



City of Pittsburgh Planning Commission Agenda

March 12, 2019

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

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

Planning Commission Members

**Bruce Ohlson, Chair
Doris Kelley, Vice-Chair
Juan Antonio Banales, Commissioner
Patrice Belleci-Shipe, Commissioner
A.J. Fardella, Commissioner
David Fogleman, Commissioner
Mark Gargalikis, 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.

This agenda was posted in City Hall on

NOTICE TO PUBLIC

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

CONSENT

1. Minutes

PUBLIC HEARINGS

COMMISSION CONSIDERATIONS

2. General Plan Annual Progress Report for Calendar Year 2018

ZONING ADMINISTRATOR REPORTS

3. Notice of Intent to Exercise Delegated Design Review Authority and Conduct a Zoning Administrator Public Hearing.

STAFF COMMUNICATIONS

COMMITTEE REPORTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

In compliance with the Americans with Disabilities Act, the city of Pittsburgh 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**

February 26, 2019

A regular meeting of the Pittsburg Planning Commission was called to order by Vice-Chair Robinson at 7:00 p.m. on Tuesday, February 26, 2019, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Vice-Chair Robinson, Commissioner Fields, D. Foster, S. Foster, Linde, Ward

Absent: Chair Coniglio

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

PLEDGE OF ALLEGIANCE

Commissioner Fields 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.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of February 13, 2019

On motion by Commissioner D. Foster seconded by Commissioner Ward to approve and carried by the following vote:

AYES:	Fields, D. Foster, S. Foster, Linde, Robinson, Ward
NOES:	None
ABSTAIN:	None
ABSENT:	Coniglio

PUBLIC HEARINGS

2. Making Waves Academy Charter School Project – Phase 1, AP-18-1339 (DR)

This is a public hearing on a request for design review approval to construct Phase 1 of the Making Waves Academy Charter School Project on a 20-acre site located at 420 East 3rd Street in the RMD-O (Downtown High-Density Residential) and CP (Pedestrian Commercial) districts. APN: 073-550-001. This phase includes three contiguous school grounds which would serve up to 2,000 students in grades K-12.

Senior Planner Hector Rojas, partnered with Making Wave Academy Charter School Project representatives Laura Lafler and Shanna Guiler, gave a presentation.

Vice-Chair Robinson opened the public hearing.

Doug Giffin and Carey Ash spoke as the applicant.

The following individuals spoke in favor of the project:

Bruce Ohlson, Pittsburg
Marcus Wells, Pittsburg
Ronda Boler, Pittsburg
LaMario Soles, Richmond

Carey Ash, Making Waves Academy, read letters of support written by Pittsburg residents Roy Morris, Pittsburg and Darrin Atkins, Pittsburg.

The following individuals spoke with concerns for the project:

Jennifer Belleci, Pittsburg
Paul Belleci, Pittsburg

There being no one to speak further to the item, Vice-Chair Robinson closed the public hearing.

On motion by Commissioner S. Foster seconded by Commissioner Fields to approve and carried by the following vote:

AYES: Fields, S. Foster, Robinson, Ward
NOES: D. Foster
ABSTAIN: None
ABSENT: Coniglio, Linde [Recused]

ZONING ADMINISTRATOR REPORTS

2. Submittal of Adopted Zoning Administrator Resolutions

The Zoning Administrator submits two resolutions previously approved under the delegated authority (Planning Commission Resolution No. 9918).

Commissioners acknowledged receipt of the two previously approved resolutions.

STAFF COMMUNICATIONS

Planning Secretary / Planning Manager Kristin Pollot informed the Commissioners that the Planning Commission will be transitioning away from printed agendas and going paperless.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 8:17 p.m. to March 12, 2019.

Respectfully Submitted,

Kristin Pollot, AICP, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
March 12, 2019**

ITEM: General Plan Annual Progress Report for Calendar Year 2018

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 2018; 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. 10118, accepting the APR for Calendar Year 2018 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. In January 2019, upon direction from the City Council, a consultant service agreement was executed with De Novo Planning Group for preparation of a comprehensive General Plan Update and Environmental Impact Report, a process which is expected to take approximately two years to complete.

The purpose of the APR is to provide the City Council, OPR, HCD, and CCTA with a progress report on the General Plan's implementation status. The APR is also intended to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness. The last APR for calendar year 2017, was reviewed by the Planning Commission on February 13, 2018, the City Council on March 5, 2018, and then submitted to OPR, HCD and CCTA on March 6, 2018.

PROJECT DESCRIPTION:

Staff has prepared a draft General Plan APR for Calendar Year 2018. The APR is provided as Attachment 2 of this report and it consists of a detailed table listing each of the adopted General Plan action policies or programs and their implementation status

Planning Commission Staff Report
General Plan Annual Report for Calendar Year 2018
March 12, 2019

as of December 31, 2018. The Regional Fair Share Housing Allocation (RHNA) status update (shown in the table below) is also provided as part of the APR to document the City's progress in reaching its housing unit goals. For 2018, the area median income (AMI) for a 4-person household in Contra Costa County was \$104,400. Based on the AMI for 2018, a 4-person household was considered 'very low-income' if their total annual household income was under \$52,200. A four-person household with an income between \$52,200 and \$83,520 was considered 'low-income'. To be considered moderate income, a 4-person household had to earn between \$83,521 and \$125,280.

Table 1: RHNA Status Update

Income Level		RHNA Allocation	2015	2016	2017	2018	Total Units to Date	Total Remaining
VL	Deed Restricted	392	0	0	0	23	23	369
	Unrestricted		0	0	0	0		
L	Deed Restricted	254	2	0	6	205	216	38
	Unrestricted		0	0	0	3		
M	Deed Restricted	316	0	0	0	0	199	117
	Unrestricted		150	0	0	49		
AM		1063	252	171	147	69	639	424
Total RHNA		2025						
Total Units			404	171	153	349	1077	948
Notes: VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)								

CODE COMPLIANCE:

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

STAFF ANALYSIS:

The City continues to make progress in the implementation of its General Plan. In 2018, the City Council adopted several ordinances that will expand the City's revenue stream, help protect the environment, and address illegal businesses, consistent with the General Plan. The ordinances adopted included Ordinance 18-1442 allowing for the use of cannabis within medical and nonmedical product manufacturing; Ordinance 18-1445 restricting the use of food and beverage containers made from polystyrene; Ordinance 18-1446 requiring restaurants to provide paper carryout or reusable bags; and Ordinance 18-1451 modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments.

During 2018, the City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved six percent of its very low (23 of 392); 85% of its low (216 of 254); 63% of its moderate (199 of 316); and 60% (639 of 1,063) of its above-moderate income RHNA targets through issuance of building permits. The City approved two large residential projects in 2018: Edgewater Apartments, a 62-unit multi-family development currently under construction at the northern end of Carion Court, and Liberty Subdivision, a 57-unit single-family development on Central Avenue, between Railroad Lane and Solari Street. Building permits were issued for 331 new residential units in 2018. Of those total permits, 23 were for very low-income, 208 were for low-income, 49 were for moderate income, and 69 were for above-moderate income units.

The City also approved two large non-residential projects in 2018 that were consistent with the General Plan – the Diablo Energy Storage Project at 701 Willow Pass Road, which will receive, store, and discharge electric energy including renewable energy produced by solar and wind resources in the region; and the Mt. Diablo Resource Recovery Park Enhancement Project at 1300 Loveridge Road, which will, among other things, provide a state-of-the-art high-diversion mixed waste/wet organics processing system to help meet the State’s mandates for diversion of landfill material.

The City also completed several Capital Improvement Projects (CIP) in 2018 that were supported by various General Plan policies. These included Phase 1 of Ray Giacomelli Park (CIP Project PK-15); Pittsburg Center BART Station Multimodal Transfer Facility (CIP Project ST-16); Class 1 Bikeway along Power Avenue (CIP Project ST-8); 2017/18 Traffic Calming Project (CIP Project ST-3); 2018/2019 Traffic Signal Modification Project (CIP Project S-7); and the City Park Turf Replacement Project (CIP Project PK-6).

ACTION REQUIRED:

Move to adopt Planning Commission Resolution No. 10118, accepting the General Plan Annual Progress Report for Calendar Year 2018 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

ATTACHMENTS:

1. Proposed Resolution No. 10118
2. General Plan Annual Progress Report for Calendar Year 2018

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

Attachment 1

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	)	
2018 and Authorizing Submittal of the	)	Resolution No. 10118
Report to the City Council, State Office of	)	
Planning and Research, State Department	)	
of Housing and Community Development,	)	
<u>and Contra Costa Transportation Authority</u>	<u>)</u>	

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

Section 1. Background

- A. The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. 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 March 12, 2019, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2018 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 2018," dated March 12, 2019, 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 2018 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 2018, 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 12th day of March 2019, 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. 10118 was adopted by the Planning Commission of the City of Pittsburg on March 12, 2019.

KRISTIN POLLOT, AICP, SECRETARY
PITTSBURG PLANNING COMMISSION

Exhibit A to Planning Commission Resolution No. 10118

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2018)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on March 13, 2019
Submitted to the City Council on April 4, 2018

GENERAL PLAN POLICY MATRIX

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-1	Review the City's Sphere of Influence every 5 years. Ensure necessary annexation and SOI changes through coordination with the county and LAFCo, in accordance with Figure 2-3.	Implementation Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Voter Measure I amending the ULL to include the property commonly known as Chevron East approved in November 2011. Environmental Impact Report for the proposed James Donlon Boulevard Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of Montreux and Tuscany Meadows properties completed in 2016 and 2017. Property owner-initiated annexation of the SW Hills/Faria property still underway.
2-P-2	Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act. Title 17 further updated to streamline review of tentative maps in 2015. A tree preservation ordinance and wireless telecommunications ordinance, along with a variety of other miscellaneous amendments, adopted in 2015. Ordinances to define and regulate placement of smoke shops and smoking lounges, further update the wireless telecommunications regulations, as well as the retail sale and distribution of marijuana, adopted in 2016. Adopted ordinances in 2017, streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town. In 2018, adopted an ordinance modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments.
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Regulations incorporated into the Phase 2 Zoning Code Update adopted May 2007. 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 12/31/18)
2-P-16	Develop criteria and standards for small-lot single-family residential development that: ○ Promotes design and development flexibility; ○ Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and ○ Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. Staff would like to revisit this policy as part of the General Plan update.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	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. 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 12/31/18)
2-P-20	Revise the City's Zoning Ordinance to require undergrounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	Undergrounding of utilities is required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
2-P-22	Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	Implemented as part of development review.
2-P-24	Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.	Implemented as part of development review.
2-P-26	Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-foot setback with fire-resistant landscaping.	Implemented as part of development review.
Downtown		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-32	Concentrate all Downtown Commercial activity — which includes specialty retail, professional offices, and personal services, entertainment and other compatible uses — along the Railroad Avenue corridor. (Downtown: 5-P-4)	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018.
2-P-33	Limit commercial uses along the southern side of East Tenth Street to service commercial businesses—including repair and maintenance, retail sales, special trade contracting and other compatible uses. (Downtown: 5-P-8)	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-34	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses – such as specialty retail services, restaurants, marine repair and docking facilities, hotels and other uses listed in Table 5-1 (Downtown Element).	Ongoing. The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers. However, the City expects to receive an application for a sports facility located at the northern end of Harbor Street. The facility would support Making Waves Academy – a new elementary, middle, and high school campus to begin construction in 2019.
2-P-36	Improve the pedestrian path along Marina Blvd. connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with construction of the Marina Promenade completed in 2008. Implementation ongoing as development along Marina Boulevard is proposed. Additional improvements will be recommended through the draft Pittsburg Moves Plan.
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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Loveridge		
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.	Implementation ongoing. As part of the draft Pittsburg Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.
East Central		
2-P-53	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.	Implemented. Linear park built.
Railroad Avenue		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-55	Pursue the extension of the Railroad Ave. linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor to the Civic Center and City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan," adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, a developer has proposed a four-story hotel at the northwest corner of Railroad Avenue and California Avenue. As part of that development, the City has requested a Class 1 trail be incorporated on the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and the preliminary design and cost estimate has been completed.
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009. 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.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites, and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009. Improvements are to be built as redevelopment occurs in the specific plan area.
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. In 2015, this area was rezoned from Office Commercial (CO) District to Medium Density Residential (RM) District, and plans to convert the vacant office structure to a multifamily complex were approved by the City Council. The site is located between low- and high-density residential developments, and the medium-density area is compatible in scale and creates an appropriate transition between densities.
East Leland		
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the “Railroad Avenue Specific Plan,” adopted November 2009.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. The BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, provides parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue Specific Plan," adopted by the City Council in November 2009.
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Ongoing. Identified as CIP Project ST-2 (Railroad Avenue Class 1 Trail). Design for the \$4.5 M trail/path to be completed by Fall 2020 with construction by Fall 2021.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections. As part of the draft Pittsburgh Moves Plan, a bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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: ○ Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; ○ Not result in any net increase of peak-hour stormwater flow; ○ Preserve and enhance existing north-south creeks; and ○ Respect natural topography in the design and construction of new units.	Ongoing as part of development review. Highlands Ranch Park (10.42 acres) was constructed sometime between 1999 and 2002 as part of the Highlands Ranch Subdivision.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Ongoing. Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction). The project is still in the design stage with 35% construction drawings complete. 65% drawings expected end of 2019. Construction is expected to begin by Summer 2020.
Woodlands		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. CIP Project ST-28 (West Leland Street Lighting Project) will provide lighting levels that are up to current standards along W. Leland Road from Railroad Avenue to Burton Avenue. This project is currently in the design stage. CIP Project ST-34 (West Leland Road Safety Improvements) would prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left, relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings. This project is currently awaiting funding. CIP Project ST-38 (West Leland Road Pavement Markers/Markings and Speed Signage Improvements) would install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Project would also install six driver speed feedback signage at locations prior to horizontal curves. This project is currently in the design stage. CIP Project ST-43 (West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road) would occur between Railroad Avenue and Bailey Road. It would install raised pavement markers and reflectors through intersections to ensure proper lane usage; install warning signage and reflectors at horizontal curves; replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines); and modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach. This project is currently in the design stage.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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.
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Partially implemented. The City Council adopted the "Pittsburg/Bay Point BART Station Master Plan," October 17, 2011 (Ordinance No. 11-1350) establishing multi-modal and mixed-use development standards for development of properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312), includes residential and commercial uses, a wide and meandering sidewalk next to West Leland Rd., and an internal east/west street with wide sidewalks. Implementation ongoing as development occurs in the specific plan area.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
2-P-93	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Implementation ongoing. Partially constructed with San Marco Villas Apartments and Toscana frontage improvements. January 2009 master plan approved for Alves Ranch includes a multi-use trail along the site's West Leland Road frontage and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Northwest River		
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a 'delta trail' is in progress.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Mirant Annexation completed. Regional plan for a 'delta trail' is in progress and was included in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan, and was recognized through conditions of approval of the Columbia Solar Energy project in 2013. A waterfront trail with a lookout point will be incorporated into the design of the Making Waves Academy sports facility site located at the northern terminus of Harbor Street. A use permit and design review application for this facility is anticipated by 2020.

GENERAL PLAN POLICY MATRIX

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Ongoing. Staff worked with TRANSPLAN in preparation of the most recent 2017 update to East County Action Plan for Routes of Regional Significance.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public. See: http://bit.ly/CORpipeline
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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.	Ongoing.
3-P-16	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Also, a 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-17	As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.	Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. A 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities. The City is preparing the Pittsburg Moves plan which will include recommendations for future bike and pedestrian improvements citywide. Adoption of the plan is expected by Fall 2019.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Ongoing.

GENERAL PLAN POLICY MATRIX

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
Views, Ridges, and Edges		
4-P-1	Require ridge setbacks for all new hillside development. Building pads should be located at least 150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.	Implemented as part of development review.
4-P-4	Develop and implement use of a “Design Review Checklist” for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Ongoing. A monument sign with an LED readerboard was installed at the corner of Railroad Ave. and California Ave. as part of the multimodal transfer facility completed in 2018.
Hillside Development		
4-P-8	Update the Hillside Planned Development District within the City’s Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-10	Amend the City’s Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
	development that preserves 40 percent of natural hill contours.	
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Implemented as part of development review.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Implemented as part of development review.
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Implemented as part of development review.
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Implemented as part of development review. Additionally, the City completed the following trails in 2017: Frontage Rd. (from Railroad Ave. to Crestview Ave.; and Power Ave. (from Railroad Ave. to Davi Ave.)
Key Corridors		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, a developer has proposed a four-story hotel at the northwest corner of Railroad Avenue and California Avenue. As part of that development, the City has requested a Class 1 trail be incorporated on the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and the preliminary design and cost estimate has been completed.
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Ongoing. The Enterprise Zone program was eliminated by State in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. “Railroad Avenue Specific Plan,” incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. The BART Multimodal Transfer Facility completed in 2018 is consistent with the applicable portions of the RASP Architectural and Design Criteria, utilizes varied materials and colors to provide visual interest, and incorporates outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the “Railroad Avenue Specific Plan,” approved November 2009 and the “Old Town Pittsburg Design Guidelines,” approved September 2005.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Not implemented.
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the “Railroad Avenue Specific Plan.” Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Canal clean ups not implemented. The City does not currently have access to CCWD canal property. However, the City has held several Civic Pride Days in past years to clean up several areas in the community. In May 2019, the residents will participate in clean ups for Buchanan Park, Riverview Park, MLK Jr. Spillway, Rancho Medanos, and Civic Park. More frequent clean ups are also done by community groups like Clean Pittsburg (see: https://www.facebook.com/cleanpittsburgca/).
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division also worked with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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.	CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on State Route 4 at Range Road. The project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Ongoing.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-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.	Implemented as part of development review. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing. In 2018, Caltrans completed landscape right-of-way improvements in the area of Loveridge Road and SR 4.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	Ongoing.
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016.
Mixed Use Areas		
4-P-67	Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.	Properties rezoned M-P (Mixed Use with a Master Plan Overlay) District, and the "Pittsburg/Bay Point BART Master Plan," adopted with City Council adoption of Ordinance No. 11-1350 in October 2011.
4-P-68	Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park and ride lots within a walkable, mixed use village.	Implementation ongoing. Guidance policies for the transit plaza development were incorporated into the "Pittsburg/Bay Point BART Master Plan" adopted by City Council in October 2011. Additionally, the BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, will help link BART to bus service, bicycle facilities, and automobiles. CIP Project ST-39 (State Route 4 ADA Pathway Improvements) would construct a minimum six-foot-wide, approximately 970-foot long, paved pathway that is accessible for the disabled. It would complement pedestrian travel between the BART Park-n-Ride Lot and the Pittsburg Center BART Station. This project is currently being studied and has an estimated cost of \$400,000.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the “Railroad Avenue Specific Plan,” in November 2009 (Ordinance No. 09-1319).
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: ○ Mixed-use structures; ○ Building design that focuses on street-orientation; ○ Extensive landscaping and street trees; ○ Pedestrian furniture (for example, benches and trash cans); ○ Street lighting; and ○ 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.	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 12/31/18)
	Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection. There is currently a request to approve plans for the San Marco Commercial Center Project. The project consists of a 29,822-square-foot anchor tenant, a 3,500-square-foot restaurant, and 1,826-square-foot pad building 35,148-square-foot on a 3.69-acre site located at 2011 W. Leland Road.
4-P-76	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas and Toscana. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		
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.	Development standards not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013.
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulb-outs and lighted crosswalks. Bulb-outs, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program. In 2018, the City began preparation of the draft Pittsburgh Moves Plan, which will include additional policies related to pedestrian safety. The plan will be recommended for adoption in Fall 2019.
4-P-85	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Implementation ongoing as development proposals are reviewed. Updated Development Review and Design Guidelines for new construction (adopted November 2010) include policies encouraging safe and unobstructed pedestrian access through neighborhoods. In 2018, the City began preparation of the draft Pittsburgh Moves Plan, which will include additional policies related to pedestrian safety. The plan will be recommended for adoption in Fall 2019.

GENERAL PLAN POLICY MATRIX

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburg Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018.
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission previously approved a façade update and restoration of the California Theater, to support re-establishment of the use as an entertainment facility. Rehabilitation of the California Theater commenced in 2010 and was completed in 2012. Further restoration and updates to the California Theater were completed in 2016. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the balcony at the California Theater.
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
5-P-8	Limit commercial uses along the southern side of East 10 th Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East 10 th Street, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	Not implemented. Property owner not pursuing development of the site at this time.
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of a CIP project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties were been rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site. However, the City expects to receive an application for a sports facility located at the northern end of Harbor Street. The facility would support Making Waves Academy – a new elementary, middle, and high school campus to begin construction in 2019.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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. The parcels have been sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which will be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale will be used to construct a waterfront trail and lookout adjacent to the sports field site.
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	In 2018, the property was purchased by the Making Waves Foundation for construction of the Making Waves Academy – a charter elementary, middle, and high school. The Planning Commission approved the project in February 2019. As part of the project, the engineered containment berm will be voluntarily removed and remediated.
5-P-18	Pursue the dedication of public open space during the redevelopment of infill sites within the downtown, particularly adjacent to the waterfront area.	Implemented on a case-by-case basis as development proposals are reviewed. Waterstone, an 82-unit single family infill development on approximately seven acres approved in 2016 includes approximately 12,000 square feet of community open space, including a tot lot and play structure. Liberty, a 57-unit single family infill development on approximately five acres approved in 2018 will include an approximately 11,897-square-foot park with a play structure, tables, and benches.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
5-P-21	Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22	Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West 10 th Street Neighborhood blocks has been removed in favor of promoting restoration of the existing homes and established single-family neighborhood. Construction of a new plaza at West 6 th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the CIP. Construction of John Buckley Square, a larger park immediately behind and adjacent to the plaza, was completed in mid-2015. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
5-P-25	Improve streetscaping along West 10 th Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Implemented. Construction completed in 2010 on City capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.
Design and Development		
5-P-26	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.	Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements included new trees, on-street diagonal parking stalls and raised intersections.
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.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
5-P-29	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-31	Design and implement a gateway project at the Railroad Avenue overpass between Central Avenue and Tenth Street, providing an identifiable gateway into the downtown.	Old Town entry sign and public announcement reader-board constructed at Railroad Avenue and East 10 th Street in 2009.
5-P-32	Develop a “way-finding” system for Downtown Pittsburg. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been proposed but not installed.
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). CIP Project ST-13 (Railroad Avenue 3 rd to 5 th Street Sidewalk Improvement) will replace the aging and deteriorating paver system in the downtown sidewalks with concrete and pavers at the corners of 3 rd , 4 th , and 5 th streets. This project is currently under construction.
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.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Not implemented.
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels have been sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which will be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale will be used to construct a public trail from E. 3 rd Street to a new waterfront lookout point.
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor, and off of Marina Boulevard.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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.	Not implemented.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include bulb-outs and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
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.	Partially Implemented. In 2018, the Planning Commission approved Phase 1 of the Making Waves Academy Charter School Project at the southwest corner of Harbor Street and E. 3 rd Street. Phase 1 will provide Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street. A parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street. Construction will begin in 2019. The draft Pittsburgh Moves plan recommends a new Class IV bikeway along the PA Highway between Central Park and Harbor Street.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. The draft Pittsburgh Moves plan recommends a new Class IV bikeway along Railroad Avenue between the Civic Center and Downtown.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade. Additionally, several pedestrian and bicycle improvements are recommended as part of the draft Pittsburg Moves plan.

GENERAL PLAN POLICY MATRIX

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
	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.	Ongoing. User fee study currently underway with expected completion in June 2019.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	The California Enterprise Zone program ended in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond. Other programs in place to help new and existing businesses include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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 Pittsburgh to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented.
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown or waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Annual and seasonal events include Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, and Car Shows during summer months. Events have been held periodically in the California Theatre since its reopening in January 2013. In 2016, the City hosted a weekly "Off The Grid," event, a food truck pop-up series popular throughout the Bay Area, at John Buckley Square in Downtown Pittsburg. The City continued to host weekly Off The Grid events throughout 2017.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implementation ongoing with the Marina Master Plan, Phase 2 Zoning Update, and Phase 2 of the Making Waves Academy Charter School Project. Phase 2 will incorporate a public trail between E. 3 rd Street and the waterfront.

GENERAL PLAN POLICY MATRIX

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implemented as part of development review.
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2018, the City received \$203,000 in CMAQ funding for school area safety improvements and \$1.3 M for the multimodal transfer facility.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implemented as part of development review.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implemented as part of development review.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction). The project is still in the design stage with 35% construction drawings complete. 65% drawings expected end of 2019. Construction is expected to begin by Summer 2020.
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. CIP Project ST-54 (Avila Road Widening) and ST-55 (W. Leland Road Extension Phase 2) would: 1) widen Avila Road to four lanes; and 2) extend W. Leland Road from San Marco Boulevard to Avila Road. The new extension would be four lanes with a raised median and sidewalks. The project would accommodate bicycle facilities where appropriate. ST-54 is currently awaiting funding and staff is currently plan checking the proposed design for ST-55.
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Implementation ongoing. CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on SR 4 at Range Road. This project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. As part of the SW Hills Faria Annexation Project, San Marco Boulevard would be extended from its southern terminus to Bailey Road. The Draft EIR for the project has been released for public review and the comment period has closed. The City is currently preparing responses to comments received on the adequacy of the Draft EIR.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate. This project is currently awaiting funding.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulb-outs.
Transit and Public Transportation		
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-29	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Implemented as part of development review. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs.
7-P-32	Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.	Implemented. The Pittsburg Center BART Station was completed in 2018 along with the Multimodal Transfer Station.
Bikeways and Pedestrian Movement		
7-P-35	Work with school districts, school administrators and parents of elementary school students to develop a “suggested routes to school” program for students who bicycle and walk.	Implementation ongoing. School area safety improvements completed in 2015 at eight locations: Harbor St/Army St; Hanlon Way/Cove Way; Railroad Ave/8th St; Black Diamond/10th St; Range Rd/Ackerman Ave; Rio Verde Dr./Pillar Ridge Dr.; Railroad Ave/E 17th; and Yosemite Dr./Hillview Jr. High School. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. This project is currently awaiting funding. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. Additional improvements will be recommended through the draft Pittsburg Moves Plan.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implemented as part of development review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburgh.	Implemented. The Traffic Division of the Development Services Department serves this function.
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan.' Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. Additional improvements will be recommended through the draft Pittsburgh Moves Plan.

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

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	In 2018, the City began preparation of the Pittsburg Moves plan (city-wide pedestrian and bicycle master plan). City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	Ongoing. A potential alignment has been mapped as part of the draft Pittsburg Moves plan.
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.	Ongoing. A potential alignment has been mapped as part of the draft Pittsburg Moves plan.
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Ongoing. Signage policies are being incorporated into the draft Pittsburg Moves Plan. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate. This project is currently awaiting funding.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Ongoing. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009. In 2018, the Planning Commission approved Phase 1 of the Making Waves Academy Charter School Project at the southwest corner of Harbor Street and E. 3 rd Street. Phase 1 will provide Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street. A parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street. Construction will begin in 2019.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Ongoing. New bikeway alignments have been mapped as part of the draft Pittsburg Moves plan. Once the plan is adopted, the City will seek grant funding to build the new bikeways. Developers will also be required to build bikeways as part of their frontage improvements.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007. The standard details may need to be updated upon adoption of the Pittsburg Moves plan.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
Parks		
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. City collects fees or accepts parkland for all residential development but does not collect parkland fees for non-residential development. The Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects.
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: ○ Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; ○ Sized according the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); ○ Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and ○ A minimum of 2 contiguous acres in new residential neighborhoods.	Not yet implemented as an amendment to the Subdivision Ordinance. However, parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.

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

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
8-P-20	Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-way including: = ○ Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. ○ Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. ○ PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	Ongoing. New Class 1 trail alignments along Contra Costa Canal and parts of the PG&E utility right-of-way have been mapped as part of the draft Pittsburg Moves plan.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Standards implemented with Phase 2 Zoning Update and Marina Master Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/18)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: ○ Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. ○ Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. ○ Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. ○ Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Ongoing. Marina Promenade constructed in 2008. Additionally, multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels have been sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which will be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale will be used to construct a public trail from E. 3rd Street to a new waterfront lookout point.
Recreational and Cultural Programs		

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: - Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. - Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. - Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Ongoing. Ambrose Park Aquatic Center was reopened in 2017. City currently leases buildings at City Park to STS Academy, who operates a variety of child care and teen programs out of the facility. In 2019, the Planning Commission approved Phase 1 of the Making Waves Academy Charter School – a new elementary, middle, and high school campus at the former Johns Manville property. Phase 2 of the project would provide the following amenities on the former Tesoro property located across the street: a regulation-sized turf soccer field; a 400-meter track with nine lanes; a swim center; regulation-sized softball and baseball fields with dugouts; tennis courts; and basketball courts. Making Waves and the City are working on a joint-use agreement which could allow limited public use of the sports facility. This could include use of the running track and the fields by residents near the project area and use of the fields and track by local soccer, track & field, and softball teams. The specifics are yet to be determined but would be reviewed by Planning Commission and City Council as part of future approvals required for the sports facility. CIP Project PK-14 (Skateboard Park at Stoneman North) would provide for an approximately 10,000-square-foot skateboard park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project would be close to parking, restrooms and a bus stop. This project is currently awaiting funding. CIP Project PK-41 (Small World Park New Features) would construct new park features identified in the Small World Park Master Plan to enhance revenue and recreation opportunities at the park. This project is partially funded (\$300 K of \$1.3 M).

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
8-P-31	Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	Ongoing. Rehabilitation of the California Theatre was completed in 2012. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the theatre’s balcony. An expansion of the Pittsburg Library was completed in 2013. Los Medanos Community College is being renovated and expanded. In 2016, the college renovated its gymnasium and resurfaced its tennis courts. New physical education and student union buildings are currently under construction.
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Ongoing. Policies adopted in the Railroad Avenue Specific Plan support and incentivize public art. Mural projects for individual sites around the city (Mi Pueblo Grocery Store, Ramar Foods International, and Making Waves Academy Charter School) supported through conditions of approval, where building architecture necessitates such installations.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	
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 requires the City partner with PUSD and have students design murals that will be placed on ten bike lockers at the Multimodal site.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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 12/31/18)
Biological Resources and Habitat		
9-P-2	Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.	Not implemented. Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district, and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis during project review and preparation of required CEQA documentation.
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by state and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred on sensitive habitats in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA, design review, and grading permit processes.

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

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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 12/31/18)
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.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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 12/31/18)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: ○ Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. ○ Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. ○ Ensure revegetation of cut-and-fill slopes to control erosion. ○ Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
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 12/31/18)
Hazardous Materials		
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. In 2017 the City was awarded a \$300,000 Community-wide Environmental Assessment Grant from the US Environmental Protection Agency. As part of the grant, preliminary cleanup assessments will be completed for five underutilized sites in Pittsburg to facilitate their future development. In 2019, the Planning Commission approved Phase 1 of the Making Waves Academy Charter School Project. Phase 1 will include removal and remediation of the engineered containment berm along the eastern boundary of the former Johns Manville site.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. Contra Costa County responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Ongoing. The CARE program distributes information to schools about shelter-in-place procedures. Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) Program, which trains first responders in the event of major emergencies.

GENERAL PLAN POLICY MATRIX

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

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment #3 approved and revised facility reserve charges. Updated 2015 Water System Master Plan adopted in 2016.
11-P-8	Develop and implement a Recycled Water Ordinance, requiring the installation and use of recycled water supplies from the new Delta Diablo Sanitation District (DDSD) Reclamation Plant.	Not implemented. No ordinance has been adopted, although facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians. New development projects are required to connect to Delta Diablo's recycled water infrastructure as a condition of approval when feasible.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Ongoing. DDSD consults with City staff in understanding land use and wastewater projections for sites located within the City.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Sewers are inspected through CIP Project SS-1 (Citywide Sewer Inspection Project) to determine replacement and rehabilitation needs.
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	CIP Project SS-2 (FY 2022/23 Sewer Replacement Program) would replace sewer lines that are maintenance problems. Funding has been identified for this project in FY 21/22 and 22/23. CIP Project SS-4 (Sewer Master Plan Update) would provide \$175,000 funding to fully update the City's sewer master plan. This project is fully funded.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Ongoing.

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

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/18)
11-P-28	Cooperate with CCCFPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: ○ Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. ○ Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

NOISE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/17)
12-P-4	Require noise attenuation programs for new development exposed to noise above normally acceptable levels. Encourage noise attenuation programs that avoid visible sound walls.	Implementation ongoing through application of CEQA and project-specific conditions of approval. Phase 2 Zoning Code Update adopted May 2007 requires nonresidential uses adjacent to residential districts install an eight-foot-high solid masonry or concrete wall or a wall designed to attenuate the CNEL to the maximum level allowed in the general plan. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city.
12-P-8	Develop noise attenuation programs for mitigation of noise adjacent to existing residential areas, including such measures as wider setbacks, intense landscaping, double-pane windows, and building orientation muffling the noise source.	
12-P-9	Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.	
12-P-10	Reduce the impact of truck traffic noise on residential areas by limiting such traffic to appropriate truck routes. Consider methods to restrict truck travel times in sensitive areas.	

CITY OF PITTSBURG



HOUSING ELEMENT IMPLEMENTATION STATUS

Reporting Period:
January 1, 2018 – December 31, 2018

Table 1: Housing Development Applications Submitted in 2018

Address	Project Name	Tracking ID	Categ.	Total Units	VL (R)	VL (U)	L (R)	L (U)	M (R)	M (U)	AM
901 Los Medanos Street	Veterans Square Housing Project	AP-18-1394	5+	30	-	-	29	-	-	1	-
2186 Crestview Drive	Ortiz Infill	AP-18-1358	SFD	1	-	-	-	-	-	1	-
Alves Ranch Road	Alves Ranch 2018	AP-18-1348	SFD	346	-	-	10	-	-	-	356
158, 118, 110 Alturas Avenue	Alturas Subdivision	AP-18-1328	SFD	9	-	-	-	-	-	-	9
Totals:				40	0	0	39	0	0	2	365
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 2: Annual Building Activity Report Summary – Completed Entitlements in 2018

Address	Project Name	Tracking ID	Categ.	Total Entitled	VL (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
2186 Crestview Drive	Ortiz Infill	AP-18-1358	SFD	1	-	-	-	-	-	1	-
158, 118, 110 Alturas Avenue	Alturas Subdivision	AP-18-1328	SFD	9	-	-	-	-	-	-	9
345, 172, 463 W. 10 th Steet	Galloway Triplexes	AP-17-1294- AP-17-1296	2 to 4	9	-	--	-	9	-	-	-
Carion Court	Edgewater Apartments	AP-17-1228	5+	62	-	-	-	-	-	62	-
505 W. 10 th Street	Beacon Villas	AP-17-1260	5+	57	-	-	-	57	-	-	-
6, 14, 45, 70, 78 Alturas Avenue	Alturas Triplexes	AP-17-1276	2 to 4	15	-	-	-	15	-	-	-
300 Central Avenue	Liberty Subdivision	AP-17-1229	SFD	63	-	-	6	-	-	-	57
Totals:				216	0	0	6	81	0	63	66
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

Table 3: Annual Building Activity Report Summary – Issued Building Permits in 2018

Address	Project Name	Tracking ID	Categ.	Total Permits Issued	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
158, 118, 110 Alturas Avenue	Alturas Subdivision	AP-18-1328	SFD	9	-	-	-	-	-	-	9
Carion Court	Edgewater Apartments	AP-17-1228	5+	46	-	-	-	-	-	46	-
Argon Drive	Positano at San Marco	AP-16-1174	SFD	38	-	-	-	-	-	-	38
Belle Harbor Circle	Waterstone	AP-15-1092	SFD	18	-	-	-	-	-	-	18
2106 Marsh Avenue	Discovery Infill	BP-18-0068	SFD	1	-	-	-	-	-	-	1
415 E. 9 th Street	Discovery Infill	BP-18-0069	SFD	1	-	-	-	-	-	1	-
430 E. 9 th Street	Discovery Infill	BP-18-0070	SFD	1	-	-	-	-	-	1	
4153 Railroad Avenue	Fortune Properties Infill	BP-18-1144	SFD	2	-	-	-	-	-	1	1
465 E. Santa Fe Avenue	East Santa Fe Triplex	AP-17-1225	2 to 4	3	-	-	-	3	-	-	-
1201 Stoneman Avenue	Stoneman Apartments	AP-14-1000	5+	230	23	-	205	-	-	-	2
Totals:				349	23	0	205	3	0	49	69
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400); VL = Very low-income (households earning 0-50% of AMI); L = Low-income (households earning 50-80% of AMI); M = Moderate income (households earning 80-120% of AMI); AM = Above-moderate income (households earning above 120% of AMI); (R) = Deed Restricted; (U) = Unrestricted											

Table 4: Annual Building Activity Report Summary – Final Inspections Completed in 2018

Address	Project Name	Tracking ID	Categ.	Total Finals	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
Argon Drive	Positano at San Marco	AP-16-1174	SFD	15	-	-	-	-	-	-	15
Belle Harbor Circle	Waterstone	AP-15-1092	SFD	10	-	-	-	-	-	-	10
2106 Marsh Avenue	Discovery Infill	BP-18-0068	SFD	1	-	-	-	-	-	-	1
415 E. 9 th Street	Discovery Infill	BP-18-0069	SFD	1	-	-	-	-	-	1	-
430 E. 9 th Street	Discovery Infill	BP-18-0070	SFD	1	-	-	-	-	-	1	-
Totals:				28	0	0	0	0	0	2	26
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

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

Income Level		RHNA Allocation	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Remaining
LI	Deed Restricted	392	-	-	-	23						23	369
	Unrestricted		-	-	-	-							
L	Deed Restricted	254	2	-	6	205						216	38
	Unrestricted		-	-	-	3							
M	Deed Restricted	316	-	-	-	-						199	117
	Unrestricted		150	-	-	49							
AM		1063	252	171	147	69						639	424
Total RHNA		2025											
Total Units			404	171	153	349						1077	948
Notes: AMI = Area Median Income (for 2018, the AMI for a 4-person household in Contra Costa County was \$104,400) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)													

Program Implementation Status

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

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

Program	Objective	Timeframe	Status of Program Implementation
			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.
13-P-1.1.D	Encourage residential and mixed-use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed-use development on sites that have been designated within Priority Development Areas (PDAs) under the MTC/ABAG FOCUS Program. Assist nonprofit and for-profit developers to obtain grants and other capital improvement funds offered to PDAs to develop and improve those infill sites, and offer incentives for mixed-income projects, including but not limited to streamlined review, fee deferrals, priority application processing, and other incentives identified by affordable housing developers.	Apply for grant and other capital improvements funds annually as funding sources become available.	There are three PDAs in the City of Pittsburg, including Downtown Pittsburg (309 acres), the Railroad Avenue Specific Plan (1,075 acres) and a shared PDA between the City of Pittsburg and Contra Costa County around the existing Pittsburg/Bay Point BART station, 125 acres of which are located within the City of Pittsburg. During the previous Housing Element cycle, several mixed-use and high-density residential projects were approved and constructed within the City PDAs, including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable multi-family apartments above 8,000 square feet of commercial and quasi-public uses); Siena Court (111 affordable senior apartments above 10,300 square feet of commercial development); and La Almenara, a 20-unit affordable multi-family infill residential development in downtown Pittsburg. In 2015, the Planning Commission approved the construction of 38 units within the Railroad Avenue Specific Plan (RASP) PDA (Greystone Place, completed in 2016) and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. In 2016, the City approved the Waterstone (formerly Belle Harbor) Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District, to allow the development of 82 units, plus 8 accessory dwelling units, within the RASP PDA.
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,	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 and 2018, the City approved the Waterstone and Liberty subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 139 units, plus 14 accessory dwelling units which are affordable by design. Both subdivisions utilize innovative site plans with shared driveways to help maximize the number of units on these infill sites.

Program	Objective	Timeframe	Status of Program Implementation
	and/or increasing the supply of affordable housing.		
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	In 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance have been proposed during the current Housing Element Cycle (2015-2023).
13-P-1.2	Encourage the construction of both high end and moderate-income housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburg to provide above moderate-income housing opportunities in the community and to increase economic activity within the city.		
13-P-1.2.A	Establish minimum lot sizes when rezoning the foothills to accommodate large homes. Provide flexible lot sizes on up to 50% of the lots, when requested, in conjunction with a density bonus and long-term affordable housing agreement.	Ongoing; implement upon request	Developable areas within the southern foothills have been pre-zoned as Hillside Planned Development (HPD) District, and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 d.u./ac depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development.
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing; implement as development projects are proposed	Development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 d.u./ac. Such a density range would be conducive to a subdivision development of estate homes..
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots	Ongoing; implement as development	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
	in the foothills are over 3,000 square feet (net garage) in size.	projects are proposed	
13-P-1.2.D	Support the development of moderate- and above moderate-income housing within the existing City limits, such as high-end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	Ongoing; implement as development projects are considered and proposed	The southwest portion of the City, which extends from State Route 4 to the north to the southwest hills to the south, is located in the 693-acre San Marco PD, which was established in 1993 and is composed of approximately 14 distinct “villages” with varying densities and housing types specified for each. In 2012, the Planning Commission approved a Vesting Tentative Map in the San Marco PD for up to 252 small lot single-family lots (ranging from 2,992 square feet to 5,480 square feet) on approximately 30.2 acres. In 2008, the San Marco Villas were constructed within the large-scale San Marco PD District. The development resulted in development of 330 market-rate multi-family apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate- and above moderate-income families. In 2015, the Planning Commission approved the Villas II Extension, which added an additional 132 units immediately west. In 2015, the Planning Commission approved the construction of Greystone Place (38 units) within the Railroad Avenue Specific Plan (RASP) PDA and the renovation of the Burlessas Building, which would include ground floor retail and eight multi-family residential units on the second floor. Construction of the Greystone Place Subdivision was completed in 2016. In 2016 and 2018, the City approved the Waterstone and Liberty subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 139 units, plus 14 accessory dwelling units. The Waterstone Subdivision is currently under construction. The developer of the Liberty Subdivision has submitted applications for construction permits. The City also approved the 62-unit Edgewater Apartment Project and the 54-unit Beacon Villas Project in 2018. Edgewater is under construction and should be completed in 2019. Beacon Villas has been put on hold. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City. The developer of Esperanza has put the project on hold.

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 Pittsburg/Bay Point BART Master Plan and the Railroad Avenue Specific Plan. Where feasible and appropriate, provide incentives such as fee waivers or deferrals, reduced parking requirements (in accordance with the adopted plans) and fast-track permit processing.	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 Pittsburg Center BART Station. In 2011, the City Council adopted Ordinance No. 11-1350 rezoning approximately 50 acres around the existing Pittsburg/Bay Point BART Station to M-P (Mixed Use with a Master Plan Overlay) District. The Master Plan allows high-density residential development up to 70 units per acre (not including density bonuses), and contains development standards such as minimum densities, maximum parking standards, and architectural and streetscape standards intended to foster development of a high-density, mixed-use transit village around the BART station. In 2016, the City approved the Waterstone Subdivision, which included a request to rezone 7.25 acres from Government/Quasipublic (GQ) District to a Planned Development (PD) District to allow the development of 82 units, plus 8 accessory dwelling units which are affordable by design. The development under construction is designed at a density of 11.5 d.u./ac, and is located within a ½ mile radius of the BART station at the intersection of Railroad Avenue and SR 4. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburg/Bay Point BART Station.
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	Ongoing; review annually or as development projects are proposed	The Railroad Avenue Specific Plan contains Policy No. 6-P-13, to implement TDM strategies including those listed within Program 13-P-1.4.C, when traffic and parking demand increases within the Specific Plan area. Further, the Specific Plan contains reduced parking requirements for residential developments within the plan area. In 2016, the City hired a consultant to prepare a TDM strategy, and held multiple community meetings within neighborhoods affected by the Pittsburg Center BART Station to discuss TDM strategies and gather feedback.

Program	Objective	Timeframe	Status of Program Implementation
	in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.		The Pittsburg/Bay Point BART Master Plan contains subsection, 6.7, Station Area Development Strategies-Parking Management Strategies that sets forth recommendations to reduce parking demand on BART-owned properties. Further, the Master Plan contains parking maximums and no parking minimum standard for properties within the plan area.
13-P-1.4.C	Encourage owners of very large parcels (in excess of 20 acres) within one-half mile of an established or planned PDA to partner with nonprofit housing developers to develop a portion of the site with housing affordable to low- and moderate-income households.	Ongoing; implement as development projects are proposed	Implementation ongoing as development projects are proposed within these areas.
13-P-1.5	Encourage the construction of accessory dwelling units or “second units” that allow extended families to live near each other, increase the affordable and rental housing stock, and provide income assistance to homeowners.		
13-P-1.5.A	Support the development of second units through reductions and waivers of city transportation and planning fees for accessory residential units.	Ongoing; implement as second units are proposed	In August 2017, the City Council adopted an ordinance amending Title 18 of the PMC to bring the City’s Accessory Dwelling Unit (ADU) ordinance into conformance with recently adopted state legislation. In response to SB 1069 and AB 2299, the amendments included the following changes: increasing the maximum allowable attached ADU size; and eliminating parking requirements for certain ADUs. Key additional changes made beyond those required to meet state law included: allowing detached ADUs a maximum 1,200 square feet; establishing a minimum ADU size of 200 square feet; requiring a minimum private storage area of 200 cubic feet; outlining requirements for conversion of lawfully established nonconforming structures; specifically requiring all ADUs provide kitchen and sanitation facilities separate from the main dwelling unit; and requiring all new ADUs be registered to the City’s Residential Rental Inspection Program (RRIP).
13-P-1.5.B	Work with Delta Diablo Sanitation District and Contra	2015-2017	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	Costa Water District to reduce or waive fees for utility installations for accessory dwelling units.		
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	Implemented.
13-P-1.6	Meet Pittsburg's fair share regional housing needs.		
13-P-1.6.A	Endeavor to facilitate the production of a minimum of 2,025 housing units between January 1, 2014, and June 30, 2022, including at least 392 units serving extremely low- and very low-income households, 254 units serving low-income households, and 316 units serving moderate-income households through implementation of the policies and actions identified in this element.	2014-2022	During 2018, the City made additional progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved six percent of its very low (23 of 392); 85% of its low (216 of 254); 63% of its moderate (199 of 316); and 60% (639 of 1,063) of its above-moderate income RHNA targets through issuance of building permits (see Tables 1-5 above). The City approved two large residential projects in 2018: Edgewater Apartments, a 62-unit multi-family development currently under construction at the northern end of Carion Court, and Liberty Subdivision, a 57-unit single-family development on Central Avenue, between Railroad Lane and Solari Street. Building permits were issued for 331 new residential units in 2018. Of those total permits, 23 were for very low-income, 208 were for low-income, 49 were for moderate income, and 51 were for above-moderate income units.
13-P-1.6.B	Monitor the City's inventory of sites appropriate to meet housing at all income levels and ensure that adequate sites remain available throughout the planning period, in compliance with	2014-2022	Ongoing. The Successor Agency to the City of Pittsburg Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request.

Program	Objective	Timeframe	Status of Program Implementation
	Government Code Section 65863(b).		
Affordable Housing/Special Needs Housing			
Goal 2. Promote the expansion of the City's affordable housing stock, including that which accommodates special needs households.			
13-P-2.1	Provide incentives to developers who assist the City in meeting affordable housing needs, including units to accommodate special needs households: female-headed households, seniors, disabled, developmentally disabled, large families, emancipated youth, seasonal and temporary workers, and the homeless.		
13-P-2.1.A	Utilize public funds to increase the supply of housing affordable to extremely low-, very low-, and low-income households, and moderate-income large family households. Endeavor to set aside a minimum 20% of the City's annual Community Development Block Grant (CDBG) funds for affordable housing projects and programs targeting special needs populations described in Policy 2.1.	Review CDBG funding annually to provide funds for affordable housing projects and targeted special needs populations.	The Housing Authority of the City of Pittsburg (HACP) administers rental assistance through the Section 8/Housing Choice Vouchers program to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense. The Housing Authority provides rental subsidy to the maximum extent allowable. Funding is awarded by the Federal government to subsidize low-income families with their rent. The number of families the Housing Authority can assist is determined by the annual contract contribution awarded. Factors in determining the number of units available to assist eligible families are based on average housing assistance payments, fair market rents established by HUD, and administrative costs. For calendar year 2017-2018, the Housing Authority received \$16,179,064. These funds were used to subsidize 948 Section 8 recipients and 170 Veteran Affairs Supportive Housing (VASH) vouchers. Additionally, \$120,214 of CDBG and \$100,000 of Housing Successor funds were used for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. This program will continue to be implemented on an annual basis. Finally, in Fiscal year 2017-2018, the Successor Agency allocated \$58,000 of Housing Successor funds and \$85,000 of Cal-Home funds to re-establish the First Time Home Buyer Program; a down payment assistance program available to qualified buyers.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low-income households for identified special needs groups described in Policy 2.1.	Funding will be prioritized annually.	During the 2007–2014 Housing Element planning period, the Redevelopment Agency invested approximately \$6.4 million in the Los Medanos Village Apartments, which consists of 71 units that were set aside for qualified low-income residents and small families. During 2017-2018 fiscal year, \$101,541 of CDBG funds were awarded to the Veterans Square Project. This development may be restricted to veteran housing depending on the funding secured for the project. This program will continue to be implemented on a case-by-case basis.
13-P-2.1.C	Provide fee waivers and allow fee deferrals until issuance of a Certificate of Occupancy for developers constructing affordable housing developments and/or developers providing housing and programming serving identified special needs populations described in Policy 2.1. Investigate the possibility of extending fee deferrals beyond issuance of a Certificate of Occupancy to allow developers of affordable housing to amortize the fees over a longer period of time.	Ongoing; implement as affordable housing projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. In 2015, the Planning Commission approved development of Greystone Place, a 38-unit infill development. As part of the project's Development Agreement, four deed-restricted affordable units were constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were waived. In 2016, the Planning Commission approved the Waterstone Subdivision, an 82-unit infill development which includes eight deed-restricted affordable units to be constructed to meet the City's inclusionary housing requirement. As part of the development agreement, impact fees associated with the construction for the four affordable units were also waived.
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Los Medanos Village Apartments, and La Almenara.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.1.E	Give priority in processing to project applications with an affordable housing component and/or serving an identified special needs population described in Policy 2.1.	Ongoing; Review annually and implement as development project applications are received	Implemented on a case-by-case basis as affordable housing projects are proposed. 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). In 2016, the Planning Commission approved development of an 82-unit infill development with eight affordable second dwelling units. The developer obtained subdivision, design review, and development agreement approvals and began construction in less than one year (September 2015 to August 2016). Historically, Los Medanos Village Apartments (71 unit affordable multi-family development) obtained planning entitlements as well as engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111-unit affordable development including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010).
13-P-2.1.F	Support density bonuses and other incentives above those required in the State mandated Density Bonus Law for mixed-income housing projects which address the housing needs of an identified population described in Policy 2.1.	Review annually and implement as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Since 2010, the Planning Commission approved Siena Court, an affordable housing development for seniors, and Los Medanos Apartments, which is slated for occupancy by veterans, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).
13-P-2.1.G	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/fa) to construct affordable housing	Annually communicate with nonprofit developers and annually,	In 2015, the City applied for several County and State grant funding programs to support affordable housing. The City received a \$20,000 grant from the San Francisco Foundation.

Program	Objective	Timeframe	Status of Program Implementation
	projects and/or residential developments that serve an identified special housing needs population described in Policy 2.1.	depending on state funding cycles, submit applications for funding.	The Pittsburgh 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 March 2017, the City Council adopted an ordinance amending Title 18 of the PMC to permit large family daycare homes of up to 14 children, with limitations related to noise, parking, and spacing/concentration, consistent with state law. The ordinance also streamlined the permitting process and minimized processing fees for large daycare homes.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		
13-P-2.2.A	Continue to implement a Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes. Advertise the loan program	Ongoing; distribute flyers and update outreach materials annually or as needed	During the 2017-2018 fiscal year \$120,214 of CDBG and \$100,000 of Housing Successor funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.

Program	Objective	Timeframe	Status of Program Implementation
	through flyers, online materials, and outreach at the Senior Center and the Housing Authority.		
13-P-2.2.B	To facilitate aging in place, encourage that a percentage of new homes within new subdivisions be limited to one-story in height, and incorporate universal design principles as part of a comprehensive update of the development review design guidelines.	2015-2017	The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case-by-case basis as development proposals are reviewed.
13-P-2.3	Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.		
13-P-2.3.A	Coordinate with the County and local non-profits to identify and address the housing and social service needs of the local homeless.	Annually	During the 2017-2018 fiscal year, the City provided over \$49,699 in CDBG Funds to local non-profit programs that provide services to the local homeless population, including: Coordinated Outreach, Referral, and Engagement Program (CORE) teams serve as an entry point into the coordinated entry system for unsheltered persons and work to identify, engage, stabilize and house chronically homeless individuals and families. The outreach teams provide basic needs supplies, counseling, benefits assistance, linkages to healthcare, shelter placement, and referrals and transportation to C.A.R.E. Centers; the Winter Nights Rotating Family Shelter is a project of the Interfaith Council of Contra Costa County that provides emergency shelter, food, tutoring, transportation, case management, housing placement assistance and more to homeless families living primarily in East and Central County; Loaves and Fishes, which provides hot meals Monday through Friday; and the St. Vincent de Paul RotaCare, a free medical clinic for low income and underserved uninsured Pittsburg residents. The City is actively engaged in the Contra Costa County of Continuum of Care (CoC) which is governed by the Contra Costa Council on Homelessness (Council). The Council provides a forum for communication and coordination about the implementation of the County's strategic plan to prevent and end homelessness, and for orchestrating a vision

Program	Objective	Timeframe	Status of Program Implementation
			on ending homelessness in the County, educating the community on homeless issues, and advocating on federal, state, and local policy issues affecting people who are homeless or at risk of homelessness. The Council provides advice and input on the operations of homeless services, program operations, and program development efforts in the county. Pittsburg has been closely participating in the Council meetings as well as the Health, Housing, and Homeless Services (H3) Community meetings. The purpose of H3 community meetings is to exchange information regarding housing resources to County and non-profit staff, housing advocates, consumers of the homeless CoC, and the general public. Input and feedback from H3 community meetings are brought to the Mental Health Commission's Consolidated Planning and Advisory Workgroup and the Council.
13-P-2.3.B	Continue to fund operations of the permanent homeless shelters in Central Contra Costa County using CDBG and other funds targeted to serve lower income households.	Ongoing; allocate funds annually	The City continues to participate in the countywide efforts to assist the homeless population by funding services that take proactive steps to implement the CoC strategy for the homeless. During the 2017-2018 fiscal year, the City provided \$13,137 in CDBG funds to the St. Vincent De Paul RotaCare clinic that is operated at the St. Vincent De Paul facility in Pittsburg. This program not only offers free medical care for the uninsured but also serves as a day time shelter for homeless families. A feeding program is also within walking distance from the facility and offers hot meals for these families. Additionally, the City provided \$27,699 in CDBG funds to CORE and the Winter Nights Rotating Shelter. The Housing Authority of the City of Pittsburg applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Ten (10) additional vouchers were awarded in Summer 2018 and another five (5) for March 2019 .
13-P-2.3.C	Amend the Zoning Ordinance to redefine supportive and transitional housing to be consistent with Health and Safety Code Sections 50675.2 and 50675.14. In accordance with more recent	2015-2016	Not yet implemented.

Program	Objective	Timeframe	Status of Program Implementation
	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.		
13-P-2.3.D	Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.	Ongoing; allocate funding annually or as available	The Successor Agency has partnered in the past and continues to allocate funding to Pacific Community Services, Inc. (PCSI), to provide confidential counseling to families who are in danger of losing their homes to foreclosure; facilitate tenant/landlord dispute resolution; conduct pre- and post- purchase counseling to homebuyers within the City; provide free of charge information and referral services regarding home ownership to households within the City; refer homeowners within the City that require credit maintenance and money management services to a credit counseling agency. In fiscal year 2017-2018, the Successor Agency has allocated \$10,000 for PCSI's efforts. During the 2017-2018 fiscal year, the City provided \$10,000 in CDBG funds to Contra Costa Senior Legal Services, to support legal counseling, advice, representation, and litigation services to seniors in connection with housing issues.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.	Annually	This program has not been implemented.
13-P-2.3.F	Continue to support community based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Ongoing. Future Build provides pre-apprenticeship training for low-income residents in East Contra Costa County. Training is offered in the building trades, solar theory and installation, construction, and hazardous waste. The program also provides post-graduate services including job coaching, referrals, and assistance from workforce investment job placement specialists. Successful graduates have been hired at Plumbers Local 159, Iron Workers Local 378, Laborer's Local 324, Solar City, Aerotec, and Tesla. Opportunity

Program	Objective	Timeframe	Status of Program Implementation
			Junction (headquartered in Antioch) also provides job training and placement in addition to career counseling and placement assistance.
13-P-2.4	Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.		
13-P-2.4.A	Provide support for the development of homes for extremely low-, very low-, and low-income households under sweat equity programs, through technical assistance, funding application assistance, and financial assistance if and when available.	Ongoing; implement as development projects are proposed	The City has not implemented a sweat equity program during the current Housing Element cycle. City staff provides technical assistance and funding application assistance as requested by developers of affordable housing. During the 2017-2018 fiscal year, \$120,214 of CDBG and \$100,000 of Housing Successor funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.
13-P-2.4.B	Support continuation of the County Mortgage Credit Certificate program benefiting new low- and moderate-income homeowners, and make information about it available at permit counter and on the City's website.	Ongoing; review and update information annually or as needed	This program has not been implemented during the current Housing Element cycle.
13-P-2.4.C	Continue to provide a first-time homebuyer program in the city for the benefit of low- and moderate-income households utilizing appropriate CDBG and Housing Authority resources. Explore options for partnership with ABAG or other regional agencies on additional funding for a region-	Ongoing; allocate resources annually or as available	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	wide first time homebuyer program.		
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	2017	Not yet been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	inclusionary units to count towards density 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.	Ongoing; implement as development projects are proposed by	Implemented on a case-by-case basis as applications are submitted. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing.

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

Program	Objective	Timeframe	Status of Program Implementation
	preference policy for residents and those who work and/or attend school in Pittsburg when administering the program.		
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority of the City of Pittsburg continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 160 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the Housing Authority of the City of Pittsburg opened the Housing Choice Voucher Wait List and conducted a lottery; 5,000 applicants were selected for consideration when funding is available. In October, the HACP Staff applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Additional vouchers were awarded in Summer 2018 & Spring 2019.
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance,	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.

Program	Objective	Timeframe	Status of Program Implementation
	fee waivers and deferrals, and financial assistance if and when available.		
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		
13-P-2.6.A	Continue to offer rehabilitation loans and possibly grants to low- and moderate-income homeowners to improve the energy efficiency of their residence and/or replace existing energy inefficient appliances.	Ongoing	During the 2017-2018 fiscal year, \$120,214 of CDBG and \$100,000 of Housing Successor funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the same period, \$24,450 was expended under the Housing Rehabilitation program and assisted 1 Pittsburg resident with the renovation of their home.
13-P-2.6.B	Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review process of the Climate 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	2015-2020	This program has not been implemented.

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

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

Program	Objective	Timeframe	Status of Program Implementation
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	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

Program	Objective	Timeframe	Status of Program Implementation
	(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.		Housing Authority Website will continue to be updated throughout the coming year. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
Housing Stock Preservation			
Goal 4. Improve and preserve the existing housing stock including affordable housing units, where feasible and appropriate.			
13-P-4.1	Support the conservation and rehabilitation of existing for-sale housing stock (including mobile homes) through a balanced program of code enforcement and property improvements.		
13-P-4.1.A	Continue to investigate complaints and take appropriate action involving Building and Housing Code violations in single-family and multi-family rental housing.	Ongoing	The Building Division administers the City's Residential Rental Inspection Program which was established in 2006, with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties in the City, the physical inspection of properties, and the issuance of correction notices and citations in order to gain compliance. As of March 5, 2019, there were approximately 3,460 parcels registered in the program. In addition, the Building Division actively investigates citizen complaints regarding Municipal Code violations. This is accomplished through inspection, notification, communication, and the issuance of citations. The Building Division is also a key member of the City's Code Enforcement Team. The team includes staff from the Police Department, Engineering and Planning Divisions, the City Manager's office, and the City Attorney's office. This group systematically addresses the more egregious Municipal Code violations in addition to establishing a proactive response to citizens' concerns. During the 2017-2018 fiscal year, \$150,000 in CDBG funds were allocated to Code Enforcement activities to investigate complaints and take appropriate action involving residential code violations.

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.1.B	Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.	Ongoing	During the 2017-2018 fiscal year, \$120,214 of CDBG and \$100,000 of Housing Successor funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. During the 2017-2018 fiscal year, \$24,450 was expended under the Housing Rehabilitation program and assisted 1 Pittsburg resident with the renovation of their home.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburg when administering the program.	Ongoing; utilize funds annually or as funds become available; institute a local preference policy by 2017	Currently, Pittsburg Housing Authority staff provides counseling on eligibility requirements, credit issues, and pre- and post-homeownership on an individual basis. Though no activities were funded by CDBG during the Program Year, the Successor Agency for the Redevelopment Agency of the City of Pittsburg, partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to families who are in danger of losing their homes through foreclosure. The counseling consists of a personal interview and the development of a case management plan. Local preference policy has not yet been implemented.
13-P-4.2	Utilize public funds to preserve rent restricted units at risk of conversion to market rate and conserve and rehabilitate the existing supply of housing affordable and made available to extremely low, very low, low and/or moderate-income households, when and where appropriate.		
13-P-4.2.A	Set aside 20 to 40% of the City's annual Community Development Block Grant (CDBG) funds for housing programs, including but not limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.	Annually	During the 2017-2018 fiscal year, \$24,450 was expended under the Housing Rehabilitation program and assisted 1 Pittsburg resident with the renovation of their home. During the 2017-2018 fiscal year \$120,214 of CDBG funds were allocated for the housing rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents.

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

Program	Objective	Timeframe	Status of Program Implementation
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburgh's residential neighborhoods.			
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development Review Design Guidelines to require a high quality of design for new and existing residential development. Ensure that the guidelines require that a certain percentage of new homes within new subdivisions be limited to one story in height and/or regulate second-story elements to provide increased variety in building planes on all building elevations.	2017-2020	This program to further update the DRDG has not yet been implemented. In November 2010, the Planning Commission adopted Resolution No. 9864, amending the Development Review Design Guidelines to include "Green Building Design Guidelines." Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles.

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

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
March 12, 2019**

ITEM: Notice of Intent to Exercise Delegated Design Review Authority and Conduct a Zoning Administrator Public Hearing.

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

SUBJECT: The Zoning Administrator submits one notice of intent to exercise delegated design review authority for a new awning proposed for WOW Smiles at 1600 North Park Blvd., and one notice of intent to conduct a Zoning Administrator public hearing on a proposed fence height exception at 3878 Alta Vista Circle.

RECOMMENDATION:

Staff recommends that the Commission acknowledge receipt of the attached Notice of Intent to Exercise Design Review Authority and Notice of Intent to Conduct a Zoning Administrator Public Hearing.

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 one application requesting design review approval which qualifies within one or more of the nine categories of delegated authority established by Resolution No. 9918, and one application requiring a Zoning Administrator public hearing:

1. WOW Smiles Awning Installation, AP-19-1405 (AD) – Delegated Design Review Category 3.

This is an application filed by Angelica Campa, on behalf of Wow Smiles, requesting administrative design review approval to legalize a new awning installation located at 1600 North Park Boulevard, in the CC (Community Commercial) District. Assessor's Parcel Number 088-151-029.

2. 3878 Alta Vista Fence Height Exception, AP-19-1408 (ZA) – Zoning Administrator Public Hearing.

This is an application by Damon Preston, requesting Zoning Administrator approval of a fence height exception, where the maximum fence height permitted is three feet, in order to legalize a six-foot-tall wood fence located on a City easement, located at 3878 Alta Vista Circle in the RS-6 (Residential Single Family, 6,000 Square Foot Minimum Lot Size) District. APN: 087-423-010.

GENERAL PLAN/CODE COMPLIANCE:

Zoning Administrator Public Hearings: PMC sections 18.32.010 and 18.84.560 authorize the Zoning Administrator to hear and decide on applications for approval of variances, exceptions to fence regulations, large day care homes, small recycling facilities, and wireless telecommunications collocation facilities. PMC section 18.10.100

directs the Zoning Administrator to notify the Planning Commission of his or her intent to schedule and conduct a public hearing on any application for which the Zoning Administrator is authorized to act, prior to the Zoning Administrator acting on the application.

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:

Not applicable.

ACTION REQUIRED:

Acknowledge receipt of the attached Notices of Intent.

ATTACHMENTS:

1. Notice of Intent: WOW Smiles Awning Installation, AP-19-1405 (AD)
2. Notice of Intent: 3878 Alta Vista Fence Height Exception, AP-19-1408 (ZA)

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

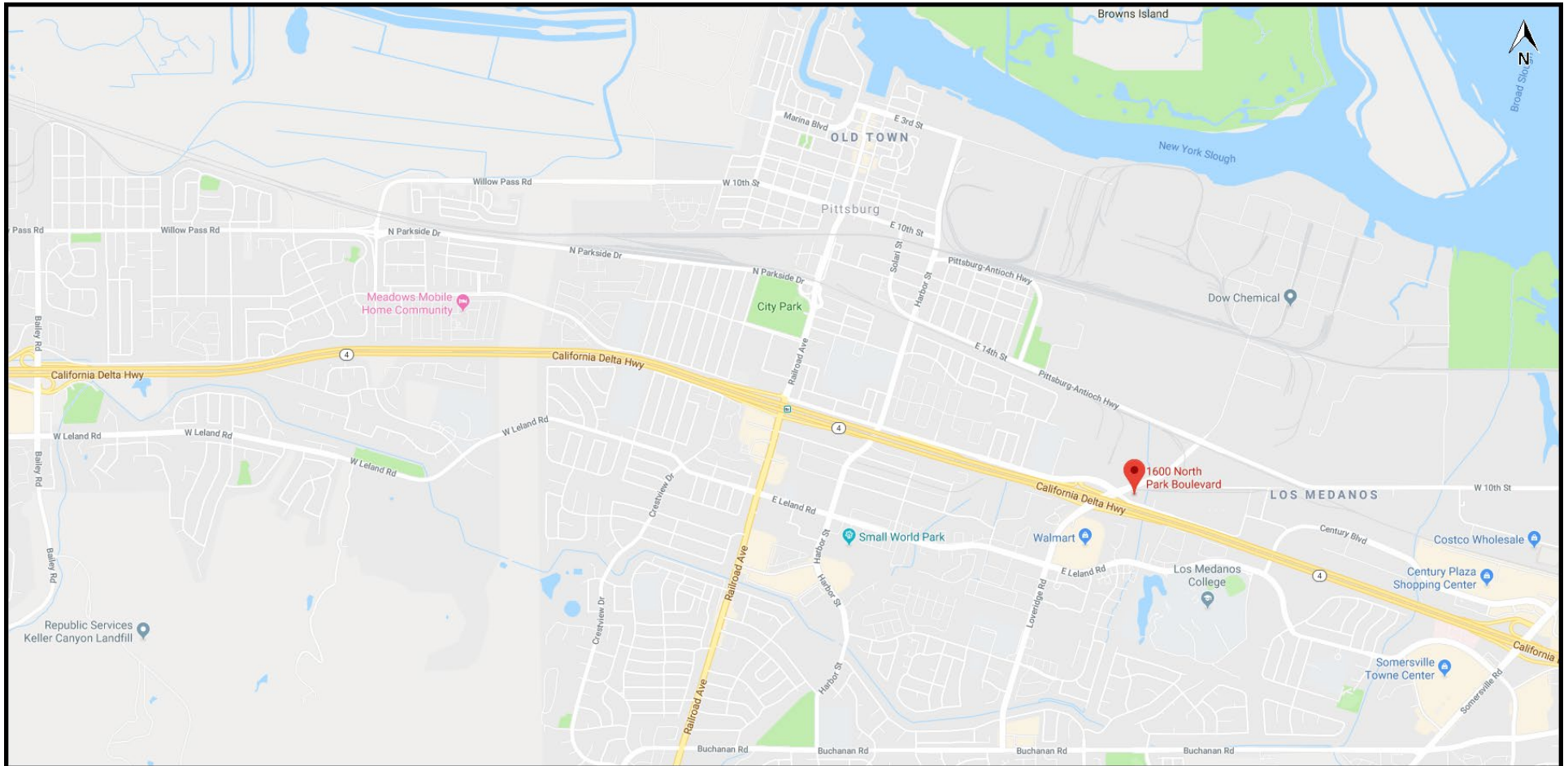
Wow Smiles Awning Installation, AP-19-1405 (AD).

This is an application filed by Angelica Campa, on behalf of Wow Smiles, requesting administrative design review approval to legalize a new awning installation located at 1600 North Park Boulevard, in the CC (Community Commercial) District. Assessor's Parcel Number 088-151-029.

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

Wow Smiles Awning Installation – Vicinity Map

AP-19-1405	1600 North Park Boulevard
Administrative Design Review	APN: 088-151-029



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Planning Application

City of Pittsburg, Community Development Department – Planning Division
65 Civic Avenue, Pittsburg, CA 94565 | Tel: (925) 252-4920 | Fax: (925) 252-4814

TYPE OF APPLICATION REQUESTED:

☐ UP Conditional Use Permit	☐ ZA Zoning Administrator
☐ DR Design Review	☐ TRP Tree Removal Permit
☒ ADR Design Review (Admin)	☐ TA Temporary Activity
☐ GP General Plan Amendment	☐ PPR Preliminary Plan Review
☐ RZ Rezoning (Includes PUD)	☐ MM Minor Modification (wireless)
☐ SUB Major Subdivision	☐ SR Sign Review (Type: _____)
☐ MS Minor Subdivision	☐ Other: _____
☐ VA Variance	

STAFF USE ONLY

Application Number: AP-19-1405

Date Filed: 2/5/19

PROJECT INFORMATION:

Project Name (Business/Development): Wow Smiles

Address/Location of Project: 11600 N Park Blvd.

Assessor's Parcel No(s): 088-151-029

Mapping Address (Latitude/Longitude): -121.8636, 38.0116

Existing General Plan / Zoning Designations: Regional Commercial/ CC

Proposed General Plan / Zoning Designations: n/a

Existing Use: Medical Services Office (Dentist)

Proposed Use: Color Change of Awnings from Red to Teal

Size of Existing Structure(s): 2759 SF

Size of Proposed Additions / New Structure(s): n/a

Amount of New Impervious Surfaces (s.f. or acres)¹: n/a

Property Size (s.f. or acres): 31363 SF No. of Existing Lots: 1 Proposed: 1

Days/Hours of Operation: 8-5pm Mon-Fri

No. of Employees, Existing: 0 Proposed: 10

No. of On-Site Parking Stalls, Existing: _____ Proposed: no change

¹ If over 10,000 square feet, a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

Proposed Project/Use Description:

(Attach additional sheets if necessary. For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

Color change of awnings from red to Teal

APPLICANT INFORMATION:

Applicant Name: Angelica Campa Primary Contact: (707) 396-1891

E-Mail: angelica@wowsmiks.com Phone: _____

Mailing Address: 2150 Northpoint Parkway Santa Rosa CA 95405

Property Owner(s): Orange Center, LLC (Cindy Halvorson Realtor)

E-Mail: chalvorsen22@gmail.com Phone: (415) 827-6238

Mailing Address: _____

Notarized Signature of Agent and/or Property Owner:

Agent (Attach Notary): _____ Date: _____

Property owner/manager (attach notary): _____ Date: _____

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

SUBMITTAL REQUIREMENTS: (to be completed by the applicant)

- ☐ Consultation with Planning Division
- ☐ Completed Planning Application Form
- ☐ 2 sets (minimum) of Project Plans* + 1 electronic set on a flash drive or CD
- ☐ Correct Filing Fees (if paying by check, make payable to "City of Pittsburg")
- ☐ Anticipated Postage Fees for Public Notices (check with Planning Division if applicable)

*One full-sized and one reduced (8.5" x 11" or 11" x 17") required. Please review the Planning Application Submittal Checklist (separate handout) for details about what needs to be included on the project plans.

STAFF USE ONLY

TOTAL FEES PAID*: \$425 Date Rec'd: 2/5/19 By: CP

*Attach Copy of Completed Planning Receipt Form or Developer Deposit Request

**NOTICE OF INTENT
TO CONDUCT A ZONING ADMINISTRATOR PUBLIC HEARING
PURSUANT TO PMC 18.10.050**

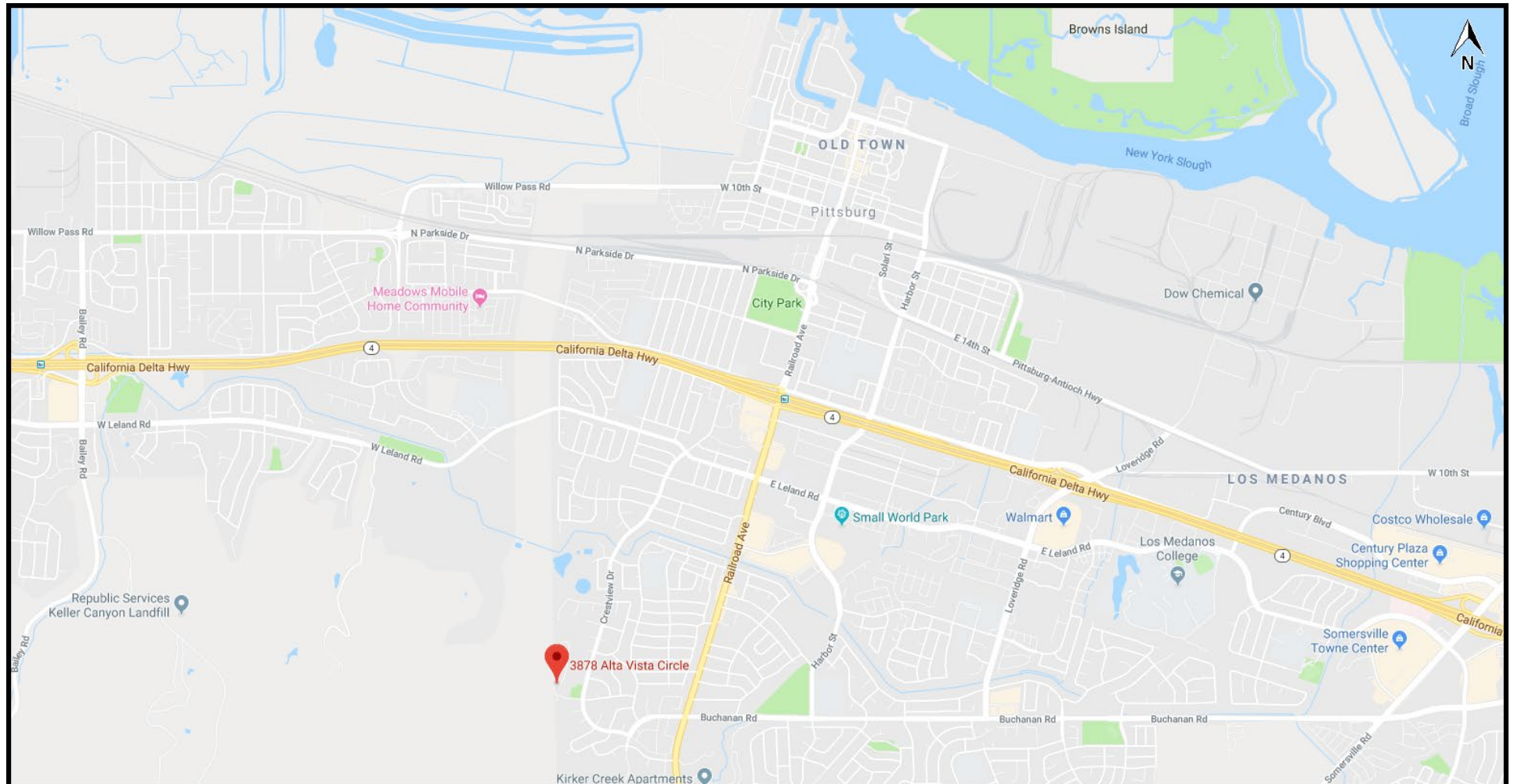
3878 Alta Vista Fence Height Exception, AP-19-1408 (ZA).

This is an application by Damon Preston, requesting Zoning Administrator approval of a fence height exception, where the maximum fence height permitted is three feet, in order to legalize a six-foot-tall wood fence located on a City easement, located at 3878 Alta Vista Circle in the RS-6 (Residential Single Family, 6,000 Square Foot Minimum Lot Size) District. APN: 087-423-010.

This project is delegated to the Zoning Administrator under Pittsburg Municipal Code (PMC) section 18.84.205.F.2.

3878 Alta Vista Fence Height Exception – Vicinity Map

AP-19-1408	3878 Alta Vista Circle
Fence Height Exception	APNs: 087-423-010



3878 Alta Vista Fence Height Exception – Aerial Map

AP-19-1408	3878 Alta Vista Circle
Fence Height Exception	APNs: 087-423-010



Fence Photos 3878 Alta Vista Circle





- Proposed 6-foot tall wood fence to be legalized, (located within 2-feet of corner side property line)
- Property line
- 4-foot Public Utilities Easement



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☐ RZ Rezoning (Includes PUD)	☐ MM Minor Modification (wireless)
☐ SUB Major Subdivision	☐ SR Sign Review (Type: _____)
☐ MS Minor Subdivision	
☐ VA Variance	☒ Other: <u>Fence Height Exception</u>

STAFF USE ONLY

Application Number: AP-19-1408

Date Filed: 2.11.19

PROJECT INFORMATION:

Project Name (Business/Development): Fence @ 3878 Alta Vista

Address/Location of Project: 3878 Alta Vista Cir Pittsburg, CA 94565

Assessor's Parcel No(s): 087-423-010

Mapping Address (Latitude/Longitude): -121.9064, 37.9998

Existing General Plan / Zoning Designations: _____

Proposed General Plan / Zoning Designations: _____

Existing Use: Fence

Proposed Use: Fence

Size of Existing Structure(s): 6'

Size of Proposed Additions / New Structure(s): 6'

Amount of New Impervious Surfaces (s.f. or acres)¹: _____

Property Size (s.f. or acres): _____ No. of Existing Lots: _____ Proposed: _____

Days/Hours of Operation: N/A

No. of Employees, Existing: 0 Proposed: 0

No. of On-Site Parking Stalls, Existing: 0 Proposed: 0

¹ If over 10,000 square feet, a stormwater control plan and related documents may be required per PMC §13.28.050(A)(2). Please contact Planning staff or refer to the Stormwater C.3 Guidebook available at www.cccleanwater.org/construction/nd.php for further guidance.

Proposed Project/Use Description:

(Attach additional sheets if necessary. For sign permits, include length x width x height dimensions, sign copy, colors, and length of building frontage.)

6' Fence located w/in Public ROW.

APPLICANT INFORMATION:

Applicant Name: Damon Preston **Primary Contact:** Email
E-Mail: damon.h.preston@gmail.com **Phone:** 925.595.8974
Mailing Address: 2132 Abbott Ave. Pittsburg, CA 94565

Property Owner(s): Damon Preston
E-Mail: damon.h.preston@gmail.com **Phone:** 925.595.8974
Mailing Address: 2132 Abbott Ave, Pittsburg CA 94565

Notarized Signature of Agent and/or Property Owner:

Agent (Attach Notary): _____ Date: _____
Property owner/manager (attach notary): _____ Date: _____

(If not property owner or manager, provide letter from property owner authorizing agent to sign application.)

SUBMITTAL REQUIREMENTS: (to be completed by the applicant)

- ☐ Consultation with Planning Division
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*One full-sized and one reduced (8.5" x 11" or 11" x 17") required. Please review the Planning Application Submittal Checklist (separate handout) for details about what needs to be included on the project plans.

STAFF USE ONLY

TOTAL FEES PAID*: \$700 **Date Rec'd:** 2/11/19 **By:** _____

*Attach Copy of Completed Planning Receipt Form or Developer Deposit Request