surplus.	As requested by developers or as needed	On May 21, 2007, the City Council adopted Ordinance No. 07-1284, amending the Zoning Ordinance to allow residential uses on Public/Institutional-designated land provided that the City Council deems the land surplus and not needed for a future public use. In 2009, a portion of Los Medanos Village Apartments, a 71-unit affordable multi-family development, was constructed on surplus public land after the City Council found that the site was surplus. In 2009, the Railroad Avenue Specific Plan was adopted by the City Council. The planning area contained eight publicly owned parcels that were identified for future mixed-use development at densities between 20 and 65 units per acre. In 2011, the City Council adopted the Pittsburgh/Bay Point BART Master Plan which rezoned approximately 27 acres of publicly owned land that is currently being used as public parking for BART patrons to allow mixed-use development at densities between 20 and 70 units per acre. In 2015, the Planning Commission approved the development of Stoneman Apartments, a 230-unit multifamily apartment complex on the site of the former Central Junior High School, within the GQ District. In 2016, the City approved the Belle Harbor Subdivision, which

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

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.1.E	Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, offering new recreational opportunities, and/or increasing the supply of affordable housing.	Upon request by developers or as deemed appropriate	The City has utilized the PD District zoning to allow for higher density mixed-use development as well as high-density, luxury apartments in the hills. In 2016, the City approved the Belle Harbor Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The Belle Harbor Subdivision utilizes an innovative site plan which includes shared driveways, designated trash receptacle pickup areas, a tot lot, and 12,000 square feet of open space.
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	On May 21, 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance were proposed in 2015have been proposed during the current Housing Element Cycle (2015-2023).

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.2	Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburg to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.		
13-P-1.2.A	Establish minimum lot sizes when rezoning the foothills to accommodate large homes. Provide flexible lot sizes on up to 50% of the lots, when requested, in conjunction with a density bonus and long-term affordable housing agreement.	Ongoing; implement upon request	Developable areas within the southern foothills have been pre-zoned as Hillside Planned Development (HPD) District, and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 d.u./ac depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development. Additionally, General Plan policy 2-P-94 allows an overall maximum density of three dwelling units per acre within the low density residential areas south of the San Marco Planned Development, which would allow for estate-sized lots for estate sized homes
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing; implement as development projects are proposed	Development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 d.u./ac. Such a density range would be conducive to a subdivision development of estate homes. Additionally, General Plan policy 2-P-94 allows an overall maximum density of three dwelling units per acre within the low density residential areas south of the San Marco Planned Development, which would allow for estate-sized lots for estate sized homes.
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots in the foothills are over 3,000 square feet (net garage) in size.	Ongoing; implement as development projects are proposed	All development projects and tentative subdivision maps are subject to review by the Planning Commission; therefore, this policy be implemented on a case-by-case basis.

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.2.D	Support the development of moderate- and above moderate-income housing within the existing City limits, such as high-end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	Ongoing; implement as development projects are considered and proposed	The southwest portion of the City, which extends from State Route 4 to the north to the southwest hills to the south, is located in the 693-acre San Marco PD, which was established in 1993 and is composed of approximately 14 distinct “villages” with varying densities and housing types specified for each. In 2012, the Planning Commission approved a Vesting Tentative Map in the San Marco PD for up to 252 small lot single-family lots (ranging from 2,992 square feet to 5,480 square feet) on approximately 30.2 acres. In 2008, the San Marco Villas were constructed within the large-scale San Marco PD District. The development resulted in development of 330 market-rate multi-family apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate- and above moderate-income families. In 2015, the Planning Commission approved the Villas II Extension, which added an additional 132 units immediately west. <u>Additionally, in 2015, the Planning Commission approved the construction of Greystone Place (38 units) within the Railroad Avenue Specific Plan (RASP) PDA and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. Construction of the Greystone Place Subdivision was completed in 2016.</u> <u>In 2016, the City approved the Belle Harbor Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. While these units are detached, the PD District approved under the rezoning allows for reduced lot sizes and setbacks, and an increase in density similar to a townhome development.</u> <u>Currently, the City is processing a development application for Esperanza, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City.</u>

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.4	Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.		
13-P-1.4.A	Encourage the development of high-density, transit-oriented mixed-use development for all income levels, within identified Priority Development Areas (PDAs) near existing and planned transit through the implementation of the Pittsburgh/Bay Point BART Master Plan and the Railroad Avenue Specific Plan. Where feasible and appropriate, provide incentives such as fee waivers or deferrals, reduced parking requirements (in accordance with the adopted plans) and fast-track permit processing.	Communicate with interested developers at least once per year and implement as development projects are proposed	The City Council adopted Ordinance No. 09-11303 approving the Railroad Avenue Specific Plan on November 2, 2009. The plan regulates development within the Railroad Avenue PDA and allows densities up to 65 units per acre in areas closest to the planned eBART station. On September 19, 2011, the City Council adopted Ordinance No. 11-1350 rezoning approximately 50 acres around the existing Pittsburgh/Bay Point BART Station to M-P (Mixed Use with a Master Plan Overlay) District. The Master Plan allows high-density residential development up to 70 units per acre (not including density bonuses), and contains development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2016, the City approved the Belle Harbor Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The proposed development is designed at a density of 11.5 d.u./ac, and is located within ½ of the BART station at the intersection of Railroad Avenue and State Route 4. Currently, the City is processing a development application for Esperanza, a 318-unit multi-family development approximately one mile west of the Pittsburgh/Bay Point BART Station, and reviewing preliminary plans for development of 271 units within ¼ mile of the Pittsburgh Center BART Station. The City will continue to communicate with interested developers as development projects are proposed within these specified areas.

Program	Objective	Timeframe	Status of Program Implementation
13-P-1.4.B	If deemed necessary by the City Engineer, research and implement Transportation Demand Management (TDM) strategies, such as parking pricing, unbundling housing and parking, and employer sponsored transit passes, for in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.	Ongoing; review annually or as development projects are proposed	The Railroad Avenue Specific Plan contains Policy No. 6-P-13, to implement TDM strategies including those listed within Program 13-P-1.4.C, when traffic and parking demand increases within the Specific Plan area. Further, the Specific Plan contains reduced parking requirements for residential developments within the plan area. In 2016, the City hired a consultant to prepare a TDM strategy, and held multiple community meetings within neighborhoods affected by the Pittsburg Center BART Station to discuss TDM strategies and gather feedback. The Pittsburg/Bay Point BART Master Plan contains subsection, 6.7, Station Area Development Strategies-Parking Management Strategies that sets forth recommendations to reduce parking demand on BART-owned properties. Further, the Master Plan contains parking maximums and no parking minimum standard for properties within the plan area.
13-P-1.4.C	Encourage owners of very large parcels (in excess of 20 acres) within one-half mile of an established or planned PDA to partner with nonprofit housing developers to develop a portion of the site with housing affordable to low- and moderate-income households.	Ongoing; implement as development projects are proposed	Not yet implemented. Implemented as development projects are proposed within these areas.
13-P-1.5	Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.		
13-P-1.5.A	Support the development of second units through reductions and waivers of city transportation and planning fees for accessory residential units.	Ongoing; implement as second units are proposed	Review of compliance with PMC regulations governing Accessory Dwelling Units (ADUs) are accomplished through the City’s standard building permit process; however, the applicant is required to pay a Planning review fee (\$175) plus building permit fees and requisite engineering fees per residential unit. Between 2007 and 20142015, a minimum of fivesix accessory dwelling units were permitted and constructed, and there have been a significant number of inquiries about the process and cost at the public counter. In 2016, the state adopted legislation to streamline ADU development, including elimination of parking requirements for ADUs constructed within ½ mile for transit facilities, and reductions in development fees for attached ADUs and conversions of existing structures.

Program	Objective	Timeframe	Status of Program Implementation
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	This program has not been implemented. In 2016, the state adopted legislation intended to streamline development of ADUs, including elimination of parking requirements for ADUs constructed within ½ mile for transit facilities, and reductions in development fees for attached ADUs and conversions of existing structures to ADUs.
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	This program has not been implemented. Staff provides general handouts at the counter which discuss setbacks and lot coverage requirements for accessory structures, including second units.
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	The City has entitled 773-806 residential units thus far during 2015-2023 Housing Element planning period, including two-25 units for very low-income and 217 units deed-restricted for low-income households. During this period, the City has issued building permits for 404-789 residential units. Of the permits issued, 252-418 were for single-family homes and 152-371 were for attached-multifamily units (two or more). In 2016, annexation of the Montreux Subdivision (356 units) was approved, and the City has initiated annexation proceedings for the Tuscany Meadows Subdivision (917 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. In 2015 Throughout 2016, the City continued expanding its GIS program, which will allow the City to closely monitor availability of land for development of housing at all income levels.
Affordable Housing/Special Needs Housing			

Program	Objective	Timeframe	Status of Program Implementation
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 Pittsburg Housing Authority/Community Access administers rental assistance through the Section 8/Housing Choice Vouchers program to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense. The Pittsburg Housing Authority (Housing Authority) provides rental subsidy to the maximum extent allowable. Funding is awarded by the Federal government to subsidize low-income families with their rent. The number of families the Housing Authority can assist is determined by the annual contract contribution awarded. Factors in determining the number of units available to assist eligible families are based on average housing assistance payments, fair market rents established by HUD, and administrative costs. With this in mind, for calendar year 2014-2015<u>2015-2016</u>, the Housing Authority received \$12,291,298 <u>\$13,012,695</u>. These funds were used to subsidize 948 Section 8 recipients and 160 Veteran Affairs Supportive Housing (VASH) vouchers. <u>Additionally, \$100,000 of CDBG funds were used for housing rehab programs to sustain the existing housing stock, much of which is occupied by low-income residents.</u> This program will continue to be implemented on an annual basis.
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low-income households for identified special needs groups described in Policy 2.1.	Funding will be prioritized annually.	During the 2007–2014 Housing Element planning period, the Redevelopment Agency invested approximately \$6.4 million in the Los Medanos Village Apartments, which consists of 30 units that would be set aside for qualified low-income residents and small families. The development may be restricted to veteran housing depending on the funding secured for the project. Program will continue to be implemented on a case-by-case basis.
13-P-2.1.C	Provide fee waivers and allow fee deferrals until	Ongoing;	Implemented on a case-by-case basis as affordable housing projects

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.	implement as affordable housing projects are proposed	are proposed. In 2015, the Planning Commission approved development of Greystone Place, a 38-unit infill development. As part of the project's Development Agreement, four deed-restricted affordable units were constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were waived. <u>In 2016, the Planning Commission approved development of formerly Belle Harbor, an 82-unit infill development which includes eight deed-restricted affordable units to be constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were also waived.</u>
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Los Medanos Village Apartments, and La Almenara.
13-P-2.1.E	Give priority in processing to project applications	Ongoing; Review	Implemented on a case-by-case basis as affordable housing projects

Program	Objective	Timeframe	Status of Program Implementation
	with an affordable housing component and/or serving an identified special needs population described in Policy 2.1.	annually and implement as development project applications are received	are proposed. The Development Services Department has historically prioritized development projects that include an affordable component. In 2015, Greystone Place, which included the construction of four affordable second dwelling units, obtained subdivision, design review, and development agreement approvals and began construction in less than 20 months (February 2014 to November 2015). <u>In 2016, the Planning Commission approved development of an 82-unit infill development with eight affordable second dwelling units. The developer obtained subdivision, design review, and development agreement approvals and began construction in less than one year (September 2015 to August 2016).</u> Historically, Los Medanos Village Apartments (71 unit affordable multi-family development) obtained planning entitlements as well as engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111-unit affordable development including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010).
13-P-2.1.F 	Support density bonuses and other incentives above those required in the State mandated Density Bonus Law for mixed-income housing projects which address the housing needs of an identified population described in Policy 2.1.	Review annually and implement as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Since 2010, the Planning Commission approved Siena Court, an affordable housing development for seniors, and Los Medanos Apartments, which is slated for occupancy by veterans, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).

Program	Objective	Timeframe	Status of Program Implementation
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 Pittsburg Housing Authority has agreed to provide a loan agreement for up to \$947,000 for the financing of Veteran's Square through Resolution No. 15-288 dated June 15, 2015. In April 2016, the developer was notified that the Veteran's Square project will be receiving an award of over \$3 Million in state Veterans Housing and Homeless Prevention Program funds and the project was invited to submit a full application for the state Affordable Housing and Sustainable Communities Program. The City will continue to apply for County and State funding in the coming years.
13-P-2.1.H	Facilitate the development of onsite child care space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site child care.	Review annually and implement as development projects are proposed.	PMC section 18.50.010, "Land Use Regulations for All Residential Districts," allows General Day Care uses as a permitted use in medium and high-density residential districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a child care center within this reporting period. The City's Municipal Code currently allows small family day cares as a permitted use in all residential zones. In 2016, the City's Land Use Subcommittee voted to support a zoning ordinance amendment to allow large family day cares meeting specific development standards as a permitted use, with limitations. The proposed zoning text amendments will be presented to the Planning Commission and City Council in 2017.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.2.A	Continue to implement a Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes. Advertise the loan program through flyers, online materials, and outreach at the Senior Center and the Housing Authority.	Ongoing; distribute flyers and update outreach materials annually or as needed	This program has not been implemented during the current Housing Element cycle. The City's 2016 CDBG Annual Action Plan is scheduled to provide \$100,000 of CDBG funds for housing rehab programs to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-2.2.B	To facilitate aging in place, encourage that a percentage of new homes within new subdivisions be limited to one-story in height, and incorporate universal design principles as part of a comprehensive update of the development review design guidelines.	2015-2017	The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case-by-case basis as development proposals are reviewed.
13-P-2.3	Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.		
13-P-2.3.A	Coordinate with the County and local non-profits to identify and address the housing and social service needs of the local homeless.	Annually	During the 2014/152015/2016 fiscal year, the City provided over \$33,000\$56,500 in CDBG Funds to local non-profit programs that provide services to the local homeless population, including: Loaves and Fishes, which provides hot meals Monday through Friday to people in lower income areas who are hungry; St. Vincent de Paul RotaCare, a free medical clinic for low income and underserved Pittsburg residents; the St. Vincent de Paul workforce Development Program, which provides training and work experience for those who are new to or have been out of the workforce due to incarceration, addiction, homelessness or chronic unemployment; and Shelter, Inc., which works to prevent homelessness for at-risk citizens or rapidly re-houses households who are homeless. Due to a reduction in CDBG funding, the City was not able to contribute funds to the Contra Costa County Consortium and homeless programs last year. However, City staff does participate in the Consortium by offering staff support for meetings and activities. The City of Pittsburg 2016 CDBG Annual Action Plan calls for \$25,540 of CDBG funds to be used for homeless prevention between the years

Program	Objective	Timeframe	Status of Program Implementation
			2015 and 2020. Additionally, the City continues to participate in the Contra Costa County Consortium for homeless programs by offering staff support for meetings and activities.
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 Continuum of Care strategy for the homeless. The City uses During the 2015/2016 fiscal year, the City provided \$16,000 in CDBG funds for 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 but also serves as a day time shelter for homeless families. A feeding program is also within walking distance from the facility and offers hot meals for these families. The City also uses Additionally, during the 2015/2016 fiscal year, the City provided \$12,795 in CDBG funds for to Shelter Inc.'s Homeless Prevention Program which prevents homelessness for at-risk homelessness or rapidly re-houses households who are homeless. The Housing Authority in collaboration with the Department of Veteran Affairs is working to eliminate homelessness among the veteran population by combining the housing choice voucher rental assistance with clinical case management services through the VASH program. A total of 160 veterans were housed through the VASH program during this Program Year.
13-P-2.3.C	Amend the Zoning Ordinance to redefine supportive and transitional housing to be consistent with Health and Safety Code Sections 50675.2 and 50675.14. In accordance with more recent interpretations of Senate Bill 2, amend the Zoning Ordinance to allow supportive and transitional housing as residential uses subject only to restrictions applicable to other residential uses of the same type in the same zone.	2015-2016	Not yet implemented.
13-P-2.3.D	Continue to support expansion of programs providing housing information, counseling,	Ongoing; allocate	The Successor Agency for the Redevelopment Agency of the City of Pittsburg has partnered with Pacific Community Services, Inc. (PCSI),

Program	Objective	Timeframe	Status of Program Implementation
	referrals, dispute resolution, and/or emergency shelter.	funding annually or as available	to provide confidential counseling to families who are in danger of losing their homes to foreclosure. Additionally, during the 2015 reporting period, the City provided approximately \$11,000 The City's 2016 CDBG Annual Action Plan is scheduled to provide \$12,795 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, as well as \$11,00012,795 to Shelter Inc., to prevent homelessness. Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.	Annually	This program has not been implemented.
13-P-2.3.F	Continue to support community based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Not yet implemented.
13-P-2.4	Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.		
13-P-2.4.A	Provide support for the development of homes for extremely low-, very low-, and low-income households under sweat equity programs, through technical assistance, funding application assistance, and financial assistance if and when available.	Ongoing; implement as development projects are proposed	The City has not been implemented a sweat equity program during the current Housing Element cycle. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing. The City's 2016 CDBG Annual Action Plan is scheduled to provide \$100,000 of CDBG funds for housing rehab programs 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	Ongoing; review and	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	moderate-income homeowners, and make information about it available at permit counter and on the City's website.	update information annually or as needed	
13-P-2.4.C	Continue to provide a first-time homebuyer program in the city for the benefit of low- and moderate-income households utilizing appropriate CDBG and Housing Authority resources. Explore options for partnership with ABAG or other regional agencies on additional funding for a region-wide first time homebuyer program.	Ongoing; allocate resources annually or as available	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.D	Continue to provide information to local for-profit and not-for-profit developers about the types of state and federal low-interest land acquisition/construction funds available for development of homes affordable to low- and moderate-income households by distributing the list of available grant funds listed on www.hcd.ca.gov/fa/ , and continuing to offer support in the application of these funds.	Ongoing; distribute the list annually and upon request	This task is undertaken on a case-by-case basis when individual developers approach the City's Economic Development Department and Planning Division, and request information or assistance in obtaining state and federal funds. In the past, the City has worked closely with nonprofit housing developers to participate in mortgage and construction loan and grant programs including but not limited to the Housing and Community Development Multi-family Housing Program (HCD MHP), Contra Costa HOME, Affordable Housing Partnership (AHP) funds, California Tax Credit Allocation Committee (CTCAC) tax credits, and the California Debt Limit Allocation Committee (CDLAC) Qualified Residential Rental Project Program.
13-P-2.4.E	Continue to participate in the Contra Costa County Consortium to ensure access to and input on the distribution of HOME and HOPWA funds benefiting Pittsburg residents with special needs.	2015-2018	The City of Pittsburg continues to partner with the Contra Costa County Consortium to offer staff assistance and to ensure the receipt and distribution of Contra Costa HOME and Housing Opportunities for Persons with AIDS (HOPWA) funds that benefit Pittsburg residents.
13-P-2.4.F	Continue to co-sponsor homeownership/credit preparation classes within the community.	Ongoing; co-sponsor classes on quarterly basis or as appropriate	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
13-P-2.4.G	Amend the City's inclusionary housing ordinance to allow inclusionary units to count towards density	2017	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	bonuses.		
13-P-2.4.H	Review the appropriateness and feasibility of the City's inclusionary housing regulations as they relate to new and existing for-sale and rental housing development. Evaluate fluctuations in market-rate home sale and rental prices, income trends, and other relevant data, as well as recent case and state law as it relates to the City's adopted policy. If appropriate, consider adopting a revised inclusionary policy for new development in which fee payment (such as an affordable housing linkage fee) is the primary form of compliance for various types of development. Identify appropriate strategies for working with owners and occupants of existing inclusionary units depending on the results of the analysis.	2017	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.I	Support the development of homes affordable to low- and moderate-income households and developed by nonprofit organizations citywide. Support should include, but not be limited to, technical/staff assistance for grant and tax credit applications as well as incentives, credits and fee deferrals, and flexible development standards in accordance with the State-mandated Density Bonus Law. Prioritize partnerships with nonprofit developers that have a proven track record in developing successfully in the city.	Ongoing; implement as development projects are proposed by nonprofit organizations	Implemented on a case-by-case basis as applications are submitted. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing.
13-P-2.4.J 	Create a list of publicly owned land, update the list on a quarterly basis, and make the list available to developers upon request. Prioritize partnerships for the disposition of publicly owned land with nonprofit developers that have a proven track record in developing successfully in the city.	Ongoing; establish list by 2016, update quarterly	Ongoing. The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2015 Throughout 2016, the City expanded its GIS program, which will allow the City to closely monitor availability of land for development of housing at all income levels.
13-P-2.4.K	Pursue federal resources to acquire foreclosed properties for the rehabilitation and re-tenanting of	Ongoing; pursue federal	No federal resources to acquire foreclosed properties were obtained during the reporting period. The Successor Agency for the

Program	Objective	Timeframe	Status of Program Implementation
	very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburgh when administering the program.	resources and institute a local preference policy by 2017	Redevelopment Agency of the City of Pittsburgh partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. A working relationship is established between the homeowner and lender and so as to determine the best relief measures. Every possible alternative to foreclosure is explored.
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority continues to provide rental housing assistance to approximately 4,408,948 Section 8 voucher holders, which includes 160 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the City of Pittsburgh Housing Authority waiting list will open for the first time in approximately 10 years.
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance, fee waivers and deferrals, and financial assistance if and when available.	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.6.A	Continue to offer rehabilitation loans and possibly grants to low- and moderate-income homeowners to improve the energy efficiency of their residence and/or replace existing energy inefficient appliances.	Ongoing	As of fiscal year 2014/15<u>2016/17</u>, the City is allocating approximately \$100,000 in CDBG funding to the County's home rehabilitation loan program. The Housing Rehabilitation Program is administered by Contra Costa County (County) on behalf of the City. There was a change in staffing for the County at the beginning of the Program Year which deferred the administration of the Housing Rehabilitation Program until a new staff member was hired and trained. There were a total of twelve applications received during the Program Year. However, three applicants did not meet program guidelines; three were requested to submit additional documentation but failed to do so; two had liens on the subject property; three submitted applications during the latter part of the Program Year, therefore, the review process was not completed in time before yearend; one loan was approved, however, funds will be expended during the 2015-2016 program year. There is a balance of \$90,640 which will be allocated to the Housing Rehabilitation Program for the 2015-2016 Program Year. <u>The Housing Rehabilitation Program is administered by Contra Costa County (County) on behalf of the City. During the 2015/2016 fiscal year, \$59,316 was expended under the Housing Rehabilitation program and assisted two (2) seniors with the renovation of their homes including roof replacement and handicap accessible bathroom renovation.</u>
13-P-2.6.B	Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review process of the Climate Action Plan (whichever comes first). Support the use of solar heating and cooling homes, consistent with adopted building, mechanical, and plumbing codes.	2015-2020	This program has not been implemented.
13-P-2.6.C	Work with public and private financing entities to develop a grant or long-term loan program fund to fund the installation of solar panels on single-family	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	and multifamily residential developments to reduce energy consumption and provide savings to property owners. Examples of such partnerships include but are not limited to Pittsburgh Power Company, California FIRST Energy Savings Financing, Figtree PACE Program and expansion of the City's involvement into the HERO Program to include residential uses.		
13-P-2.6.D	Utilize efficient design principles in the site planning of new subdivisions to enhance the quality of life of Pittsburgh residents. Closely follow the guidelines set forth in the adopted Green Building Development Review Design Guidelines and ensure that the City's Climate Action Plan includes neighborhood, site, and building design to maximize energy efficiency and smart growth principles and an incentive process to comply with the adopted Green Building Development Review Design Guidelines (see also Program 2.6.B).	2015-2020	Implemented on a case-by-case basis as development projects are proposed.
Eliminating Discrimination			
Goal 3. Eliminate housing discrimination.			
13-P-3.1	Promote fair housing opportunities for all people.		
13-P-3.1.A	Prohibit housing discrimination on the basis of age, race, ethnic or national origin, physical or psychological special need, religion, sex, sexual orientation, familial status, or source of income in all projects which receive local public funds.	Ongoing.	The City is subject to and enforces state and federal fair housing laws. In addition, all agreements signed by the City contain a non-discrimination clause stating that there shall be no discrimination with regard to the rental or sale of units and no preference shall be given to any particular class or group of people except to the extent that the affordable units are provided to households that meet the minimum income requirements.
13-P-3.1.B	Amend the Zoning Ordinance to include a definition of employee housing as defined in Health and Safety Code Section 17021.5 and 17008 and	2015-2017	This program is not yet completed.

Program	Objective	Timeframe	Status of Program Implementation
	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.
13-P-3.1.E	Give preference to persons who live and/or work within the City of Pittsburg in the purchase or rental of local price restricted housing units constructed and/or acquired with local affordable housing funds.	Ongoing	A local resident and employee preference policy was implemented for all participants in the First Time Homebuyer Program prior to its dissolution; however, there is no local preference policy for potential occupants of inclusionary housing units.
13-P-3.1.F	Continue to refer families to Pacific Community Services (PCS) for fair housing issues or complaints. Provide posters with fair housing referral information in the lobby area of the Housing Authority office and add information to the Housing Authority's website.	Ongoing	Currently, Pittsburg Housing Authority staff refers fair housing issues to PCS. Fair housing information, including complaint forms and City contact information is available online. The Housing Authority Website will continue to be updated throughout the coming year. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
Housing Stock Preservation			
Goal 4. Improve and preserve the existing housing stock including affordable housing units, where feasible and appropriate.			

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.1	Support the conservation and rehabilitation of existing for-sale housing stock (including mobile homes) through a balanced program of code enforcement and property improvements.		
13-P-4.1.A	Continue to investigate complaints and take appropriate action involving Building and Housing Code violations in single-family and multi-family rental housing.	Ongoing	The Building Division administers the City's Residential Rental Inspection Program which was established on February 6, 2006, with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties in the City, the physical inspection of properties, and the issuance of correction notices and citations in order to gain compliance. Approximately 2,500 properties are enrolled in the program. In addition, the Building Division actively investigates citizen complaints regarding Municipal Code violations. This is accomplished through inspection, notification, communication, and the issuance of 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 2014/152015/16 fiscal year, approximately \$172,000\$150,000 in CDBG funds was allocated to Code Enforcement activities to investigate complaints and take appropriate action involving residential code violations.
13-P-4.1.B	Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.	Ongoing	<u>The Housing Rehabilitation Program is administered by Contra Costa County on behalf of the City. During the 2015/2016 fiscal year, \$59,316 was expended under the Housing Rehabilitation program and assisted two (2) seniors with the renovation of their homes including roof replacement and handicap accessible bathroom renovation.</u>

Program	Objective	Timeframe	Status of Program Implementation
			As of fiscal year 2014/152016/17, the City is allocating approximately \$100,000 in CDBG funding to the County's home rehabilitation loan program. The Housing Rehabilitation Program is administered by Contra Costa County (County) on behalf of the City. There was a change in staffing for the County at the beginning of the Program Year which deferred the administration of the Housing Rehabilitation Program until a new staff member was hired and trained. There were a total of twelve applications received during the Program Year. However, three applicants did not meet program guidelines; three were requested to submit additional documentation but failed to do so; two had liens on the subject property; three submitted applications during the latter part of the Program Year, therefore, the review process was not completed in time before yearend; one loan was approved, however, funds will be expended during the 2015-2016 program year. There is a balance of \$90,640 which will be allocated to the Housing Rehabilitation Program for the 2015-2016 Program Year.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburg when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, Pittsburg Housing Authority staff provides counseling on eligibility requirements, credit issues, and pre- and post-homeownership on an individual I basis. Though no activities were funded by CDBG during the Program Year, the Successor Agency for the Redevelopment Agency of the City of Pittsburg, partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. Local preference policy has not yet been implemented.
13-P-4.2	Utilize public funds to preserve rent restricted units at risk of conversion to market rate and conserve and rehabilitate the existing supply of housing affordable and made available to extremely low, very low, low and/or moderate-income households, when and where appropriate.		
13-P-4.2.A	Set aside 20 to 40% of the City's annual	Annually	The Housing Rehabilitation Program is administered by Contra Costa

Program	Objective	Timeframe	Status of Program Implementation
	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.		<u>County (County) on behalf of the City. During the 2015/2016 fiscal year, \$59,316 was expended under the Housing Rehabilitation program and assisted two (2) seniors with the renovation of their homes including roof replacement and handicap accessible bathroom renovation.</u> As of fiscal year 2014/152016/17, the City is allocating approximately \$100,000 in CDBG funding to the County's home rehabilitation loan program. The Housing Rehabilitation Program is administered by Contra Costa County (County) on behalf of the City. There was a change in staffing for the County at the beginning of the Program Year which deferred the administration of the Housing Rehabilitation Program until a new staff member was hired and trained. There were a total of twelve applications received during the Program Year. However, three applicants did not meet program guidelines; three were requested to submit additional documentation but failed to do so; two had liens on the subject property; three submitted applications during the latter part of the Program Year, therefore, the review process was not completed in time before yearend; one loan was approved; however, funds will be expended during the 2015-2016 program year. There is a balance of \$90,640 which will be allocated to the Housing Rehabilitation Program for the 2015-2016 Program Year.
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	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

Program	Objective	Timeframe	Status of Program Implementation
	partnerships with non-profit housing provider(s), when feasible and appropriate. This includes monitoring the planned renewal of Section 8 Certificates for Lido Square and East Santa Fe Apartments, facilitating the renewal process when needed, and utilizing public funds, if available, to purchase covenants in and/or substantially rehabilitate the units for continued restriction of their affordability. Support developer and nonprofit applications for other state and federal funds available to them for the preservation of units at risk of conversion and for the rehabilitation of the existing housing stock. Notice tenants of at-risk units about available resources.		grants and loans in exchange for maintaining deed restrictions on the units. Affordable units at risk of converting for the 2015-2023 Housing Element reporting period include: Lido Square Townhomes, East Santa Fe Avenue Apartments, and the Woods Manor Apartments.
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburgh's residential neighborhoods.			

Program	Objective	Timeframe	Status of Program Implementation
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development Review Design Guidelines to require a high quality of design for new and existing residential development. Ensure that the guidelines require that a certain percentage of new homes within new subdivisions be limited to one story in height and/or regulate second-story elements to provide increased variety in building planes on all building elevations.	2017-2020	This program to further update the DRDG has not yet been implemented. On November 9, 2010, the Planning Commission adopted Resolution No. 9864, amending the Development Review Design Guidelines to include "Green Building Design Guidelines." Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles.
13-P-5.2	Enhance the built environment through citywide landscaping efforts including the installation of street trees that will grow to create a street tree canopy along roadways and sidewalks.		
13-P-5.2.A	Publicize the existing street tree program in neighborhoods where street trees are scarce. Expand the program as funds become available.	Ongoing	This program has not been implemented.
13-P-5.2.B	Adopt a Tree Preservation Ordinance is to promote the health, safety, welfare, and quality of life of the residents of the City through the protection of specified trees located on private property within the City, and the establishment of standards for removal, maintenance, and planting of trees.	2015-2016	Implemented. In 2015, the City Council adopted Ordinance No. 15-1390, establishing a citywide tree preservation ordinance.

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: No. 3 – Empire Business Park Minor Subdivision – Extension of Approval of AP-08-570 (MS-677-08).

ORIGINATED BY: Marc Chacon, Property Manager, Empire Business Park LLC, P.O. Box 1003, Citrus Heights, CA 95611

SUBJECT: This is a request for approval of a five-year extension for the Empire Business Park Minor Subdivision (MS-677-08) and minor amendments to the tentative map's conditions of approval. The affected property is located at 701 Willow Pass Road, in the IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. Assessor's Parcel Number: 085-280-009.

RECOMMENDATION:

Staff recommends that the Planning Commission adopt Resolution No. 10056, approving a five-year extension of the tentative parcel map for the Empire Business Park Minor Subdivision, as well as minor amendments to its conditions of approval.

BACKGROUND:

On February 24, 2009, the Planning Commission adopted Resolution No. 9788 (Attachment 2), approving a tentative parcel map (MS-677-08) to subdivide the 35.5-acre parcel, located at 701 Willow Pass Road, into three parcels, ranging from 2.89 to 20.78 acres in size (Attachment 4). For a detailed background of the approved subdivision, please refer to the staff report entitled, "Empire Business Park Minor Subdivision, AP-08-570 (MS-677-08)," dated February 24, 2009 (Attachment 3).

According to Condition No. 15 of the adopted resolution, the tentative map approval was set to expire on February 24, 2011, unless a building permit or grading permit was issued or a written request for an extension was filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission; statutes adopted by the State Legislature automatically extended the tentative map approval an additional six years, to February 24, 2017 (Government Code Sections 66452.22, 66452.23, and 66452.24).

PROJECT DESCRIPTION:

On February 6, 2017, the Planning Division received a written request to extend the project approval for five more years in order to allow additional time to complete the public and private improvements required, prior to recordation of the final parcel map. Staff is also requesting that conditions 4-12 from approved Resolution No. 9788 be modified in order to reflect the City's current fee rates and clarify how fees shall be paid.

GENERAL PLAN/CODE COMPLIANCE:

Please refer to the attached staff report entitled, "Empire Business Park Minor Subdivision, AP-08-570 (MS-677-08)," dated February 24, 2009, for a detailed description of the project's compliance with the General Plan and Zoning Ordinance. The General Plan land use designation and zoning classification for the site have not changed since the initial project approval in February 2011.

Extension of Approval: Pittsburg Municipal Code (PMC) section 17.20.070(C) gives the Commission authority, upon application of the subdivider filed prior to expiration of the tentative map, to approve an extension of the tentative map for a period or periods not to exceed a total of five years. The entitlements authorized with adoption of Resolution No. 9788 were set to expire on February 24, 2011 (Condition No. 15), and were subsequently extended by statute for an additional six years, to February 24, 2017. The subdivider submitted a timely request for extension of approval on February 6, 2017.

Minor Amendments to Conditions of Approval: PMC section 17.20.080(A) states that minor amendments to the approved or conditionally approved tentative map or conditions of approval may be approved by the Community Development Department upon application by the subdivider or on the Department's own initiative; provided, that:

- A. the changes are consistent with the intent and spirit of the original tentative map approval;
- B. no feature, facility, or amenity is deleted which affects the project's quality, safety, or function;
- C. changes in phasing plans do not reduce natural areas, create new visible retaining or drainage structures, or change pad elevations by three feet or more;
- D. changes in grading plans do not reduce natural areas, create new visible retaining or drainage structures, or change pad elevations by three feet or more;
- E. changes in the design do not eliminate more than 10 percent or add more units or lots; and
- F. there are no resulting violations of the code (PMC Title 17).

Although PMC section 17.20.080(A) allows staff to approve minor amendments to adopted conditions of approval, in this instance, staff is requesting that the Commission make the required findings as part of the requested extension of approval.

ANALYSIS:

Planning Commission Staff Report

The original applicant was unable to complete recordation of the subdivision map due to unfavorable economic conditions that followed approval of the subdivision. The current owner has determined that payment of the fees required to be paid prior to recording the final map are not cost-effective without concurrent development of the property. As the subdivider is not a developer, the five-year extension of approval would allow additional time for the property to be marketed to a suitable developer now that the real estate market has recovered. The applicant's representative has also conveyed to staff that a potential tenant or buyer has been identified; however, the terms of a lease or purchase have not been finalized, nor made public. Staff's proposed minor amendments to the subdivision's conditions of approval would ensure that the developer of the affected site pays the City's current fee rates at the proper time and to the proper city division.

ACTION REQUIRED:

Move to adopt Resolution No. 10056, approving a five-year extension of the tentative parcel map for the Empire Business Park Minor Subdivision (MS-677-08) as well as minor amendments to its conditions of approval.

ATTACHMENTS:

1. Proposed Resolution No. 10056
2. Adopted Resolution No. 9788
3. Planning Commission Staff Report, dated February 24, 2009
4. Tentative Minor Subdivision Map, dated December 2008
5. Letter of Request for Extension of Approval, dated February 1, 2017
6. Vicinity Map

Prepared by: Jordan Davis, AICP, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Extending the Term of Approval of	)	Resolution No. 10056
a Tentative Map to Subdivide a 35.5-Acre	)	
Parcel Into Three Parcels at 701 Willow Pass	)	
Road, for "Empire Business Park Minor	)	
Subdivision, AP-08-570 (MS-677-08)."	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On November 12, 2008, Davis & Associates filed Minor Subdivision Application No.08-570 (MS 677-08), requesting approval of a minor subdivision to split one approximately 36-acre parcel into three separate parcels at 701 & 735 Willow Pass Road. The project site is zoned IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. APN 085-280-009.
- B. On February 24, 2009, the Planning Commission conducted a public hearing and subsequently adopted Resolution No. 9788, granting approval of the tentative map. The entitlements authorized with adoption of Resolution No. 9788 were conditioned to expire on February 24, 2011 (Condition No. 15).
- C. Statutes adopted by the State Legislature preemptively extended approval of the tentative map for an additional six years, to February 24, 2017 (Government Code Sections 66452.22, 66452.23, and 66452.24).
- D. Pittsburg Municipal Code (PMC) section 17.20.070(C) gives the Commission authority, upon application of the subdivider filed prior to expiration of the tentative map, to approve an extension of the tentative map for a period or periods not to exceed a total of five years.
- E. PMC section 17.20.080(A) states minor amendments to the approved or conditionally approved tentative map or conditions of approval may be approved by the Community Development Department upon application by the subdivider or on the Department's own initiative; provided, that:
 - 1. the changes are consistent with the intent and spirit of the original tentative map approval;
 - 2. no feature, facility, or amenity is deleted which affects the project's quality, safety, or function;

3. changes in phasing plans do not reduce natural areas, create new visible retaining or drainage structures, or change pad elevations by three feet or more;
 4. changes in grading plans do not reduce natural areas, create new visible retaining or drainage structures, or change pad elevations by three feet or more;
 5. changes in the design do not eliminate more than 10 percent or add more units or lots; and
 6. there are no resulting violations of the code (PMC chapter 17).
- F. On February 6, 2017, the applicant submitted a request for a five-year extension of the tentative map approval authorized under Planning Commission Resolution No. 9788.
- G. Since the adoption of Planning Commission Resolution No. 9788, there have been no General Plan or Zoning Ordinance amendments related to the affected property.
- H. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 15, "Minor Land Divisions" of the State CEQA Guidelines, section 15315.
- I. On February 28, 2017, the Planning Commission considered the request for a five-year extension of the term of approval of Minor Subdivision Application No. 08-570 (MS-677-08).

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Empire Business Park Minor Subdivision – Extension of Approval of AP-08-570 (MS-677-08)," and based on all the information contained in the Planning Division files on this project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue, and based on evidence presented to the Planning Commission on February 28, 2017, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. The request for extension of the project review approval was filed within the effective period of approval, in compliance with the requirements of PMC section 17.20.080(C).

3. There is good cause to support extension of the tentative parcel map approval, due to the downturn in the economy around the time of the project's original approval and its impact on the pace of development projects in the City. Extension of the tentative map approval will help to promote development of the currently vacant site and help the site avoid remaining undeveloped for a prolonged period of time, as the five-year extension would allow additional time for the property to be marketed to a suitable developer now that the real estate market has recovered.
4. Amendments to the conditions of approval contained within approved Planning Commission Resolution No. 9788 are considered minor amendments, as described below:
 - a. the changes are consistent with the spirit and intent of the original tentative map approval, in that adopted Condition Nos. 4 through 12 are being updated to reflect the City's current fee rates, and to clarify the required timing and delivery of payment;
 - b. the amended conditions of approval do not delete any requirements for specific features, facilities, or amenities which affects the project's quality, safety, or function, in that adopted Condition Nos. 4 through 12 are being updated to reflect the City's current fee rates, and to clarify the required timing and delivery of payment only;
 - c. there are no proposed changes in phasing plans which would reduce natural areas or create new visible retaining or drainage structures, and the previously approved project does not include any development for which pad elevations could be changed by three feet or more;
 - d. there are no proposed changes in grading plans which would reduce natural areas or create new visible retaining or drainage structures, and the previously approved project does not include any development for which pad elevations could be changed by three feet or more;
 - e. the proposed amendments to conditions of approval do not alter the number of units or lots created by the approved subdivision map; and
 - f. there will be no resulting violations of the PMC.

Section 3. Decision

- A. Based on the findings set forth above, the Planning Commission hereby grants a five-year extension of approval for the Empire Business Park Minor Subdivision (MS-677-08), subject to all of the Conditions of Approval contained within Section 4.A of Resolution No. 9788, with the exception of Condition Nos. 4 through 12, and Condition No. 15, which are hereby revised to read as follows:

4. *(This condition shall be deleted.)*
5. *Improvement and Grading Plan Review Fees.* The applicant shall provide an initial payment for review of the grading and/or improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The Improvement Plan Check Fee is 6% of the cost of the improvements. The Grading Plan Check Fee is 2.5% of the cost for grading, or may be based upon cubic yards of earth disturbance. A payment of 50% of these total fees are to be paid with the initial submittal of plans and Engineer's Cost Estimate. These initial payments will be credited towards the final fees as determined at engineering permit.
6. *Minor Subdivision Map Fee.* The applicant shall pay \$1,500 to the Engineering Division for the first Minor Subdivision Map Review, and \$450 for each subsequent review. This fee shall be paid to the Engineering Division prior to the recordation of the Minor Subdivision Map.
7. *Improvement and Grading Inspection Fees.* The applicant shall pay the Improvement and/or Grading Inspection Fee(s) to the Engineering Division at the time of the Grading or Single Parcel Development Permit is issued. The current Improvement Inspection Fee is 5.75% of the estimated cost for improvements. The Grading Inspection Fee is 3% of the estimated cost of grading. The Grading Inspection Fee may also be based upon an approved engineer's estimate of total cubic yards, according to the current schedule of Grading Fee Charges.
8. *Facility Reserve Charge (FRC).* The applicant shall pay the City of Pittsburgh FRC (PMC Chapters 13.08, 13.12 and 13.24), to the Engineering Division, for water and sewer service in the amounts in effect when the developer obtains a building permit. The applicant understands that the current FRC shall be paid in accordance with the fee schedule approved by Resolution No. 05-10290, and amended by Resolution No. 12-11778, on February 21, 2012, a copy of which is available at the City. The FRC shall be paid to the Engineering Division prior to the issuance of a building permit. If no building permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.103.
9. *Local Traffic Mitigation Fee (LTMF).* The applicant shall pay the LTMF (PMC Chapter 15.90) amount in effect when the applicant obtains a building permit. The applicant understands that the LTMF is reviewed and adjusted annually to the current Construction Cost Index (CCI) and may be increased at the City Council's discretion based on revised cost estimates for roadway and transit facilities and other factors that

demonstrate an increase is needed to offset traffic impacts caused by new development. The LTMF is calculated by dividing the total fee share of improvement costs by the total number of Dwelling Unit Equivalencies ("DUE") in the City, as described in PMC Chapter 15.90 and the Pittsburgh LTMF Program Update, copies of which are available from the City. Fees shall be paid to the Engineering Division prior to issuance of a building permit. If no building permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.103.

10. *Pittsburg Regional Transportation-Development Impact Mitigation Fee (PRTDIM)*. The applicant shall pay the PRTDIM (PMC Chapter 15.102) (amount in effect when the developer obtains a building permit. The PRTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the "Engineering News-Record Construction Costs Index – San Francisco Bay Area," between September 1 and September 1 of the preceding two calendar years. Fees shall be paid to the Engineering Division prior to issuance of a building permit. If no building permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.103.
11. *Geographic Information System (GIS) Update Fee*. The developer shall pay a fee of \$0.05 per square foot of non-residential development to the Engineering Division to update the City GIS prior to issuance of a building permit. If no building permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.103.
12. Prior to future development of the property, the developer shall deliver written approval in a manner acceptable to the Community Development Director, that the owner of the parcel is electing to annex the subject property into Community Facilities District CFD 2005-1. This approval shall be delivered prior to the issuance of any Engineering or Building Permits, whichever permit is eligible to be issued first. The fee will provide funding for an increase of police coverage in the area. The rate of the CFD fee is subject to the City Council Ordinance No 05-1246. The developer shall fully implement this condition prior to the issuance of any certificates of occupancy.
15. The tentative parcel map will expire on February 24, 2022 (PMC §17.20.070(A)) unless a final parcel map has been approved by the City Engineer and recorded with the County Recorder's office.

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 28th day of February, 2017, 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. 10056 was adopted by the Planning Commission of the City of Pittsburg on February 28, 2017.

KRISTIN POLLOT, SECRETARY
PITTSBURG PLANNING COMMISSION

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution of Approval of a Tentative Map to	)	
Subdivide an Approximate 36-Acre Parcel Into	)	
Three Separate Parcels at 701 & 735 Willow	)	
Pass Road. "Empire Business Park Minor	)	Resolution No. 9788
Subdivision. AP-08-570." APN: 085-280-009.	)	

The Planning Commission DOES Resolve as follows:

Section 1. Background

- A. On November 12, 2008, Davis & Associates filed Minor Subdivision Application No.08-570 (MS 677-08), requesting approval of a minor subdivision to split one approximately 36-acre parcel into three separate parcels at 701 & 735 Willow Pass Road. The project site is zoned IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. APN 085-280-009.
- B. The proposed minor subdivision is consistent with the objectives, policies, general land uses, and programs specified in the City's General Plan and is governed by the development regulations contained in the Pittsburg Municipal Code (PMC).
- C. This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 15, "Minor Land Divisions" of the State CEQA Guidelines §15315.
- D. According to PMC Section 17.20.060(C), the Planning Commission may grant approval of a tentative map if it can make the following findings:
 - 1. The proposed map is consistent with the general plan and any applicable specific plan, or other applicable provisions of the Subdivision Ordinance;
 - 2. The site is physically suitable for the type of development;
 - 3. The site is physically suitable for the proposed density of development;
 - 4. The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
 - 5. The design of the subdivision or the type of improvements will not cause serious public health problems; and

6. The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.
- E. Notice of the February 24, 2009, public hearing for this project was published in the local newspaper (East Contra Costa County Times), was posted at City Hall, the project site and the Pittsburg Library, and was mailed out to the property owner, applicant, and all owners of property within 300 feet of the subject site, to utility companies and other agencies anticipated to provide service to the project, and to all interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010 and 17.20.060.A and Government Code section 65090.
- F. On February 24, 2009, the Planning Commission held a public hearing on Minor Subdivision Application No. 08-570, at which time oral/or written testimony was considered.

Section 2. Authority

- A. Article XI, Section 7 of the California Constitution confers on cities the authority to regulate land use within their jurisdictions under the police power and to make and enforce ordinances to protect the public health, safety and welfare. Aesthetic reasons alone justify exercise of the police power. (Metromedia, Inc. vs. City of San Diego (1980) 264 C3d 848, 164 CR 510).
- B. The general plan is the single most important planning document and represents the most comprehensive statement of the city's interests and welfare. (Government Code section 65300; Citizens of Goleta Valley vs. Board of Supervisors (1990) 52 CA3d 553, 276 CR 410.) In general, all land use decisions must be consistent with the general plan. Consistency exists between a city's land use action and the general plan when a city has officially adopted such a plan, and the various land uses approved are compatible with the objectives, policies, general land uses and programs specified in the plan. (Leshar Communications, Inc. vs. City of Walnut Creek (1990) 52 C3d 531, 277 CR1.)
- C. The Subdivision Map Act (Government Code section 66410, et seq.) vests in cities the power to regulate and control the design and improvement of subdivisions within their boundaries. (Government Code section 66411.) "Improvement" is broadly defined to include any specific improvement or type of improvement, the installation of which is necessary to ensure consistency with the general plan. (Government Code section 66419 (b).)
- D. A city may not approve a tentative map unless it finds that the proposed subdivision, together with the provisions of its design and improvement, is consistent with the general plan. (Government Code section 66473.5.)

- E. The General Plan includes, among its objectives, designing aesthetically pleasing roadways, providing improvements that enhance neighborhood values, enforcing City ordinances that improve the appearance of residential neighborhoods, encouraging residential neighborhoods that are in close proximity to recreation facilities and maintaining lighting on city streets. To ensure that these goals are met, the General Plan supports:
1. The development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad tracks, east of the PG&E transmission corridor (General Plan 2-P-77).

Section 3. Findings

The Planning Commission hereby finds that based on the Planning Staff Report entitled, "Empire Business Park Minor Subdivision. AP-08-570 (MS)," dated February 24, 2009, and based on all the information in the Development Services Department files on the project, adopted and incorporated herein by reference and available for review in the Development Services Department located at 65 Civic Avenue, Pittsburg, and based on all written and oral testimony presented at the public hearing that:

- A. All recitals above are true and correct and are incorporated herein by reference.
- B. The proposed map is consistent with the General Plan and Pittsburg Municipal Code, in that the newly created parcels would allow greater flexibility for future commercial development of this site and the three parcels would exceed the minimum lot area of 15,000 square feet and the minimum lot width of 80 feet for parcels within the IP-O (Industrial Park with an Overlay, Ordinance No. 1284) District, in that the smallest/narrowest parcel (Parcel "C") would be 244 feet wide and 2.89 gross acres in size.
- C. The design of the subdivision is suited for industrial development since the project site includes existing industrial uses and access roadways that are wide enough to accommodate commercial truck traffic. The site is also adjacent to a current designated truck route (Willow Pass Road
- D. This subdivision approval entails only the subdivision of land and future proposed development will be required to undergo further review and discretionary approval in order to ensure that the site is physically suited for any density of development proposed for the parcels.
- E. The design of the subdivision will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat in that the proposed subdivision approval does not include any development and entails only the subdivision of land. Future development on the parcels will be subject to further review and evaluation to ensure that any development of the parcels would not cause environmental or biological damage.

- F. This subdivision approval will not cause serious public health problems in that the approval only includes the division of land. Future development on the parcels will be subject to further review and evaluation to ensure that any development of the parcels would not cause serious public health problems.
- G. If the project includes conditions of approval related to the dedication of previous and new easements required for the subdivision, then the design of the subdivision will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Section 4. Decision

- A. Based on the findings set forth above, the Planning Commission hereby approves Minor Subdivision Application No.08-570 for Tentative Parcel Map No. MS-677-08, date stamped January 16, 2009, subject to the following conditions:

General Project Conditions

1. The final parcel map for this property shall be prepared in substantial conformance with Tentative Parcel Map No. MS-676-07, date stamped January 16, 2009, except as hereinafter modified.
2. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as condition of approval for this project as applicable. Where there is a conflict between Resolution No. 8931 and the specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
3. The applicant shall comply with all the requirements of the Planning Department, Engineering Department, Contra Costa County Fire Protection District, Delta Diablo Sanitation District, and all other applicable local, state and federal agencies.

Fees & Exactions

4. Upon first submittal of plans, maps, or other documents for checking, the developer shall make a deposit of \$10,000 to the Engineering Division. The deposit shall be credited to the final fee as determined at engineering permit issuance.
5. Upon submittal of plans, maps, or other documents for plan review, the developer shall pay deposits equal to one half of the total estimated Engineering Improvement and/or Grading Plan Review Fees, to the Engineering Division. The Plan Check Fees are based upon the Engineer's Estimate, which shall also be provided at the time the plans are

submitted. The Improvement Plan Check fees are 3.5% of the cost of the improvements based upon the approved Engineer's Estimate. The Grading Plan Check Fee is 2.5% of the Engineer's Estimate, or may be based upon cubic yards of grading. The deposit(s) shall be credited toward the final fee(s) as determined at engineering permit issuance based upon the final, approved Engineer's Estimate. The deposit shall be paid to the Engineering Division at the time of the developer's first plan submittal.

6. The developer shall pay \$1,500.00 for the first Parcel Map and \$450.00 for additional map checks. This fee shall be paid to the Engineering Division prior to the issuance of an Engineering Grading and/or Improvement Permit.
7. The developer shall pay remaining fee balances, with the exception of the Facility Reserve and Traffic Mitigation Fees, with the submittal of corrected plans for the City Engineer's approval. Payment for the balance of the plan reviews and inspection fees shall be paid at issuance of the grading permit, or approval of improvement plans and in the amounts specified in City code that are in effect at that time. The current fees are:
 - a. The inspection fees for improvements vary from 3.6% to 6.5% depending upon the total costs of the final approved improvements.
 - b. The grading inspection fee is 3% of the cost for grading based upon the approved Engineer's Estimate or per the Grading Fee Table approved by City Council.
 - c. If additional engineering studies are deemed necessary by the City Engineer, i.e. geotechnical, structural, hydraulic, etc., or expedited reviews are requested by the Engineering Department, the developer shall pay for all costs related to the extra work. The costs may include the preparation of special studies, additional staff time, and/or reviews of the special studies if studies are prepared by the developer's engineer. These fees shall be paid to the Engineering Department prior to issuance of the Engineering Permit, grading or improvement.
8. The developer shall pay the City of Pittsburgh Facilities Reserve Charge (PMC Chapters 13.08, 13.12 and 13.24)(the "FRC") for water and sewer service in the amounts in effect when the developer obtains a building permit. The developer understands that the current FRC is described in the fee schedule approved by Resolution No. 05-10290 (effective August 20, 2005), a copy of which is available at the City. These FRC amounts will be automatically increased on November 1 in years 2006, 2007, and 2008. The exact amounts of the increase are shown on the fee schedule

- established by Resolution No. 05-10290. The FRC shall be paid prior to the issuance of a building permit by the City's Building Division.
9. The developer shall pay the Local Transportation Mitigation Fee (PMC Chapter 15.90) (the "LTMF") amount in effect when the developer obtains a building permit. The developer understands that the LTMF currently on file is \$1.38 per square foot of gross floor area for commercial or industrial uses. The developer further understands that the LTMF is reviewed and adjusted annually to the current Construction Cost Index (CCI) and may be increased at the City Council's discretion based on revised cost estimates for roadway and transit facilities and other factors that demonstrate an increase is needed to offset traffic impacts caused by new development. The LTMF is calculated by dividing the total fee share of improvement costs by the total number of Dwelling Unit Equivalencies ("DUE") in the City, as described in PMC Chapter 15.90 and the Pittsburgh Local Transportation Mitigation Fee Program Update, copies of which are available from the City. Fees shall be paid prior to issuance of a building permit by the City's Building Division.
 10. The developer shall pay the Regional Transportation-Development Impact Mitigation Fee (PMC Chapter 15.102) (the "RTDIM") amount in effect when the developer obtains a building permit. The developer understands that the RTDIM currently on file is \$1.33 per square foot of gross floor area for office and industrial uses. The RTDIM will be automatically increased or decreased on January 1 of each year based on the percent change in the Engineering News-Record Construction Costs Index – San Francisco Bay Area between September 1 and September 1 of the preceding two calendar years. The developer further understands that the City Council may, by resolution, increase the RTDIM based on updates to the adopted East Contra Costa Regional Fee and Financing Authority ("ECCRFFA") Fee Program Report, a copy of which is available from the City. Fees shall be paid prior to issuance of a building permit by the City's Building Division. If no building permit is required, then the fees are payable in the amount in effect when the project commences pursuant to PMC Section 15.102.040.
 11. The developer shall pay the City \$0.05 per square foot of commercial or industrial building to update the City Land Information System.
 12. The developer shall deliver written approval in a manner acceptable to the City Finance Director, that the owner of the parcel is electing to annex the subject property into the Community Facilities District CFD 2005-1, prior to the issuance of any Engineering or Building Permits, whichever permit is eligible to be issued first. The fee will provide funding for an increase of police coverage in the area. The rate of the CFD fee is subject to the City Council Ordinance No 05-1246. The developer shall fully implement this condition prior to the issuance of any certificates of occupancy.

Technical Conditions

13. Prior to submittal of the minor subdivision map to the Engineering Division for review, the developer shall dedicate to the City, a twelve foot (12') wide strip of land across the full frontage of the property. This condition was a previous condition of approval related to the site development; COA number 14, from Planning Commission Resolution No. 9418.

Indemnification

14. The developer shall defend, indemnify and hold harmless the City of Pittsburg, its agents, officers, and employees from any claim, action or proceeding against the City or its agents, officers, or employees to attack, set aside, void or annul this approval, which action is brought within the applicable time period of Government Code section 66499.37. In the event the City becomes aware of any such claim, action or proceeding, the City shall promptly notify the developer and shall cooperate fully in the defense. If the City fails to promptly notify the developer, or if the City fails to cooperate fully in the defense, the developer shall not thereafter be responsible to defend, indemnify, or hold harmless the City. Nothing contained in this condition prohibits the City from participating in the defense of any claim, action, or proceeding, if both of the following occur: (a) the City bears its own attorneys' fees and costs; and (b) the City defends the action in good faith. The developer shall not be required to pay or perform any settlement unless the settlement is approved by the developer.

Expiration

15. The tentative parcel map will expire on February 24, 2011 (PMC §17.20.070(A)) unless a final parcel map has been approved by the City Engineer and recorded with the County Recorder's office or a written request for extension is filed with the Planning Department prior to the expiration date (PMC §17.20.070(C)) and subsequently approved by the Planning Commission.

Section 5. The Conditions Imposed Substantially Advance a Legitimate Governmental Interest and are Roughly Proportional to the Burdens Created by the Subdivision.

- A. In the case of Dolan vs. City of Tigard (1994) 114 SCt 2309, the United States Supreme Court expanded on the findings a local agency must make when it imposes a condition on development which constitutes a taking of a possessory interest in real property. To withstand constitutional challenge, Dolan requires

the agency show that the condition substantially advances a legitimate governmental interest and does not deny an owner economically viable use of his property. Additionally, the agency must demonstrate that the benefits from the condition are roughly proportional to the burdens created by the project.

- B. Fees, Exactions and Off-Site Improvements. The City has a legitimate governmental interest in ensuring that the City, utility districts including Delta Diablo Sanitation District (DDSD) and Contra Costa Water District (CCWD), and emergency services providers including the Contra Costa County Fire Protection District (CCCYPD) receive adequate funding to ensure that their facilities and services may be expanded, improved or upgraded in accordance with demands created by new development. General Plan policies have been designed to require developers to pay their fair share costs to fund the increase in demand for services or facilities that their projects create, in order to ensure that development "pays its own way" and does not divert, to a specific project-related improvement, general revenue funds that would otherwise benefit residents citywide.

Section 6. The Improvements are Reasonably Necessary to Meet the Needs of the Public Arising as a Result of the Subdivision

An improvement imposed as a condition of approval of a tentative map is valid to the extent that it is not excessive. An improvement is not considered excessive if it is reasonably necessary to meet public needs arising as a result of the subdivision. (Government Code section 66465.4(a)(b)). As an additional finding, the Planning Commission hereby finds that the improvements and requirements described in section 4, above, are reasonably necessary to meet the needs of the public arising as a result of this Empire Business Park Minor Subdivision Application, as further described in sections 3, 4, and 5.

Section 7. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner Garcia, seconded by Commissioner Ohlson, the foregoing resolution was passed and adopted the 24th day of February, 2009, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES: Diokno, Fardella, Garcia, Kelley, Ohlson, Wegerbauer

NAYES:

ABSTAIN:

ABSENT: Ramirez

I hereby certify that the above Resolution No. 9788 was adopted by the Planning Commission of the City of Pittsburg on February 24, 2009.

Dana Hoggatt, Planning Manager,
for MARC S. GRISHAM, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
February 24, 2009**

ITEM 2: EMPIRE BUSINESS PARK MINOR SUBDIVISION. AP-08-570 (MS).

ORIGINATED BY: Davis & Associates, 701 Willow Pass Road, Pittsburg, CA 94565.

SUBJECT: This is a public hearing on a request for approval of a minor subdivision to split one approximately 36-acre parcel into three separate parcels at 701 & 735 Willow Pass Road. The project site is zoned IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. APN 085-280-009.

RECOMMENDATION: Staff recommends approval of Minor Subdivision Application No. 08-570, subject to conditions.

BACKGROUND: The Empire Business Park site was initially intended to be a phased development that would result in one 420,000 sq. ft. warehouse building on the south side of the site and one 326,000 sq. ft. warehouse building on the north side of the site (adjacent to the Willow Pass Road frontage); however, only one of the two buildings has been built to date. While design review approval was granted by the Planning Commission for the building on the north side (Planning Commission Resolution No. 9558), the approval expired on February 28, 2006.

PROJECT DESCRIPTION:

Existing Conditions: The project site is surrounded by Willow Pass Road to the north, the BNSF railroad tracks to the south (with North Parkside Drive just beyond), the Pittsburg Commerce Center to the east (with the Heritage Pointe Residential Subdivision just beyond), and the PG&E corridor to the west. As stated above, the only structure existing on the project site is a 420,000 sq. ft. warehouse building, located on the southern side of the site. The existing building is surrounded by parking areas on the east, west and south sides, and houses the following businesses: Angelica Corporation, Biozone Laboratories, and Empire Business Park. The area on the north side of the project site is vacant, undeveloped land.

Proposed Project: The current project proposes splitting up the approximate 36-acre parcel into three separate parcels, including Parcel A at 20.78 gross acres, Parcel B at 11.85 gross acres, and Parcel C at 2.89 gross acres. The proposed subdivision would separate the southern area (including the existing building and most of the existing parking stalls) from the two northern areas, which flank either side of the driveway entrance from Willow Pass Road.

GENERAL PLAN/CODE COMPLIANCE:

General Plan: The proposed map is consistent with the General Plan and the *Business Commercial* general plan land use designation within which the property is located. The *Business Commercial* designation in the West Central subarea is intended to provide redevelopment and reuse of employment centers adjacent to the BNSF railroad tracks. General Plan policy 2-P-77 states, "Allow and encourage the development of a Business Commercial complex between Willow Pass Road and the BNSF Railroad tracks, east of the PG&E transmission corridor. Encourage redevelopment and reuse of the site as an economic opportunity area." Since a subdivision of the property would allow greater flexibility for future commercial development of this site, the proposed project can be considered consistent with the intent of the General Plan

Zoning Ordinance: The site is zoned IP-O (Industrial Park with a Limited Overlay No. 1284) District. The proposed parcels would be consistent with the minimum lot area and minimum lot widths required for parcels in the IP-O District. Future development of the site would be subject to the development regulations of the IP-O District (No. 1284).

Required Findings: Pursuant to section 17.20.060(c) of the Pittsburg Municipal Code (PMC), the Planning Commission may approve or conditionally approve a tentative map if it finds that:

- 1) The proposed map is consistent with the general plan and any applicable specific plan, or other applicable provision of PMC;
- 2) The site is physically suitable for the type of development;
- 3) The site is physically suitable for the proposed density of development;
- 4) The design of the subdivision or the proposed improvements will not cause substantial environmental damage or substantially and avoidably injure fish or wildlife or their habitat;
- 5) The design of the subdivision or the type of improvements will not cause serious public health problems; and
- 6) The design of the subdivision or the type of improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision.

Environmental: This project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 15, "Minor Land Divisions," of the State CEQA Guidelines, section 15315

Public Notice: On February 13, 2009, a "Notice of Public Hearing" for this project was published in the local newspaper (East Contra Costa County Times), was posted at City Hall, the project site and the Pittsburg Library, and was mailed out to the property owner, applicant, and all owners of property within 300 feet of the subject site, to utility companies and other agencies anticipated to provide service to the project, and to all interested parties and individuals and organizations that requested such notice, in accordance with PMC sections 18.14.010 and 17.20.060.A and Government Code section 65090.

STAFF ANALYSIS:

Staff believes that the Commission can make the required findings to approve the proposed tentative subdivision map, MS 677-08. As described in the Code Compliance section above, the proposed map is consistent with the General Plan and Pittsburg Municipal Code, in that the three parcels proposed would allow greater flexibility for future commercial development of the site (in accordance with General Plan policy 2-P-77). In addition, the three parcels would exceed the minimum lot area of 15,000 square feet and the minimum lot width of 80 feet for parcels within the IP-O (Industrial Park with an Overlay, Ordinance No. 1284) District, in that the smallest/narrowest parcel (Parcel "C") would be 244 feet wide and 2.89 gross acres in size.

The design of the subdivision would be well suited for industrial development since the project site is adjacent to a current designated truck route (Willow Pass Road) and since it includes existing industrial uses and access roadways that are wide enough to accommodate commercial truck traffic, which is generally associated with industrial uses. Any future development on the parcels would be subject to discretionary approval by the Planning Commission.

Staff believes that the design of the subdivision would not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision, if the project includes a condition of approval related to the dedication of previous and new easements required for the subdivision (more specifically, the dedication of a 12-foot wide strip of land across the entire frontage of the property).

As noted above, future development on the site would be required to undergo further review and discretionary approval in order to address all other issues surrounding development including assurance that the site would be: 1) physically suited for any density development proposed and any type of development proposed; and 2) developed in a manner that would not cause serious public health problems, nor cause substantial environmental or biological damage at the site.

Planning Commission Staff Report
Empire Business Park Minor Subdivision. AP-08-570 (MS).
February 24, 2009

ACTION REQUIRED:

Move to adopt Resolution No. 9778 approving Empire Business Park Minor Subdivision Application No. 08-570 (MS), as conditioned.

ATTACHMENTS:

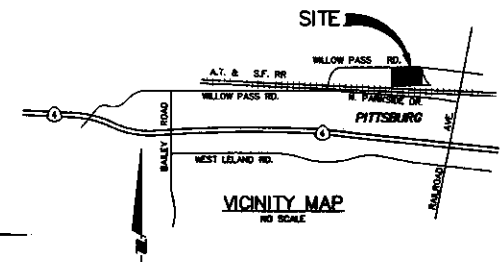
1. Resolution No. 9778
2. Applicant's plans (full size also attached for Commission only)
3. Vicinity map

Prepared by: Kristin Vahl, Associate Planner 

TENTATIVE MAP MINOR SUBDIVISION NO. 677-08 "EMPIRE BUSINESS PARK"

CITY OF PITTSBURG
CONTRA COSTA COUNTY, CALIFORNIA
SCALE: 1" = 100' DECEMBER 2008

PACIFIC GAS AND ELECTRIC CO.



PROJECT SUMMARY

- OWNER & DEVELOPER: DON & LORNE CARR
C/O DAVIS & ASSOCIATES
701 WILLOW PASS ROAD
PITTSBURG, CA 94505
(925) 422-4714
- ENGINEER: HANSON & ASSOCIATES, INC.
2255 YONKINS VALLEY ROAD #C
PITTSBURG, CA 94505
(925) 827-8333
- PROPERTY ADDRESS: 701 & 753 WILLOW PASS RD.
- WATER SUPPLY: CITY OF PITTSBURG
- SEWER SERVICE: CITY OF PITTSBURG
- POWER: PG&E
- PHONE SERVICE: AT&T
- CONTOURS: 1' CONTOURS
- ADJACENT PARCEL NO.: APR. 085-085-008
- TOTAL AREA (GROSS): 30.95 ACRES
- 3 PARCELS PROPOSED:
PARCEL A-18.85 AC
PARCEL B-10.44 AC
PARCEL C-2.62 AC

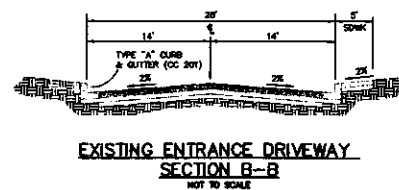
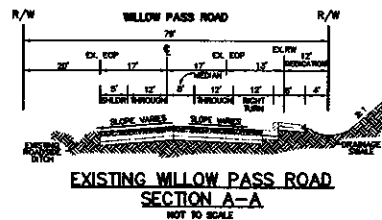
LEGEND

- | PROPOSED | ITEM |
|----------------------|--------------------|
| [Solid line] | PROJECT BOUNDARY |
| [Dashed line] | RIGHT-OF-WAY LINES |
| [Dotted line] | PROPERTY LINES |
| [Thin solid line] | EASEMENT LINES |
| [Hatched area] | EXISTING BUILDING |
| [Stippled area] | PAVEMENT |
| [Cross-hatched area] | CONCRETE |

NOTE:

THE ENTIRE PARCEL IS EXEMPTED BY AN ENVIRONMENTAL RESTRICTION COVENANT AS DESCRIBED IN THE DOCUMENT 2007-021733 DATED JULY 27, 2007.

LINE TABLE			CURVE TABLE			
NO.	BEARING	LENGTH	INCL.	RADIUS	DELTA	LENGTH
L1	S89°09'00"E	14.48'	C1	62.00'	90°00'00"	97.30'
L2	S00°51'00"W	8.00'	C2	54.00'	90°00'00"	84.82'
L3	S40°53'16"E	29.38'	C3	108.00'	133°38'16"	26.33'
L4	N48°43'19"E	26.85'	C4	216.00'	133°38'16"	52.73'
L5	S14°59'16"W	9.00'	C5	26.00'	41°54'16"	42.25'
L6	S79°26'46"E	25.45'	C6	58.00'	47°52'16"	48.48'
L7	S88°54'30"E	41.72'	C7	80.00'	08°27'44"	8.91'
L8	N81°37'46"E	25.45'	C8	638.69'	14°30'25"	191.71'
L9	S84°10'08"W	98.48'				
L10	S00°51'00"W	98.80'				



SUBDIVISION NO.	EMPIRE BUSINESS PARK	
TENTATIVE MAP		
PITTSBURG	CONTRA COSTA COUNTY	CALIFORNIA
Hanson & Assoc. Inc. civil engineering & land surveying 2255 Yonkows Valley Road, Suite C, Pittsburg, CA 94505 Phone: (925) 837-8333		
DATE: 12-10-08	DESIGNED BY: [Signature]	DRAWN BY: [Signature]
CHECKED BY: [Signature]	IN CHARGE BY: [Signature]	PROJECT 1 OF 1

RECEIVED

FEB 06 2017

PLANNING DIVISION

Empire Business Park
c/o Lavery Chacon
6939 Sunrise Boulevard, Suite 210
Citrus Heights, CA 95610

February 1, 2017

City of Pittsburg Development Services Department
Planning Division
65 Civic Avenue
Pittsburg, CA 94565
Attention: Ms. Kristin Pollot, Planning Department Manager

Re: Application to Extend Tentative Parcel Map MS-677-08 (AP-08-570)

Dear Ms. Pollot:

Please find enclosed an Application for the Extension of the Approval of the Empire Business Park Development Project/Tentative Parcel Map MS-677-08 (AP-08-570) (the "Application") along with the required Application filing fee of \$1,000.

Please call me with any questions you may have regarding the Application.

Very truly yours,



William C. O'Neill

RECEIVED

ADDENDUM TO APPLICATION AP-08-570 APN: 085-280-010-01

FEB 06 2017

EXTENSION OF TENTATIVE PARCEL MAP 677-08

PLANNING DIVISION

February 1, 2017

This application is for the extension of the Empire Business Park Development Project/Tentative Parcel Map 677-08 (the "Tentative Map") which was approved by the Planning Commission for the City of Pittsburg on February 24, 2009. The Tentative Map, which was automatically extended by California Government Code Sections 66452.21, 66452.22, 66452.23, and 66452.24, is currently set to expire on February 24, 2017.

The successor applicant and current owner, Empire Business Park, LLC, ("EBP") respectfully requests that the City of Pittsburg (the "City") grant a five-year extension of the term of the Tentative Map pursuant to Pittsburg Municipal Code Section 17.020.070 (C)(1) and California Government Code Section 66452.6(c).

The Tentative Map approval contains many conditions of approval including the payment of certain fees prior to recording the Final Map. The actions and expense necessary to satisfy the conditions of approval are justified only if EBP can identify a suitable buyer or lease holder to redevelop the property. EBP needs additional time in which to find a buyer or leaseholder for the Tentative Map property. An extension of the Tentative Map would also bring greater certainty to the planning process and help facilitate the future redevelopment and use of the Tentative Map Property.

No changes to the existing approved Tentative Map or any structures are proposed as part of this application. All conditions of approval for the Tentative Map would remain in effect.

Vicinity Map

Project Title: Empire Business Park Minor Subdivision, AP-08-570 (MS 677-08)
Location: 701 Willow Pass Road, APN: 085-280-009



PROPOSED
BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Approving: 1) a Use Permit to	)	
Re-Establish a Vehicle Sales and Service	)	
Facility, and 2) Design Review for a	)	Resolution No. 10057
Building Color Change at 3950 Century	)	
Court, for "All Star Hyundai, AP-17-1221,	)	
AP-17-1216 (UP, AD)."APN: 074-090-028	)	

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On January 12, 2017, AA Sign ImageInc. filed Design Review Application No. 17-1216, requesting approval to legalize a building color change.
- B. On January 25, 2017, Christin Hafstad of 3950 TeetimeAssociates, filed Use Permit Application No. 17-1221, requesting approval to re-establish a vehicle sales facility with ancillary vehicle service and parts sales. The project site is located at 3950 CenturyCourt, in the CC (Community Commercial) District. APN: 074-090-028.
- C. On January 10, 2006 the Planning Commission adopted Resolution No. 9610 approving a use permit along with site plans and architectural plans for the construction of a 17,038 square foot building for an automobile dealership at the eastern terminus of Century Court (3950 Century Court). The approvals have since expired.
- D. The current proposed project is governed by the policies, development standards, and guidelines contained in the Pittsburg General Plan, Pittsburg Municipal Code (PMC) Title 18 (Zoning), and the City of Pittsburg Development Review Design Guidelines (DRDG; Planning Commission Resolution No. 9864).
- E. Pursuant to PMC section 18.16.040, a use permit may be granted only after the Planning Commission makes a determination that the proposed use:
 - 1. is in accord with the objective of this title, the purposes of the land use district in which it is located and is appropriate to the specific location;
 - 2. is not detrimental to the health, safety, and general welfare of the city;
 - 3. will not adversely affect the orderly development of property within the city;
 - 4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the city;

5. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
 6. will not create a nuisance or enforcement problem within the neighborhood;
 7. will not encourage marginal development within the neighborhood;
 8. will not create a demand for public services within the city beyond that of the ability of the city to meet in the light of taxation and spending restraints imposed by law; and
 9. is consistent with the city's approved funding priorities.
- F. Design review approval can be granted by the Planning Commission only after it makes a determination that the proposed project is consistent with PMC section 18.36.220 (B), which is summarized below:
1. the structure conforms with good taste, good design and in general contributes to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;
 2. the structure will be protected against exterior and interior noise, vibrations and other factors which may tend to make the environment less desirable;
 3. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;
 4. the structure is in harmony with proposed developments on land in the general area; and,
 5. the application conforms with the criteria set forth in the applicable city-adopted design guidelines.
- G. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301.
- H. On or prior to February 18, 2017, notice of the February 28, 2017, public hearing to consider this application was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the City's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.

- I. On February 28, 2017 the Planning Commission held a public hearing on Use Permit and Design Review Application Nos. 17-1221 and 17-1216, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "All Star Hyundai, AP-17-1221, AP-17-1216 (UP, AD)," and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:

1. All recitals above are true and correct and are incorporated herein by reference.

Use Permit:

2. The proposed vehicle sales and service facility:
 - a. Is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location, in that the General Plan specifically encourages this type of development in the *Regional Commercial* land use designation and the use is a conditionally permitted use in the CC district. Also the specific site had a use permit previously approved for vehicle sales at the site, and the current request is for the same type of use. The existing structure complies with all of the requirements of the CC District, and has had design review previously approved for its construction.
 - b. Will not be detrimental to the health, safety, and general welfare of the City, in that as conditioned it will meet all applicable regulations of the City and other applicable agencies.
 - c. Will not adversely affect the orderly development of property within the City, in that the use is being located in an established auto mall and in an area where infrastructure is already present.
 - d. Will not adversely affect the preservation of property values, rather, it will help to improve values by relieving the neighborhood of a currently vacant building site; and the proposed project provides a commercial business that will have a positive impact on the City tax base and continue to set a standard for the orderly development of the Century Plaza Auto Mall.
 - e. Is consistent with the General Plan, specifically goal 2-G-17, in that the

use will bring pedestrian traffic to a currently vacant site, thereby increasing connectivity within the area, as encouraged by 2-G-17. Also, the specific site had a use permit previously approved for vehicle sales at the site and the current request is for the same type of use that was previously approved by the Commission.

- f. Will not create a nuisance or enforcement problem, in that as conditioned it will meet all applicable regulations of the City and other applicable agencies.
- g. Will not encourage marginal development within the neighborhood, in that the existing building has been well-designed and architecturally articulated with a complementing site design that places an appropriate amount of landscaping along the property frontage.
- h. Will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints, in that any necessary site improvements will be completely financed by the property owner.
- i. Is consistent with the City's approved funding priorities in that there is no public money involved in this project.

Design Review:

- 3. The proposed color change conforms with good taste, good design and in general contributes to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality, in that the new paint colors will provide a fresh look to the building, and the brown earth tones will complement the existing structures to the east of the site.
- 4. The project will be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable, in that the structure is existing and was built in compliance with all applicable building and fire codes.
- 5. The exterior design and appearance of the project will not be of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value, if the entire site is kept in a neat and orderly manner.
- 6. The proposed color change will be in harmony with proposed developments on land in the general area in that the new paint colors will complement the existing structures to the east of the site.
- 7. The project conforms to the criteria set forth in the City Design Review and Development Guidelines (DRDG) for commercial uses, specifically

guidelines that call for: 1) new structures to be finished in materials and colors to match existing structures on site (DRDG IV.p); 2) building entries be designed as a focal point (DRDG IV.g); and 3) structures within an existing commercial or industrial center be architecturally compatible with the center (DRDG IV.i).

Section 3.Decision

A. Based on the findings set forth above, the Commission hereby approves Use Permit and Design Review Application Nos. 17-1221 and 17-1216, subject to the following conditions:

1. The project shall be operated, and new paint color applied, in substantial conformity with the site plan, dated February 21, 2017, and project plans dated February 17, 2017, except as hereinafter modified.

Use Permit and Design Review:

2. The approved use shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2 above, except as may be modified by the conditions below. Operation of the approved use in a manner inconsistent with this use permit shall be grounds for revocation of the use permit.
3. Vehicle dismantling and/or storage of wrecked vehicles shall not occur on site.
4. The operator shall not place any temporary structures, signs, or banners onsite or offsite, or hold any temporary uses not covered in this use permit or permitted as an ancillary use on the site, without first applying for the appropriate permits and receiving appropriate approvals from the Planning Division and Engineering Division as required.
5. Vehicle washing shall not occur outdoors. Low pressure water only rinsing may occur outdoors on display vehicles as long as the runoff enters areas designed to treat stormwater.
6. All paved surfaces on site shall be maintained in good condition and cleaned at least once a year, between July 15 and October 15 (just prior to the rainy season). Cleaning of paved surfaces shall incorporate Best Management Practices that capture and clean the dirty water prior to discharging it to the storm drain.
7. The applicant shall ensure all inlets on site are marked with the words "No Dumping! Drains to River," or similar text using thermoplastic logos. Paint shall not be used to mark inlets.

8. The operator shall maintain and periodically replace inlet markings, as needed.
9. The operator shall provide stormwater pollution prevention information to any potential new site owners, lessees, or operators.
10. The property owner shall include the following language in any potential lease agreements, "Tenant shall not allow anyone to discharge anything to storm drains or to store or deposit materials so as to create a potential discharge to storm drains."
11. The operator shall inspect and maintain all interior floor drains to prevent blockages and overflow.
12. The operator shall maintain all landscaped areas using minimal or no pesticides.
13. All site landscaping shall be maintained so as to remain thriving and free of weeds.
14. The operator shall provide Integrated Pest Management (IPM) materials to new owners, lessees, and operators.
15. The operator shall provide spill cleanup kits throughout the facility where there is a potential for spills that may enter storm drains or sanitary sewer drains.
16. Employees shall be trained on how to implement and use current Best Management Practices related to vehicle maintenance, chemical storage, and vehicle washing, including those activities' potential for storm water and ground pollution and how to minimize those potentials.
17. No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials, or rinse water from parts' cleaning into storm drains.
18. No vehicle fluid removal shall be performed outside of the building or on asphalt or ground surfaces, whether inside or outside of the building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately.
19. No person shall leave unattended drip parts or other open containers containing vehicle fluid, unless such containers are in use or in an area of secondary containment.
20. The site shall be maintained in a neat and clean manner at all times. Trash and debris shall not be allowed to accumulate on or around the site,

on perimeter fencing, or on the street gutters and sidewalks. The entire site including paved, unpaved and landscaped areas must be kept in a neat and orderly manner, free of weeds, loose trash, debris and other litter.

21. The operator shall inspect and pick up litter on site daily.
22. All garbage containers shall be kept on the property in the container areas during days of refuse storage and pick up. Containers shall never leave the site, nor be located on public property for storage or pick up.
23. If the business uses, handles, or stores hazardous materials (chemicals) in quantities of greater than 55 gallons (liquid), 500 pounds (solid) or 200 cubic feet (gas), then a Hazardous Materials Response Plan and Chemical Inventory shall be submitted to the Contra Costa Health Services Hazardous Material Program.
24. The operator shall make available at all times at least 50 parking spaces for customer and employee vehicles. The 50 parking spaces required by this condition shall be designed and striped in accordance with standards specified in PMC chapter 18.78. These customer and employee parking areas shall be clearly indicated with striping and directional signage.
25. Trailers delivering and unloading new vehicles shall not unload, stop, or park on the public right-of-way, in any onsite driveway or aisle, or in any customer/employee parking spaces.
26. Customer, employee, and display vehicles shall not be allowed to park or stop on either of the driveways or with required circulation aisles or truck paths onsite.
27. The applicant shall maintain permanent, fixed bicycle parking for at least eight (8) bicycles on-site in a location providing convenient access and natural surveillance.
28. The applicant shall submit a site plan to the Engineering Division showing parking lot ADA compliance at the site.
29. The applicant shall submit to the Engineering Division a C.3. plan.
30. Hours of operation for the site shall be limited to the following schedule:

	Facility Hours
Weekdays	7:00 a.m. – 9:00 p.m.
Saturday	8:00 a.m. – 8:00 p.m.
Sunday	10:00 a.m. – 8:00 p.m.

31. All roof mounted equipment shall be screened completely from view from all public right-of-ways.
32. Any lights used on-site shall be focused in a manner that does not create a nuisance to vehicles using adjacent streets.
33. This resolution does not approve on-site signage. No permanent wall signs or temporary, promotional, or event signs and banners may be placed on the site prior to approval by the Planning Division.
34. All downspouts shall be painted to match the building exterior to which they are directly attached.
35. All utility equipment attached to exterior walls shall be painted to match the building exterior to which they are directly attached.
36. Building roofs located behind existing parapets shall be finished with a white or similar light color in order to create a reflective surface.
37. The on-site trash enclosure walls, doors, and roof supports shall be painted a light brown or beige color to match the exterior walls of the main structure. The trash enclosure shall incorporate a roof and shall be painted a brown color to match the main building accent wall color.
38. The applicant shall either install a decorative tile pattern in all of the diamond reveals on the elevations, or paint the diamond reveals to match the brown sign blocks. The decorative tile pattern shall be subject to Planning Division review and approval.
39. Chain link fences with slats shall not be installed anywhere on the property. Any fences used to screen site lines to adjacent properties shall be subject to Planning Division review and approval prior to the issuance of a building permit, if required.

Engineering Fees:

40. Improvement and Grading Plan Review fees. The applicant shall provide an initial payment for review of the grading and/or improvement plans with the first submittal. These fees are based on the engineer's estimated costs for site improvements and grading, which shall be submitted with the plans. The Improvement Plan Check Fee is 6% of the cost of the improvements. The Grading Plan Check Fee is 2.5% of the cost for grading, or may be based upon cubic yards of earth disturbance. A payment of 50% of these total fees is to be paid with the initial submittal of plans and Engineer's Cost Estimate. These initial payments will be credited towards the final fees as determined at engineering permit.

41. Improvement and Grading Inspection Fees. The applicant shall pay the Improvement and/or Grading Inspection Fee(s) to the Engineering Division at the time of grading or single parcel development permit is issuance. The current Improvement Inspection Fee is 5.75% of the estimated cost for improvements. The Grading Inspection Fee is 3% of the estimated cost of grading. The Grading Inspection Fee may also be based upon an approved Engineer's Estimate of total cubic yards, according to the current schedule of Grading Fee Charges.
42. NPDES Plan Review Fee. If applicable, the applicant shall pay an NPDES Plan Review (SWPPP and/or C.3 Storm Water Control Plan) Fee to the Engineering Division in the amounts in effect when the applicant obtains a grading permit. The applicant understands that the current NPDES plan review fee on file, effective September 1, 2010, shall be paid in accordance to the fee schedule approved by Resolution No. 10-11510, a copy of which is available at the City.
43. NPDES Site Inspection Deposit. If applicable, the applicant shall pay an NPDES Inspection Deposit (SWPPP and/or C.3 Storm Water Control Plan) Fee to the Engineering Division in the amounts in effect when the applicant obtains a grading permit. The applicant understands that the current NPDES plan review fee on file, effective September 1, 2010, shall be paid in accordance to the fee schedule approved by Resolution No. 10-11510, a copy of which is available at the City.

Engineering Submittals:

44. Improvement Plans. The applicant shall submit to the City's Engineering Division, for review and comment, five (5) copies of the engineering plans, prepared by a registered civil engineer, to include but not be limited to the following:
 - a) A Site Plan, include ADA improvements
 - b) A Landscaping and Irrigation Plan
 - c) An Erosion and Sedimentation Control Plan
45. The applicant shall submit an Engineer's Estimate to the Engineering Division for review and approval, with the first plans submittal. This estimate shall include all costs associated with the site development improvements, excluding those costs associated with the construction of the building structure itself.

General Engineering Conditions:

46. Any required grading work shall be done in accordance with the provisions of Chapter 15.88 of the Pittsburgh Municipal Code.

47. All site development shall comply with Title 12 (Streets, Sidewalks, and Utilities), Title 13 (Water and Sewers), and Title 15 (Buildings and Construction) of the Pittsburg Municipal Code as determined by the City Engineer. Issuance of a Site Development Permit will be required whereby specific engineering requirements will be made as conditions of approval.
48. All public and pedestrian facilities shall be designed in accordance with Title 24, Handicap Access, and the California Department of State Architect's standards for accessibility compliance.

General NPDES Conditions:

49. Prior to issuance of a grading permit, the applicant shall submit an Erosion and Sedimentation Control Plan. The plan shall identify Best Management Practices (BMPs) appropriate to the uses conducted on-site to effectively prohibit the entry of pollutants into storm water runoff.
50. The applicant shall incorporate long-term best management practices (BMP's) for the reduction or elimination of storm water pollutants. The project design shall incorporate wherever feasible, the following long term BMPs to limit pollutant generation, discharge, and runoff. Such source control design measures may include:
 - a) Incorporating landscaping that minimizes irrigation and runoff, promotes surface infiltration where possible, minimizes the use of pesticides and fertilizers, and incorporates appropriate sustainable landscaping practices.
 - b) Providing covered trash, food waste, and compactor enclosures.
 - c) Use pavers for walkways and other appropriate hardscape surfaces as an option to buyers to minimize impervious areas.
 - d) Minimizing the amount of directly connected impervious surface area.
 - e) Stencil all storm drains with "No Dumping, Drains to Delta" permanent markings.
 - f) Constructing concrete driveway weakened plane joins at angles to assist in directing run-off to landscaped/pervious areas prior to entering the street curb and gutter.
 - g) Plumbing of the following discharges to the sanitary sewer, subject to Delta Diablo's authority and standards:
 - i. Discharges from indoor floor mat/equipment/hood filter wash racks or covered outdoor wash racks for restaurant.
 - ii. Dumpster drips from covered trash and food compactor enclosures.

- iii. Discharges from outdoor covered wash areas for vehicles, equipment, and accessories.
 - iv. Fire sprinkler test water, if discharge to onsite vegetated areas is not a feasible option.
51. Submittal of site plan and/or building plans shall be consistent with the Stormwater Control Plan approved with Planning Commission Resolution No. 9610. The plans shall include drawings and specifications necessary to implement all measures in the approved Stormwater Control Plan.
52. Site plan and/or building permit plans (including structural, mechanical, architectural, grading, drainage, site, landscape, and other drawings) shall show the details and methods of construction for site design featured, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment BMPs, permanent stormwater control BMPs, and other features that control stormwater flow and potential for stormwater pollutants.
53. Prior to final inspection approvals by the Engineering Division, the applicant shall submit a Stormwater BMP Operation and Maintenance Plan for review and approval by the Engineering, Planning, and Public Works Departments. Refer to the most recent Stormwater C.3 Guidebook for the preparation of Stormwater BMP Operation and Maintenance Plans.
54. Prior to the issuance of the Certificate of Occupancy, the applicant shall submit the final draft of the Stormwater BMP Operation and Maintenance Plan for review and approval by the Engineering Division. The applicant shall also execute the Operations and Maintenance Agreement, which pertain to the transfer of ownership and / or long-term maintenance of stormwater treatment BMPs or hydrograph modification BMPs. The Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are found on the Contra Costa County Clean Water Program website (www.cccleanwater.org) or the Stormwater C.3 Guidebook, most current edition.

Standard Conditions:

55. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development, and this Resolution, this Resolution shall prevail.
56. The applicant shall comply with all the requirements of the Planning Division, Engineering Division, Contra Costa County Fire Protection District, Delta Diablo, and all other applicable local, state and federal agencies.

57. It shall be the responsibility of the applicant to maintain an updated business license containing an accurate description of the use at the site.
58. The applicant agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Applicant may select its own legal counsel to represent applicant's interests at applicant's sole cost and expense. Applicant shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
59. This use permit will expire on February 28, 2019, unless a building permit has been issued, the use has been established, or a written request for extension is filed with the Planning Division prior to the expiration date and is subsequently approved by the Planning Commission. The approval shall be valid for no more than six months from the date of building or grading permit issuance, unless work is commenced and diligently pursued prior to the expiration of the building permit.

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 28th day of February, 2017, by the Planning Commission of the City of Pittsburg, California by the following vote:

AYES:

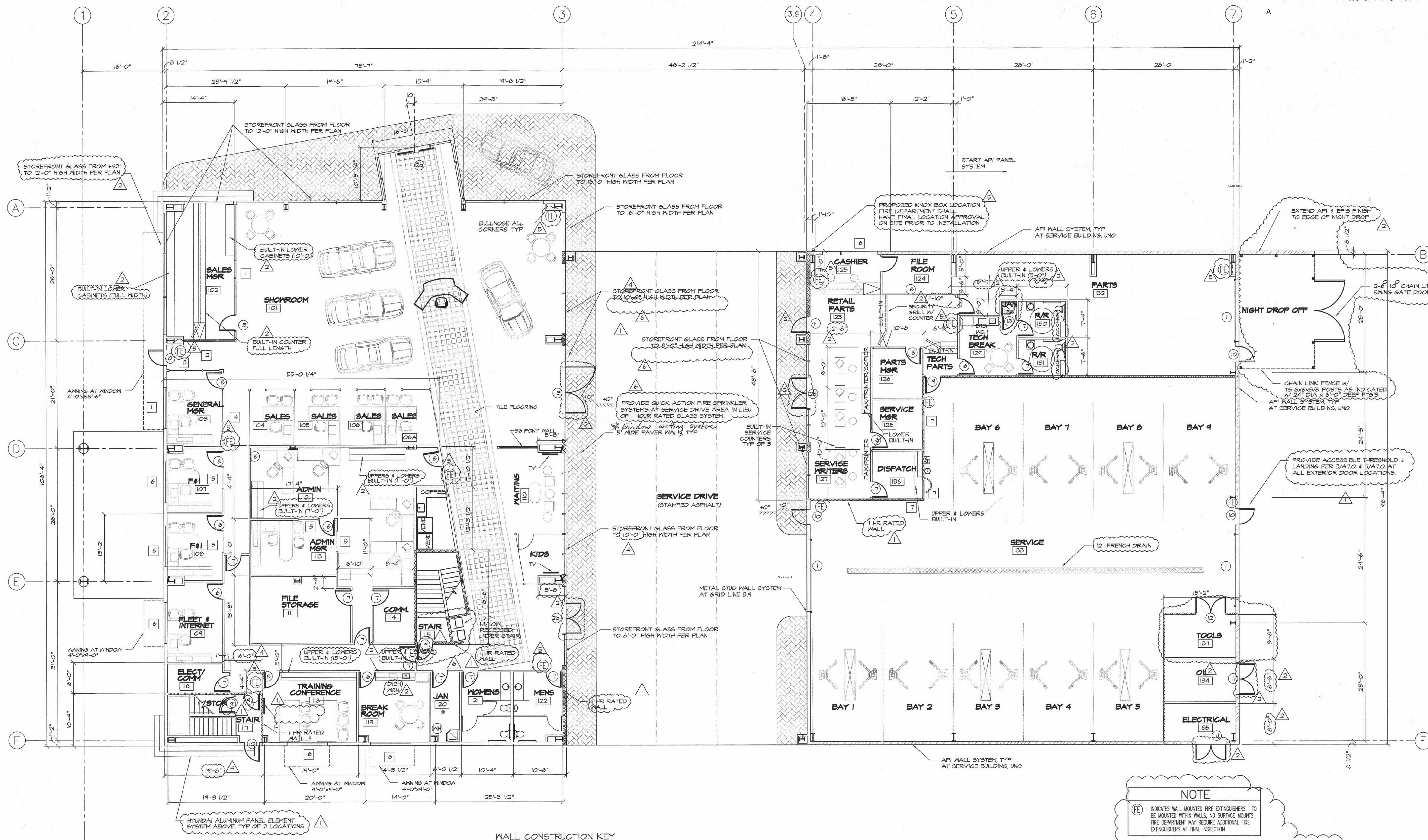
NAYES:

ABSTAIN:

ABSENT:

I hereby certify that the above Resolution No. 10057 was adopted by the Planning Commission of the City of Pittsburg on February 28, 2017.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION



FIRST FLOOR PLAN

1/8" = 1'-0"

NORTH

RECEIVED

FEB 21 2017

PLANNING DIVISION

NOTE

(FE) - INDICATES WALL MOUNTED FIRE EXTINGUISHERS. TO BE MOUNTED WITHIN WALLS, NO SURFACE MOUNTS. FIRE DEPARTMENT MAY REQUIRE ADDITIONAL FIRE EXTINGUISHERS AT FINAL INSPECTION.

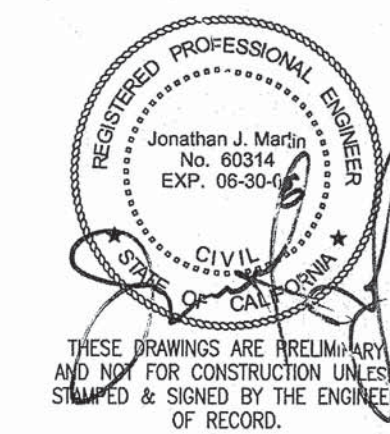
GENERAL NOTES

- WASTE OIL STORAGE AREAS SHALL BE SIGNED AS "WASTE OIL".
- LABEL "OIL STORAGE ROOM" AND "ELECTRIC ROOM" WITH SIGNAGE ABOVE THE EXTERIOR DOORS.
- SIGNS SHALL BE POSTED PROHIBITING SMOKING AND OPEN FLAME DEVICES WITHIN THE SERVICE BAY AREA (WITHIN 5-3 OCCUPANCIES).
- FLOORS IN THE AUTOMOTIVE SERVICE AREA SHALL BE OF NON COMBUSTIBLE LIQUID TIGHT CONSTRUCTION. FLOORS SHALL BE CONCRETE WITH AN EPOXY COATING.
- INSTALL TACTILE EXIT SIGNS AS REQUIRED PER A7.0 & A7.1 DRAWING.
- BUILT-IN COUNTER, SEATING, TABLES SHALL COMPLY WITH THE ADA REQUIREMENTS (NOTE U) SPECIFIED ON THE A7.0 DRAWING.
- ROOF ACCESS LADDERS SHALL COMPLY WITH THE CBC, CMC, AND OSHA. AT A MINIMUM THEY SHALL HAVE SIDE RAILINGS WHICH EXTEND AT LEAST 30" ABOVE THE ROOF EDGE OR PARAPET WALL. HAVE LANDING LESS THAN 18" APART. BE AT LEAST 48" IN WIDTH, HAVE 2x8x12x12x14" ON CENTER, HAVE A MINIMUM OF 6" DE SPACE. SEE A2.1 FOR LOCATION & 6/A6.0 FOR DETAIL.
- NO OPEN FLAME OR WELDING SHALL BE ALLOWED. SOLVENTS AND LUBRICANTS SHALL BE LIMITED TO THE QUANTITIES LISTED IN THE CODE FOR 5-3 OCCUPANCIES.
- NO HAZARDOUS MATERIALS WILL BE USED OR STORED IN THE BUILDING.
- THE CAR DELIVERY STRUCTURE WILL BE USED ONLY FOR THE DELIVERY OF NEW CARS TO CUSTOMERS. THERE WILL BE NO UNATTENDED PARKING OF VEHICLES IN THESE AREAS.
- PROVIDE 5/8" TYPE "X" GYP BRD AT WALLS AND SOFFITS OF ENCLOSED USABLE SPACE UNDER STAIRS.
- SEE DETAIL 1/A7.0 FOR RESTROOM SIGNAGE REQUIREMENTS.
- SEE GLAZING NOTES ON A4.0 FOR AREA SAFETY GLAZING REQUIREMENTS AT STOREFRONT LOCATIONS.
- SEE SHEET A7.0 & A7.1 FOR ACCESSIBLE DETAILS AND NOTES.
- ALL BUILT-IN CABINETS SHALL BE DESIGNED PER CONTRACTOR AND VERIFIED BY OWNER PRIOR TO INSTALLATION.

VERIFY SCALE

BAR IS ONE INCH ON ORIGINAL DRAWINGS.
IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

NO.	DATE	REVISION
1	3-8-06	PLAN REVIEW
2	5-5-06	FINAL COORDINATION
3		COORDINATION
4	10-18-06	FIRE DEPT. REVIEW
5	12-20-06	FIRE DEPT. REVIEW



MARTIN CONSULTING GROUP
PROVIDING STRUCTURAL DESIGN
2351 SUNSET BLVD., STE. 170-402
ROCKLIN, CA 95765

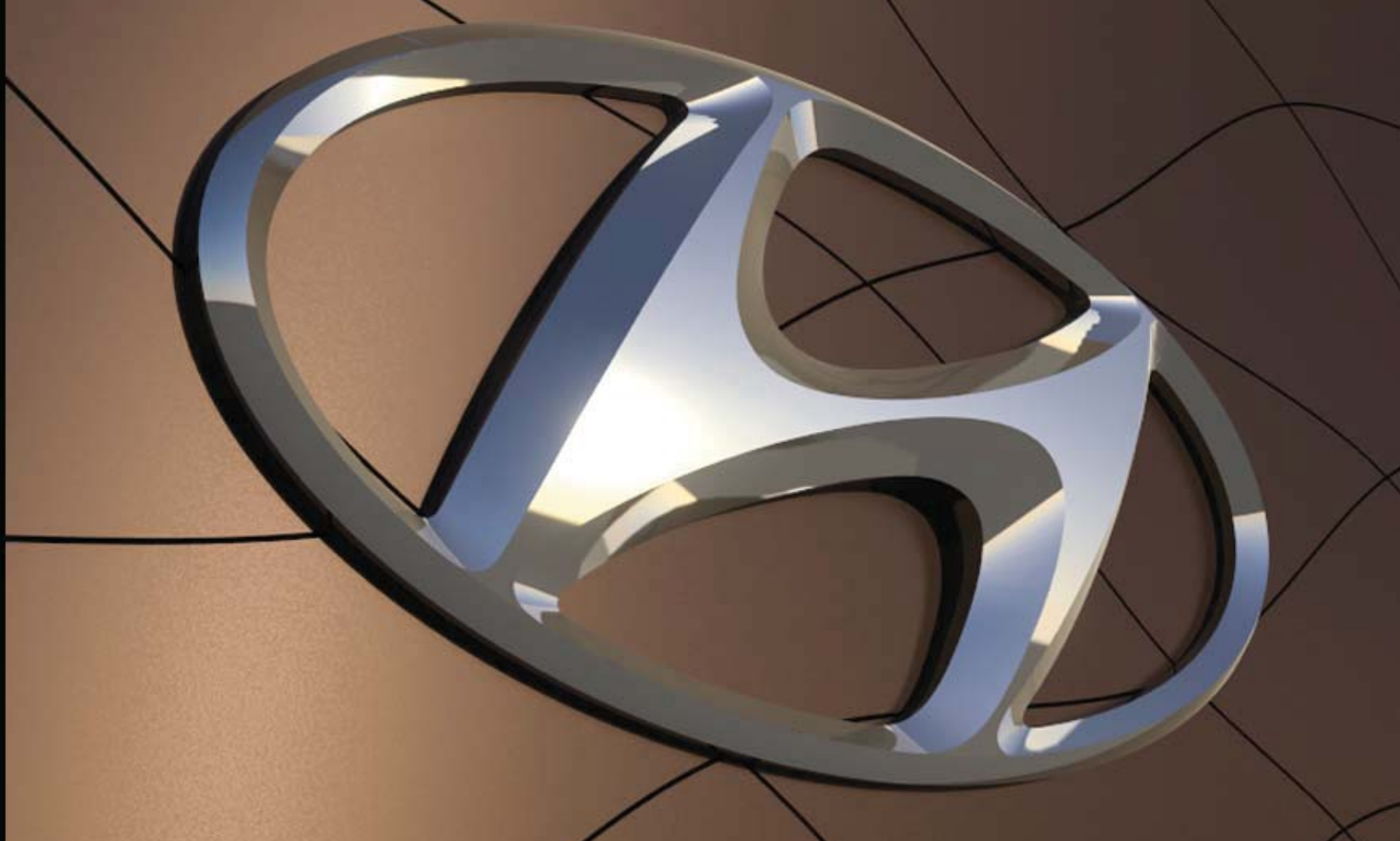
DUKE D.R. & ASSOCIATES
GENERAL CONTRACTOR
116 N. PLEASANT AVE. LODI, CA. 95240
CA LICENSE # 584484 (2014) 566-0415

MAZZEI HYUNDAI
AUTOMOTIVE DEALERSHIP
LOT 2 at CENTURY COURT
PITTSBURG, CA

PROJECT NO:	05064
DATE:	OCTOBER 14, 2005
ENGINEERED BY:	JJM
DRAWN BY:	JJM
SHEET NAME:	FIRST FLOOR PLAN

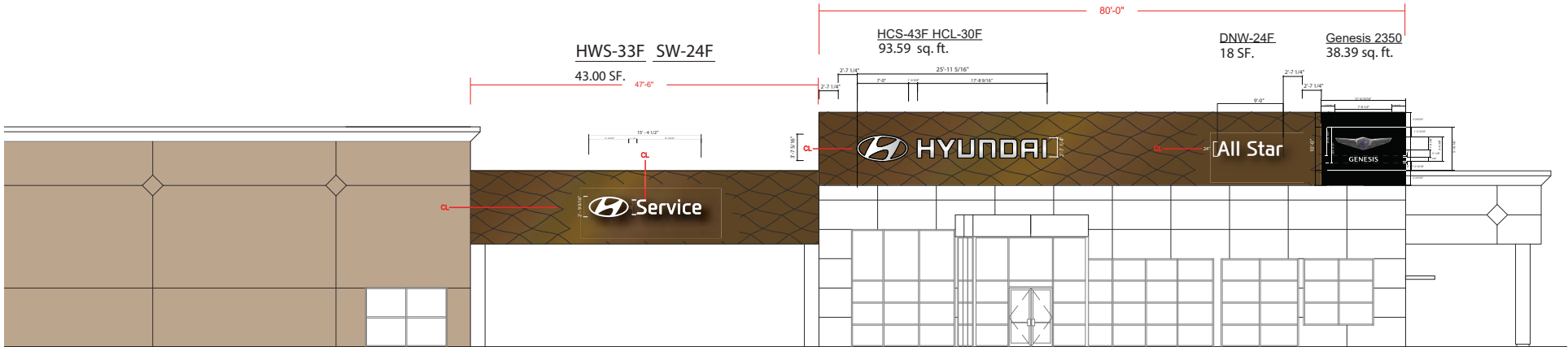
SHEET NO. **Revision A2.0**

CA331 All Star Hyundai



Wall Signs
Art represents an approximation of sign and aluminum composite material (ACM) panel appearance.
Dealer to provide 120 volt, 20 amp dedicated circuit to each sign. Larger sets may require additional circuits (e.g., HCS-57/HCL-41).
Dealer to provide behind-the-wall access for installation and structural support for signs.
Dealer is responsible for covering signage mounting/wires/transformers if they are visible on the inside of the building.
If an engineer alters quoted signage a change order will be provided to the dealer.
Please refer to AGI's Architectural Imaging's ACM proposal for details on that separate scope of work (e.g., vestibule logo/letters are included on the ACM quote).
Copy on and placement of signs to be verified by dealer.
Proposal assumes the completed building will require a field survey to determine if any signage modifications are necessary. A change order will be provided if necessary.
Dealer to supply notes above to GC, architect, and other construction team members.

Rendering based on AGI conceptual design drawings (5/31/16). Dealer is responsible for verifying that this brandbook matches final architectural plans.



PROPOSED NORTH ELEVATION VIEW (FRONT)

3950 Century Court
Pittsburg, CA



Location: CA331_All Star Hyundai		AGI Rep: J.B.	Drawn by: MAH
Survey ID: N/A	This document is the sole property of Architectural Graphics, Inc. ,and all design, manufacturing, reproduction, use and sale rights regarding the same are expressly forbidden. It is submitted under a confidential relationship, for a special purpose, and the recipient, by accepting this document assumes custody and agrees that this document will not be copied or reproduced in whole or in part, nor its contents revealed in any manner or to any person except for the purpose for which it was tendered, nor any special features peculiar to this design be incorporated in other projects.		
Site ID: N/A			
Date: 6/8/16			
Project Title: Hyundai GDSI		Scale: 3/64"=1'	
Date Revised: 2/17/17			



**YOUR IMAGE.
OUR PRIORITY.**

2655 International Pkwy., Virginia Beach, VA 23452
PHONE: (757) 427-1900 - Fax (757) 430-1297
www.AGISign.com

Dealer to supply notes above to GC, architect, and other construction team members.

	Location: CA331_All Star Hyundai		AGI Rep: J.B.	Drawn by: MAH
	Survey ID: N/A	Project Title: Hyundai GDSI		This document is the sole property of Architectural Graphics, Inc., and all design, manufacturing, reproduction, use and sale rights regarding the same are expressly forbidden. It is submitted under a confidential relationship, for a special purpose, and the recipient, by accepting this document assumes custody and agrees that this document will not be copied or reproduced in whole or in part, nor its contents revealed in any manner or to any person except for the purpose for which it was tendered, nor any special features peculiar to this design be incorporated in other projects.
	Site ID: N/A	Scale: 1/16"=1'		
	Date: 6/8/16	Date Revised: 2/17/17		



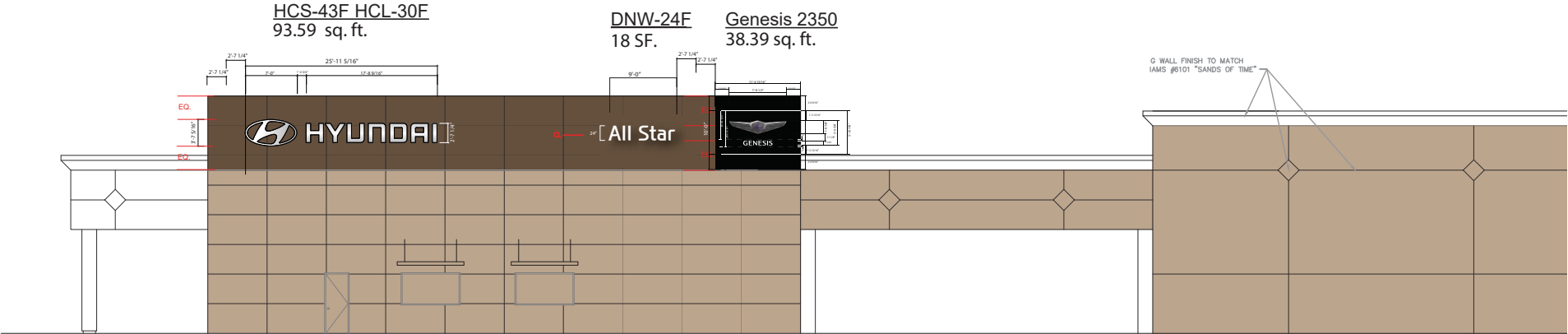
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Architectural Graphics, Inc.

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 PHONE: (757) 427-1900 - Fax (757) 430-1297
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Wall Signs
Art represents an approximation of sign and aluminum composite material (ACM) panel appearance.
Dealer to provide 120 volt, 20 amp dedicated circuit to each sign. Larger sets may require additional circuits (e.g., HCS-57/HCL-41).
Dealer to provide behind-the-wall access for installation and structural support for signs.
Dealer is responsible for covering signage mounting/wires/transformers if they are visible on the inside of the building.
If an engineer alters quoted signage a change order will be provided to the dealer.
Please refer to AGI's Architectural Imaging's ACM proposal for details on that separate scope of work (e.g., vestibule logo/letters are included on the ACM quote).
Copy on and placement of signs to be verified by dealer.
Proposal assumes the completed building will require a field survey to determine if any signage modifications are necessary. A change order will be provided if necessary.
Dealer to supply notes above to GC, architect, and other construction team members.

Rendering based on AGI conceptual design drawings (5/31/16). Dealer is responsible for verifying that this brandbook matches final architectural plans.



PROPOSED SOUTH ELEVATION VIEW (HIGHWAY)

3950 Century Court
Pittsburg, CA



Location: CA331_All Star Hyundai		AGI Rep: J.B.	Drawn by: MAH
Survey ID: N/A	This document is the sole property of Architectural Graphics, Inc. ,and all design, manufacturing, reproduction, use and sale rights regarding the same are expressly forbidden. It is submitted under a confidential relationship, for a special purpose, and the recipient, by accepting this document assumes custody and agrees that this document will not be copied or reproduced in whole or in part, nor its contents revealed in any manner or to any person except for the purpose for which it was tendered, nor any special features peculiar to this design be incorporated in other projects.		
Site ID: N/A			
Date: 6/8/16			
Project Title: Hyundai GDSI		Scale: 3/64"=1'	
Date Revised: 2/17/17			



2655 International Pkwy., Virginia Beach, VA 23452
PHONE: (757) 427-1900 - Fax (757) 430-1297
www.AGISign.com

Property Development Regulations

All Star Hyundai

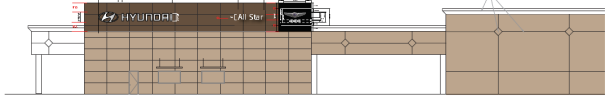
AP-17-1221, AP-17-1216 (UP, AD)

Development Regulations: <i>CC District</i>	Requirement:	Proposed Project:
Minimum Lot Area:	5,000 s.f.	157,121s.f.
Minimum Lot Width:	50 ft.	370 ft.
Minimum Yards:	-	-
Front:	15 ft.	Closest point approx. 45 ft.
Side	-	Closest point approx. 60 ft.
Corner:	10 ft.	n/a
Rear:	-	Approx. 170ft
Maximum Height of Structures*:	60 ft.	30 ft
Maximum Lot Coverage:	50%	10.8%
Minimum Site Landscaping:	15%	17%
Parking Requirement - Automobile Sales:	34 spaces (1 per 500 sq. ft)	90 spaces

Development Review Design Guidelines

All Star Hyundai

AP-17-1221, AP-17-1216 (UP, AD)

Design Review Guideline	Meets Guideline?
IV.a: Parking areas should be screened from view from any public right-of-way. Parking areas should be broken up to eliminate vast areas of parking especially along street frontages.	Yes. The proposed project has majority of the parking located behind the building. The parking spaces located to the front of the building are located approximately 20 feet back from the front property line, and are separated by a landscaped area.
IV.b: Provisions should be made for permanent shopping cart corrals in retail shopping centers.	Not applicable. The proposed project does not include a commercial component that would utilize shopping carts.
IV.c: Existing trees on site should be incorporated into the project site design, unless waived by the City Planner or Planning Commission.	Yes. No trees on the proposed project site will be removed.
IV.d: Developer should elect, at least, one of the schemes provided in Appendix #1 for screening all utility box transformers, backflow preventers, meters, and junction boxes.	Not applicable. The proposed would not require the installation of any utility infrastructure. All downspouts and utility equipment attached to existing building shall be conditioned to be painted the same color as the building to which it is adjacent.
IV.e: Projects with many buildings (greater than three) should have a variety of building sizes and masses.	Not applicable. There is only one building on the site.
IV.f: Continuous horizontal roof lines should be broken up whenever possible. An expanse should not exceed 50 feet in length unless architecture or size dictates a greater expanse.	Yes. The existing building has a height of approximately 30 feet above grade, then goes down to a lower height of approximately 20 feet, and going back up to 30 feet. 
IV.g: Building entries should be designed as a focal point. They should be designed to set the theme or be the primary feature of the building or commercial center.	Yes. The existing building holds the front entry which is designed as a focal point with its large glass windows looking into the display area.

IV.h: Building elevations visible from public right-of-ways should be addressed in design review and treated appropriately.	Yes. The building design has been incorporated along all four sides of the existing and proposed structure.
IV.i: A free-standing structure within an existing commercial or industrial center should be architecturally compatible with the center, including but not limited to materials, colors, and architectural elements.	Yes. The architecture of the building is consistent with other existing buildings in the auto mall, and the proposed colors complement the existing structures to the east of the site.
IV.j: All roof mounted equipment should be screened completely from view from all public right-of-ways. A site-line study may be necessary to determine appropriate screening method.	Conditionally. Condition No. 31 on proposed Reso 10057 states, "All roof mounted equipment should be screened completely from view from all public right-of-ways."
IV.k: All structures including, but not limited to, 'tilt-up' type structures, should have structural reliefs and articulated entries.	Yes. All proposed façade elevations have been well designed to break up the mass of the large building with contrasting paint colors, use of glass windows to look into the display area, and designs etched into the stucco like exterior.
IV.l: Exterior fire escapes, stairs and other appurtenances should be designed or treated as integral parts of the building façade.	Not applicable. There are no fire escapes, stairs, or other appurtenances located on the exterior of the building.
IV.m: Downspouts should be designed into the façade of the building unless architecturally treated.	Conditionally. Condition No. 34 on proposed Reso 10057 states, "All downspouts shall be painted to match the building exterior to which they are directly attached."
IV.n: Add murals, lattice or some other space-frame type treatment to blank walls visible from public view.	Conditionally. Blank walls are broken up with designs etched into the stucco material (vertical and horizontal lines), and per Condition No. 38 on proposed Reso 10057, the diamond reveals are to be painted a darker brown color or have a decorative tile pattern installed over them (subject to Planning Division review and approval).
IV.o: Prototype or 'theme' architecture is discouraged.	Not applicable. Existing building.
IV.p: New or remodeled buildings should be designed to be compatible in design, color and materials with adjacent development.	Yes. The architecture of the building is consistent with other existing buildings in the auto mall, and the proposed colors complement the existing structures to the east of the site.

IV.q: The street-oriented elevations shall be designed so as not to present the appearance of a rear elevation.	Yes. The existing building has the front street-oriented elevation. It has been designed as a focal point with its large glass windowed view into the showroom.
IV.r: Trash enclosures should include area for collection of recyclables (i.e. space for two 90-gallon containers minimum).	Conditionally. Existing trash enclosure on site. The trash enclosure is conditioned to include a roof.
Green Building Design Guideline	Meets Guideline?
VI.D.1: Roofs should be designed to integrate renewable energy systems and provide a cool urban environment.	Conditionally. Staff recommends the Commission adopt a condition of approval requiring building roofs behind existing parapets, be finished with a white or similar light color in order to create a reflective surface.
VI.D.2: Urban heat island impacts should be minimized.	Conditionally. Staff recommends the Commission adopt a condition of approval requiring building roofs behind existing parapets be finished with a white or similar light color in order to create a reflective surface.
VI.D.3: Hardscapes should be constructed with permeable surfaces. Impermeable surfaces may be used if they direct all runoff toward an appropriate permanent infiltration feature.	Yes. The site includes landscaped areas along the entire perimeter of the property.
VI.D.4: Design choices should incorporate or prepare for electric vehicle charging or used vegetable oil fueling infrastructure.	Not applicable. The proposed project does not propose any parking facilities where electric vehicle charging stations could be installed.
VI.D.5: Fuel cell technology should be considered where other renewables are infeasible.	Not applicable. The proposed project does not propose the use of fuel cell technology.
VI.D.6: Reclaimed water should be used for as much non-potable water uses as feasible and practical.	Not applicable. Reclaimed water is not available for use at the site.
VI.D.7: Large commercial and institutional facilities that are anticipated to employ more than 50 employees should consider providing on-site shops and services for those employees.	Not applicable. The proposed project does not propose on-site shops for employees.

VI.D.8: Street side building faces should encourage walking.	Not applicable. The proposed project site has sidewalk located at the front of the building; however, the project site is mainly auto oriented and meant specifically for customers and not the general public.
VI.D.9: Secure bicycle parking facilities should be provided for at least 10 percent of expected peak hour trips.	Yes. The proposed project provides parking for up to 8 bicycles (Condition No. 27).



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 28, 2017
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
 65 Civic Avenue, Pittsburg, California

Concerning the following matter:

All Star Hyundai, AP-17-1221, AP-17-1216.

This is a public hearing on a request for 1) use permit approval to legally establish a vehicle sales facility with ancillary vehicle service and parts sales; and 2) design review approval to legalize a building color change at an existing commercial space located at 3950 Century Court, in the CC (Community Commercial) District. Assessor's Parcel Number 074-090-028.

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 a project has been proposed in your neighborhood and all property owners within a minimum 300-foot radius of the project site are required to be notified under the Pittsburg Municipal Code.

Where can I get more information about this project?

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

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

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

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

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: No. 4 – All Star Hyundai, AP-17-1221, AP-17-1216 (UP, AD).

ORIGINATED BY: Christin Hafstad of 3950 Teetime Associates, 1817 Auto Center Drive, Antioch, CA 94509, and AA Sign Image Inc., 15929 S. Manthey Rd., Lathrop, CA 95330.

SUBJECT: This is a public hearing on a request for approval of: 1) a new use permit to re-establish a vehicle sales facility with ancillary vehicle service and parts sales; and 2) design review for a building color change. The project site is located at 3950 Century Court, in the CC (Community Commercial) District. APN: 074-090-028.

RECOMMENDATION:

Staff recommends the Commission adopt Resolution No. 10057, approving Use Permit and Design Review Application Nos. 17-1221 and 17-1216, subject to conditions

BACKGROUND:

On January 10, 2006, the Planning Commission adopted Resolution No. 9610 approving a use permit along with site plans and architectural plans for the construction of a 17,038 square foot building for an automobile dealership at the eastern terminus of Century Court (3950 Century Court). The approvals have since expired.

On January 12, 2017, AA Sign Image Inc. filed Design Review Application No. 17-1216, requesting approval to legalize a building color change for the site.

On January 25, 2017, Christin Hafstad of 3950 Teetime Associates, filed Use Permit Application No. 17-1221, requesting approval to re-establish a vehicle sales facility with ancillary service and parts sales, at 3950 Century Court. The applicants have requested that both applications be processed concurrently, in an effort to expedite the process.

PROJECT DESCRIPTION:

Existing Conditions: The project site is located at the eastern terminus of Century Court. The site is a 3.6 acre lot located south of Century Court and north of State Route 4 (SR4). The site is developed with a 17,038 square foot rectangular shaped building with surface parking for customers and employees, vehicle display areas, landscaping, lighting, and future signage. There are 90 parking spaces dedicated to employee and customer parking, located along the perimeters of the property, excluding the frontage. Four of these spaces are ADA (Americans with Disabilities Act) compliant and located closest to the main building entrance. Two 30-foot wide driveways off of Century Court

Planning Commission Staff Report

provide vehicle access to the property. A majority of the “for-sale” vehicle display area is located along the southern portion of the site, with visibility from SR4.

The main building is split into three identifiable sections. From west to east, the three sections are: 1) the main frontage of the building, which contains the showroom and most of the sales offices, 2) a drive through breezeway that connects the two building halves, and 3) the service and parts portion of the building. The western building, which houses the service center and parts department, includes nine vehicular service bays, a parts storage room and cashier, related offices, and equipment rooms. Underneath the breezeway, which connects the sales showroom and the service center, there would be several drive aisles that would be for customers bringing cars in for service and possibly for other short term visits.

In addition to the main building on site, there is also an existing 80-foot high “Century Auto Mall” sign located on the subject property, near the western property line. The property is bordered by Winter Honda on the west, with Winter Chevrolet just beyond, and All Star Ford located immediately north, across Century Court.

Proposed project: The use permit applicant is proposing to re-establish an automobile dealership on the property. New vehicles would be displayed, detailed/prepped, and sold on a daily basis. Service and maintenance of vehicles and sales of automobile parts would be ancillary to the automobile sales and take place in the eastern portion of the building. Automobile sales would be conducted Monday through Friday between the hours of 9:00 a.m. and 9:00 p.m., on Saturdays between the hours of 9:00 a.m. and 8:00 p.m., and Sundays between the hours of 10:00 a.m. and 7:00 p.m. The service and maintenance portion would be conducted Monday through Friday between the hours of 7:00 a.m. and 6:00 p.m., on Saturdays between the hours of 8:00 a.m. and 5:00 p.m., and closed Sundays. The business is anticipated to employ an estimated 50 people. Available positions would include sales, vehicle service, and other office related positions.

In addition, the design review applicant is requesting to legalize a color change for the building from the previous white and dark blue color scheme to a beige and brown color scheme as shown in the project plans (Attachment 3).

GENERAL PLAN/CODE COMPLIANCE:

The property has a General Plan land use designation of Regional Commercial, and is located within the CC (Community Commercial) District. Establishment of auto dealerships in the Regional Commercial land use designation complies with General Plan Policy 2-P-47, which encourages the development and expansion of regional commercial, auto dealerships, and professional office uses along SR4 at Century Boulevard. The proposed use falls under the use classification of ‘Automobile Sales,’ which is a sub category of “Vehicle/Equipment Sales and Services”, as defined by the Pittsburg Municipal Code (PMC) section 18.08.080(28.d). Per PMC section 18.052.010, this use classification is permitted in the CC District upon approval of a use permit. As

Planning Commission Staff Report

mentioned above, there was previously a use permit approved for automobile sales at this property in 2006.

The project complies with all applicable property development regulations of the CC District (PMC section 18.52.115). As shown in Attachment 4, the proposed use and building expansion would meet all of the development regulations for properties located within the CC district.

Development Review Design Guidelines: The proposed building color change is subject to the City's adopted Development Review Design Guidelines (DRDG), adopted by Planning Commission through Resolution No. 9864. As shown in Attachment 5, the proposed project is consistent with the applicable DRDG sections, specifically those that call for: 1) new structures finished in materials and colors to match existing structures on site (DRDG IV.p); 2) building entries be designed as a focal point (DRDG IV.g); and 3) structures within an existing commercial or industrial center be architecturally compatible with the center (DRDG IV.i).

Required Findings: Pursuant to PMC section 18.16.040, in order to approve the use permit for the proposed project, the Planning Commission must find that the proposed use:

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

Pursuant to PMC section 18.36.220 (B), the Planning Commission may grant design review approval for a project only after the Commission makes a determination that:

Planning Commission Staff Report

- A. the structure conforms with good taste, good design and in general contributes to the character and image of the city as a place of beauty, spaciousness, balance, taste, fitness, broad vistas, and high quality;
- B. the structure would be protected against exterior and interior noise, vibrations and other factors that may tend to make the environment less desirable;
- C. the exterior design and appearance of the structure is not of inferior quality as to cause the nature of the neighborhood to materially depreciate in appearance and value;
- D. the structure is in harmony with proposed developments on land in the general area; and,
- E. the application conforms with the criteria set forth in any applicable city-adopted design guidelines.

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

Public Notice: On or prior to February 18, 2017, notice of the February 28, 2017, public hearing to consider this application was posted at City Hall, near the proposed project site, and on the "Public Notices" section of the City's website; was delivered to the Pittsburg Library; and was mailed via first class or electronic mail to the applicant, to the property owner, to owners of property located within 300 feet of the proposed project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091.

ANALYSIS:

Use Permit: Staff believes that the Planning Commission can make the required findings to approve the use permit, with the inclusion of several conditions of approval, as detailed below and previously required on the original permit issued in 2006:

1. Vehicle dismantling and/or storage of wrecked vehicles shall not occur on site (Condition No. 3).
2. No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials, or rinse water from parts' cleaning into storm drains (Condition No. 17).
3. No vehicle fluid removal shall be performed outside of the building or on asphalt or ground surfaces, whether inside or outside of the building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately (Condition No. 18).

Planning Commission Staff Report

With the incorporation of the conditions identified above, the use would not be detrimental to the health, safety, and general welfare of the City. The proposed project would provide a new commercial business within the city that would have a positive impact on the City's tax base and continue to set a standard for the orderly development of the Century Plaza Auto Mall. It would also have a positive impact on adjacent auto mall properties, in that this and other auto dealerships would share a customer base, while also providing the existing customer base with another option of vehicle brand.

Design Review: Staff believes that the Planning Commission can make the required findings to approve the design review request, with the inclusion of several conditions of approval, as detailed below:

1. All downspouts shall be painted to match the building exterior to which they are directly attached (Condition No. 34).
2. Flat building roofs behind existing parapets, should be finished with a white or similar light color in order to create a reflective surface (Condition 36).
3. The trash enclosure should be painted to match the main building color (Condition No.37).
4. Any new roof mounted equipment should be screened completely from view of all public right of ways (Condition No. 31).
5. The entire site including paved, unpaved and landscaped areas should be kept in a neat and orderly manner, free of weeds, loose trash, debris and other litter (Condition No. 20).

The proposed color scheme provides complementary colors with neighboring structures and conforms with good taste, good design, and would contribute to the character and image of the City as a place of beauty and high quality. The proposed color change highlights the buildings existing architectural features. Complementing the other buildings ensures that the structure would not be of inferior quality as to cause the nature of the surrounding neighborhood to materially depreciate in appearance and value, and it ensures that the structure is in harmony with other developments on land in the general area.

ACTION REQUIRED:

In order to approve this request as recommended, move to adopt Resolution No. 10057, approving Use Permit, and Design Review Application Nos. 17-1221 and 17-1216, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10057
2. Site Plan, dated February 21, 2017
3. Project Plans, dated February 23, 2017
4. Property Development Regulations Table

Planning Commission Staff Report

5. Development Review Design Guidelines Table
6. Public Hearing Notice/Vicinity Map

Prepared by: Celina Palmer, Planning Technician

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

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Planning Commission Staff Report

provide vehicle access to the property. A majority of the “for-sale” vehicle display area is located along the southern portion of the site, with visibility from SR4.

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Planning Commission Staff Report

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Required Findings: Pursuant to PMC section 18.16.040, in order to approve the use permit for the proposed project, the Planning Commission must find that the proposed use:

- A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
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Planning Commission Staff Report

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ANALYSIS:

Use Permit: Staff believes that the Planning Commission can make the required findings to approve the use permit, with the inclusion of several conditions of approval, as detailed below and previously required on the original permit issued in 2006:

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2. No person shall dispose of, nor permit the disposal, directly or indirectly of vehicle fluids, hazardous materials, or rinse water from parts' cleaning into storm drains (Condition No. 17).
3. No vehicle fluid removal shall be performed outside of the building or on asphalt or ground surfaces, whether inside or outside of the building, except in such a manner as to ensure that any spilled fluid will be in an area of secondary containment. Leaking vehicle fluids shall be contained or drained from the vehicle immediately (Condition No. 18).

Planning Commission Staff Report

With the incorporation of the conditions identified above, the use would not be detrimental to the health, safety, and general welfare of the City. The proposed project would provide a new commercial business within the city that would have a positive impact on the City's tax base and continue to set a standard for the orderly development of the Century Plaza Auto Mall. It would also have a positive impact on adjacent auto mall properties, in that this and other auto dealerships would share a customer base, while also providing the existing customer base with another option of vehicle brand.

Design Review: Staff believes that the Planning Commission can make the required findings to approve the design review request, with the inclusion of several conditions of approval, as detailed below:

1. All downspouts shall be painted to match the building exterior to which they are directly attached (Condition No. 34).
2. Flat building roofs behind existing parapets, should be finished with a white or similar light color in order to create a reflective surface (Condition 36).
3. The trash enclosure should be painted to match the main building color (Condition No.37).
4. Any new roof mounted equipment should be screened completely from view of all public right of ways (Condition No. 31).
5. The entire site including paved, unpaved and landscaped areas should be kept in a neat and orderly manner, free of weeds, loose trash, debris and other litter (Condition No. 20).

The proposed color scheme provides complementary colors with neighboring structures and conforms with good taste, good design, and would contribute to the character and image of the City as a place of beauty and high quality. The proposed color change highlights the buildings existing architectural features. Complementing the other buildings ensures that the structure would not be of inferior quality as to cause the nature of the surrounding neighborhood to materially depreciate in appearance and value, and it ensures that the structure is in harmony with other developments on land in the general area.

ACTION REQUIRED:

In order to approve this request as recommended, move to adopt Resolution No. 10057, approving Use Permit, and Design Review Application Nos. 17-1221 and 17-1216, subject to conditions.

ATTACHMENTS:

1. Proposed Resolution No. 10057
2. Site Plan, dated February 21, 2017
3. Project Plans, dated February 23, 2017
4. Property Development Regulations Table

Planning Commission Staff Report

5. Development Review Design Guidelines Table
6. Public Hearing Notice/Vicinity Map

Prepared by: Celina Palmer, Planning Technician

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT**

ITEM: No. 5 - Notice of Intent to Exercise Delegated Design Review Authority.

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

SUBJECT: The Zoning Administrator submits two notices of intent to exercise delegated design review authority for: 1) placement of up to ten shipping containers on site at the Rege Trucking Yard, located at 103 Avila Road, and 2) placement of one 320 sq. ft. ancillary storage structure on site of the Empire Business Park, located at 701 Willow Pass Road.

RECOMMENDATION:

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

BACKGROUND:

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

1. Freestanding signs: Applicable to signs not already part of a sign program; must be consistent with sign standards and architecturally compatible with associated building.
2. Wireless Communication Equipment: New or replacement antennas on existing poles and their related equipment.
3. Minor Building Remodels: Limited to changes in building colors, awnings, fenestration, and finishes.
4. Changes to Existing Parking Lots.
5. Changes to Existing Landscaping.
6. Additions to Existing Buildings: Additions must be smaller than 2,500 square feet and designed to complement existing building architecture.

7. New Model Homes in Approved Subdivisions. Must be consistent with the general size, quality of architecture and materials, and general character of the originally approved models. Must comply with approved zoning development standards.
8. Ancillary Structures: Structures in any district where visual impacts are minimal, including miscellaneous mechanical equipment associated with legal uses in the Industrial Districts.

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

PROJECT DESCRIPTION:

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

1. Rege Contractor Yard Storage Structures, AP-16-1201 (AD) – Delegated Design Review Category 8.

This is an application by David Rege requesting Administrative Design Review approval to allow up to seven (7) 8x20 (one used as onsite office) and three (3) 8x10 portable metal shipping containers within an existing contractor yard at 103 Avila Road, located in the OS-O (Open Space with a Limited Overlay, Ordinance No. 07-1284) District. Assessor's Parcel No. 097-140-014.

2. Empire Business Park Ancillary Storage Structure, AP-15-1097 (AD) – Delegated Design Review Category 8.

This is an application by Marc Chacon of Laverty-Chacon Commercial Property Management, on behalf of Empire Business Park, LLC, requesting administrative design review approval to install a 320 square foot ancillary storage structure to be used exclusively by the property manager for storage of miscellaneous building maintenance supplies. The structure would be placed at the northern end of the existing parking lot along the western edge of the property and it would be painted to match the existing industrial building on site. The project site is located at 701 Willow Pass Road, in the IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. Assessor's Parcel No. 085-280-010.

GENERAL PLAN/CODE COMPLIANCE:

Delegated Design Review Authority: Resolution No. 9918 established nine categories of design review applications upon which the Commission would authorize the Zoning Administrator to act. Resolution No. 9918, and PMC section 18.10.100, direct staff to notify the Planning Commission of intent to exercise delegated design review authority on any application that falls within one of those nine categories, prior to approving the application. Upon receiving such notification, a majority of the Commission may direct that the matter be scheduled for future consideration by the entire Commission. Resolution No. 9918 also directs staff to keep the Commission informed about delegated design review application approvals by providing copies of resolutions adopted by the Zoning Administrator.

ANALYSIS:

Pursuant to the direction established in Resolution No. 9918, and in accordance with PMC section 18.10.100, attached are two Notices of Intent to Exercise Delegated Design Review Authority for design review applications that have been submitted to the Planning Division since the Commission's last meeting.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. Notice of Intent: Rege Contractor Yard Storage Structures, AP-16-1201 (AD)
2. Notice of Intent: Empire Business Park Ancillary Storage Structure, AP-15-1097 (AD)

Prepared by: Kristin Pollot, AICP, Zoning Administrator

**NOTICE OF INTENT
TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF
PURSUANT TO PLANNING COMMISSION RESOLUTION NO. 9918**

REGE CONTRACTOR YARD STORAGE STRUCTURES, AP-16-1201 (AD).

This is an application by David Rege requesting Administrative Design Review approval to allow up to seven (7) 8x20 (one used as onsite office) and three (3) 8x10 portable metal shipping containers within an existing contractor yard at 103 Avila Road, located in the OS-O (Open Space with a Limited Overlay, Ordinance No. 07-1284) District. Assessor's Parcel No. 097-140-014.

This project is delegated to staff under Category 8 – Ancillary Structures.

GIS WebMap



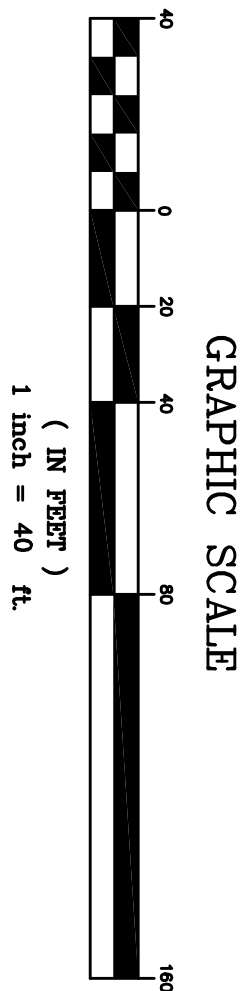
August 31, 2016

Parcel

City Limits

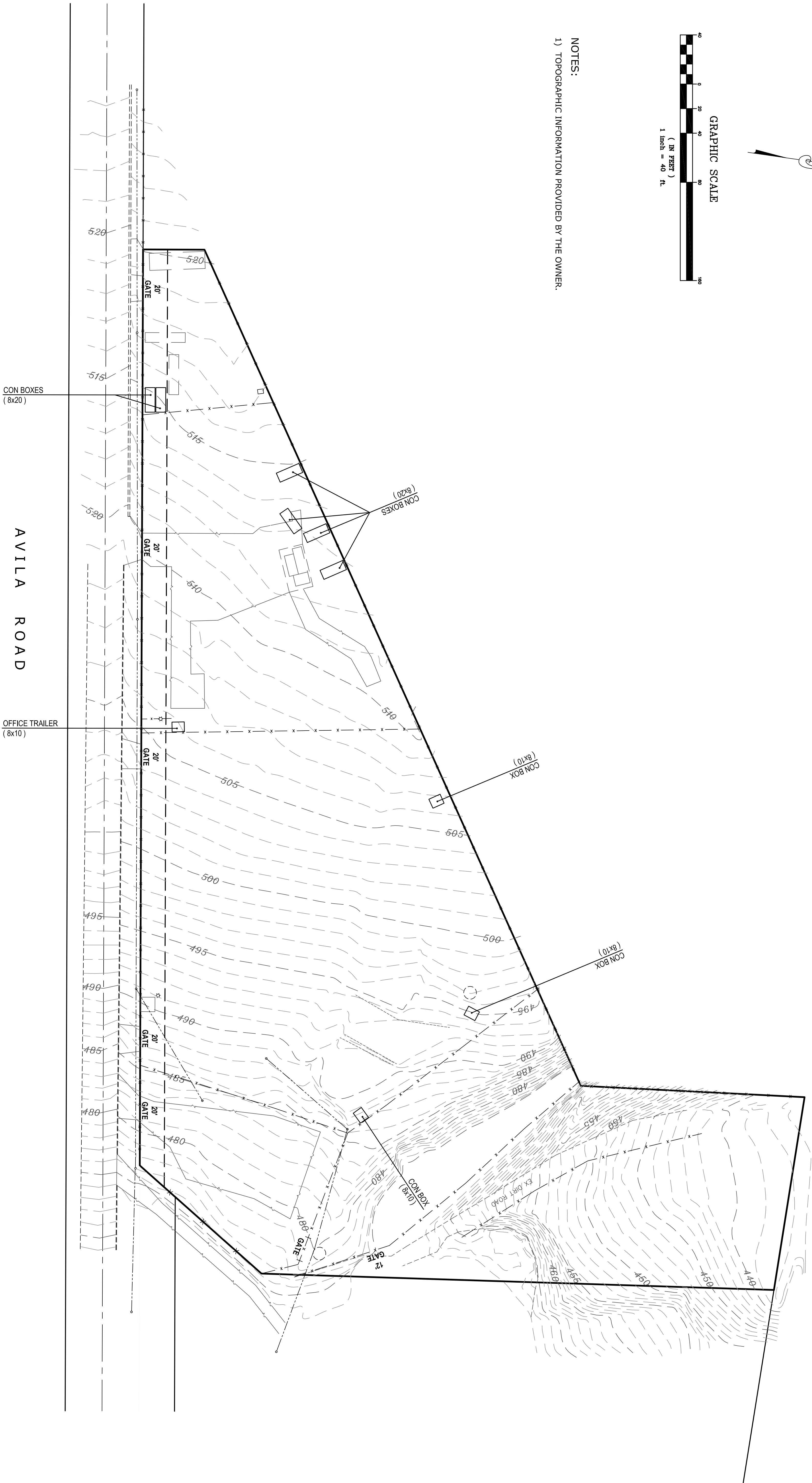
00.02750.0550.11 mi

00.04250.0850.17 km



NOTES:

1) TOPOGRAPHIC INFORMATION PROVIDED BY THE OWNER.



STORAGE BOX PLAN

REGE TRUCKING YARD PERMIT AP-16-1201

PITTSBURG

CONTRA COSTA COUNTY

CALIFORNIA

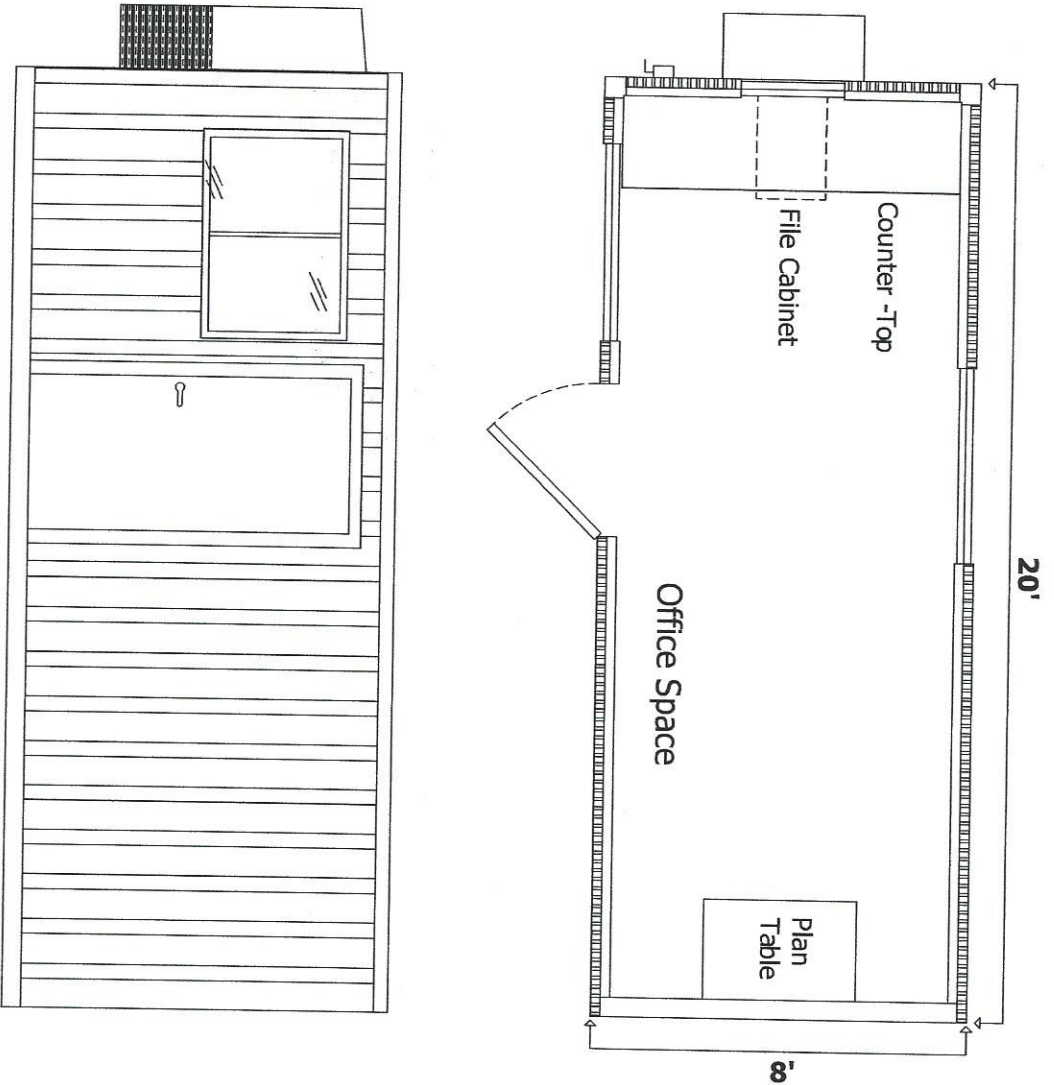
JAMES E DIGGINS, R.C.E. 27818
RENEWAL DATE: 03/1/18

#	REVISIONS	DATE



DeBolt Civil Engineering
811 San Ramon Valley Boulevard
Danville, California 94526
Tel: 925/837-3780
Fax: 925/837-4378
deboltcivil@earthlink.net

Date: 1/26/2017
Scale: 1" = 40'
By: JED / AJ
Job No.: 05200



Note: Dimensions, and door & window locations shown are nominal. Actual dimensions, layout, and roof slope may vary depending on model or model year selected.

- 160 square feet of open office space provides generous office space for up to four people.
- Our buildings are completely insulated and come with a heating and air conditioning system to provide a comfortable work environment.
- Heavyweight corrugated steel sides and roof for reinforced security and durability.
- Sturdy 1-1/8" thick marine wood floor is ready for your storage needs.
- Ground level access eliminates the need for stairs, ramps and skirting.
- Upgraded office interior wall coverings provides a professional appearance.
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EXHIBIT A Rege Trucking Yard Storage Containers Photos



Shipping Container storage Boxes. Photo of 8'x 20'x8' storage container:



Portable Office

**NOTICE OF INTENT
TO EXERCISE DESIGN REVIEW AUTHORITY DELEGATED TO STAFF PURSUANT
TO PLANNING COMMISSION RESOLUTION NO. 9918**

EMPIRE BUSINESS PARK ANCILLARY STORAGE STRUCTURE, AP-15-1097 (AD).

This is an application by Marc Chacon of Lavery-Chacon Commercial Property Management, on behalf of Empire Business Park, LLC, requesting administrative design review approval to install a 320 square foot ancillary storage structure to be used exclusively by the property manager for storage of miscellaneous building maintenance supplies. The structure would be placed at the northern end of the existing parking lot along the western edge of the property and it would be painted to match the existing industrial building on site. The project site is located at 701 Willow Pass Road, in the IP-O (Industrial Park with a Limited Overlay, Ordinance No. 07-1284) District. APN: 085-280-010.

This project is delegated to staff under Category 8 (Ancillary Structures).

Vicinity Map

Project Title: Empire Business Park Outdoor Storage, AP-15-1097

Location: 701 Willow Pass Road, APN: 085-280-010



Vicinity Map

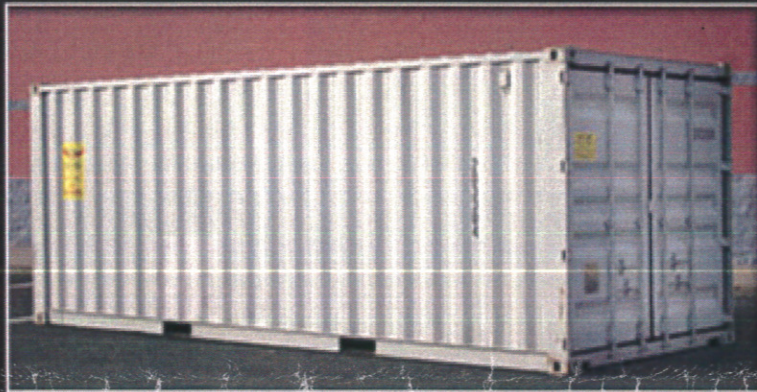
Project Title: Empire Business Park Outdoor Storage, AP-15-1097

Location: 701 Willow Pass Road, APN: 085-280-010



**KEY:**

1. General location of storage structure.
2. Property boundary.
3. Location of main business.
4. Locations of trash disposal areas.
5. Distance between existing business and proposed storage structure.



STORAGE CONTAINERS