



City of Pittsburg Planning Commission Agenda

05/23/2023

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

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

Planning Commission Members

**Ivelina Popova, Chair
Arlene Kobata, Vice-Chair
Sarah Foster, Commissioner
Alvin Jackson, Commissioner
Donna Smith, Commissioner
Elissa Robinson, Commissioner**

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

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

The Commission requests that you refrain from disruptive conduct during the meeting and that you observe the order and decorum of the Council Chamber. Please 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 Friday, May 19, 2023

CALL TO ORDER

ROLL CALL

PLEDGE OF ALLEGIANCE

DELETIONS, WITHDRAWALS OR CONTINUANCES

COMMENTS FROM THE AUDIENCE

PRESENTATIONS

1. Recommendation on Adoption of the Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination

This is a request for the Planning Commission to determine whether the projects in the proposed Five-Year CIP are consistent with the City's General Plan.

CONSENT

**2. Minutes of May 9, 2023
Minutes of May 16, 2023**

3. General Plan Annual Progress Report for Calendar Year 2022
This is a request for the Planning Commission to: 1) review the draft General Plan Annual Progress Report (APR) for Calendar Year 2022; and 2) authorize its submittal to the City Council, Governor's Office of Planning and Research (OPR), State Housing and Community Development Department (HCD), and Contra Costa Transportation Authority (CCTA).

PUBLIC HEARINGS

4. 1901 Railroad Avenue Massage Therapy, AP-23-0003 (UP)
This is a request for Use Permit approval to establish a massage therapy business within Unit A of a multitenant building at 1901 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan. Assessor's Parcel Number: 086-190-004.

Environmental: The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301. The proposed project qualifies for a Class 1 categorical exemption because the project site is an existing, private structure and the applicant is not proposing any expansion of the existing structure. Therefore, the project will not have a significant effect on the environment and is exempt from the provisions of CEQA.

If the project is approved, Planning Staff will file a Notice of Exemption with the Governor's Office of Planning and Research (OPR) State Clearinghouse and Contra Costa County Clerk-Recorder's Office.

COMMISSION CONSIDERATIONS

ZONING ADMINISTRATOR REPORTS

STAFF COMMUNICATIONS

COMMITTEE REASSIGNMENTS

ADJOURNMENT OF PLANNING COMMISSION MEETING

NOTICE TO PUBLIC

NOTICE TO THE DISABLED AND VISUALLY OR HEARING IMPAIRED

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

GENERAL INFORMATION

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

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
May 23, 2023**

ITEM: Recommendation on Adoption of the Five-Year Capital Improvement Program (CIP) – General Plan Consistency Determination

ORIGINATED BY:

City of Pittsburg Engineering Division, 65 Civic Avenue, Pittsburg, CA 94565

SUBJECT:

This is a request for the Planning Commission to determine whether the projects in the proposed Five-Year CIP are consistent with the City's General Plan.

RECOMMENDATION:

Staff recommends the Planning Commission adopt the attached resolution affirming that the proposed Five-Year CIP for fiscal years 2023/24 through 2027/28 is consistent with the City's General Plan.

BACKGROUND:

The Engineering Division has prepared a draft of the CIP for fiscal years 2023/24 through 2027/28. The CIP categorizes projects into ten categories: Street, Signal, Water, Sewer, Storm, Building, Park, General, Power, and Marina Projects. The projects included in the CIP categorically range in cost. Minor projects would be considered up to \$500,000 and major projects would be considered above \$500,000.

New projects that have been added to the CIP for fiscal years 2023/24 through 2027/28 are highlighted in yellow on Attachment 2 of this report.

The Commission will receive a presentation on the CIP from Dayne Johnson, Assistant City Engineer, under the 'Presentations' portion of the meeting.

PROJECT DESCRIPTION:

Staff reviewed each proposed CIP project and cross-referenced it with the goals and policies of the General Plan as shown on Attachment 3. In reviewing the document, staff found that most CIP projects are directly supported by a General Plan goal or policy. Where no goal or policy was found for a project, further research was conducted to determine if the project would be inconsistent with the General Plan. None of the proposed CIP projects were found to be inconsistent with the General Plan.

Planning Commission Staff Report

GENERAL PLAN/CODE COMPLIANCE:

Government Code: California Government Code Sections 65103(c) and 65403(c) requires that the City's CIP conform to the City's adopted General Plan and authorizes the Planning Commission as the body responsible for making that determination. The Planning Commission must make a determination that the General Plan is consistent with the CIP before the City Council agrees of adoption of the CIP. The last CIP evaluated was presented to the Planning Commission on June 14, 2022, and was determined by the Planning Commission to be consistent with the General Plan. Staff recommends the Commission make the required finding that the current draft of the Five-Year CIP for fiscal years 2023/24 through 2027/28 is consistent with the adopted General Plan.

Environmental: The determination of consistency between the CIP and the General Plan is not considered a project under the California Environmental Quality Act (CEQA) and is, therefore, not subject to CEQA. Individual CIP projects would be subject to further CEQA analysis before the City Council authorizes construction for individual projects.

ANALYSIS:

As stated above, staff believes the Commission can make the required finding that the current draft Five-Year CIP for fiscal years 2023/24 through 2027/28 is consistent with the adopted General Plan.

ACTION REQUIRED:

Move to adopt a Planning Commission Resolution, affirming that the Five-Year CIP for fiscal years 2023/24 through 2027/28 is consistent with the General Plan.

ATTACHMENTS:

1. Proposed Resolution
2. CIP Project Consistency Tables
3. Applicable General Plan Goals and Policies (for reference)
4. Draft Five-Year CIP for FY 2023/24-2027/28

Prepared by: Dayne Johnson, Assistant City Engineer

Attachment No. 1

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Affirming Conformance of the Five-Year)
Capital Improvement Program with the)
City of Pittsburgh General Plan)

Resolution No. _____

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. The City of Pittsburgh's Engineering Division has released a draft city-wide Five-Year Capital Improvement Program (CIP) for fiscal years 2023/24 through 2027/28, to be considered for adoption by the City Council.
- B. Pursuant to California Government Code sections 65103(c) and 65403(c), the proposed CIP must be consistent with the city's adopted General Plan, and the Planning Commission is the body designated to make that determination.
- C. The determination of consistency between the CIP and the General Plan is not considered a project under the California Environmental Quality Act (CEQA); therefore, it is not subject to CEQA review. However, individual CIP projects would be subject to CEQA review prior to City Council authorization for construction on respective projects.
- D. On May 23, 2023, the Planning Commission held a meeting to review the proposed Five-Year CIP for fiscal years 2023/24 through 2027/28 and to consider whether the CIP is consistent with the General Plan, at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "Recommendation on Adoption of Five-Year Capital Improvement Program – General Plan Consistency Determination," dated May 23, 2023, and based on all the information contained in the Planning Division files on the CIP, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburgh, and based on all written and oral testimony presented at the May 23, 2023, meeting, the Planning Commission finds that:
 - 1. All recitals above are true and correct and are incorporated herein by reference.
 - 2. All projects included in the proposed Five-Year CIP for fiscal years 2023/24 through 2027/28 are consistent with the city's adopted General Plan.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 23th day of May, 2023, 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. _____ was adopted by the Planning Commission of the City of Pittsburg on May 23, 2023.

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Attachment No. 3

Applicable General Plan Goals & Policies Implemented by the 5 Year CIP

Land Use	
2-G-19	Encourage further economic development along the Railroad Avenue corridor.
2-G-20	Support the extension of BART to Railroad Avenue, and develop a mixed-use, pedestrian-oriented village surrounding the proposed Station area.
2-P-55	Pursue the extension of the Railroad Avenue linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor and to the Civic Center and City Park.
2-P-49	Ensure that as Loveridge builds out, adequate street connections are provided to efficiently move traffic through and beyond the area's regional and business centers (as designated by the City's traffic Level of Service standards, see Chapter 7: Transportation).
2-P-84	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.

Urban Design	
4-G-8	Provide more attractive streetscaping along the Willow Pass Road corridor.
4-G-11	Initiate streetscape improvements to create an attractive, usable, multi-modal transportation corridor along Leland Road.
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.
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with the California Department of Transportation to design an interchange facility that will accommodate future traffic demands.
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.
4-P-59	Pursue the development of a linear parkway along West Leland Road, west of Bailey Road, linking the Pittsburg/Bay Point BART Station Area to new residential neighborhoods within the southern hills
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limiting through-street connections.

Downtown	
5-G-5	Improve streetscapes within the Downtown, including: clearing public views of the waterfront and the southern hills, providing pedestrian amenities, strengthening transitions btwn land uses, and increasing landscaping and planting more street trees.
5-G-7	Maintain the grid street pattern within the Downtown, and improve connections between downtown and surrounding areas
5-G-8	Provide sufficient parking opportunities to support a vibrant Downtown Commercial Core.
5-P-2	Ensure coordination between the Pittsburg Redevelopment Agency, Planning and Building, Engineering and Economic Development Departments in order to achieve the goals and policies envisioned for the Downtown.
5-P-5	Encourage mixed-use developments within the Commercial Core by providing incentives for residential units, such as live-workspaces or housing on upper stories

Attachment No. 3

5-P-6	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).
5-P-25	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.
5-P-27	Continue the preservation, rehabilitation, and reuse of historically significant structures within the Downtown (as designated in Figure 5-2).
5-P-42	Ensure that new Downtown residential projects preserve and continue the traditional grid street network. Consider extension of the grid street network east of Downtown as existing industrial uses are redeveloped.
5-P-43	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.
5-P-46	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.

Economic Development	
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the city, the Downtown, and the waterfront.

Transportation	
7-G-5	Provide adequate capacity on arterial roadways to meet LOS [level of service] standards and to avoid traffic diversion to local roadways or the freeway.
7-G-11	Coordinate with neighboring communities and regional agencies to establish a continuous regional system of bicycle and pedestrian facilities.
7-G-13	Continue to support programs to improve the mobility of the elderly and handicapped, and ensure that new development is accessible to those with physical impairments, as required by State law.
7-G-14	Develop urban design and streetscape standards and guidelines to improve pedestrian environments and accessibility in new development projects and in Downtown.
7-G-15	Encourage walking as a regular means of transportation for people who live within a half-mile walk of school, work, or routine shopping destinations.
7-G-16	Ensure that current bicycle-friendly roadways, featuring wide shoulders or marked bicycle lanes, are not redesigned to improve traffic LOS, unless all other alternative roadways possible to alleviate congestion are exhausted.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.
7-P-8	Improve intersections as needed to maintain safety on major roadways and traffic levels of service, as described in Goal 7-G-1
7-P-11	Maximize the carrying capacity of arterial roadways by controlling the number of intersections and driveways, minimizing residential access, implementing Transportation Systems Management measures, and requiring sufficient on-site parking to meet the needs of each project (see also Table 7-1).
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.
7-P-13	Upgrade or extend the hillside access routes from Bailey Road, Buchanan Road, Kirker Pass Road, and proposed San Marco Boulevard, as development potential warrants.

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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.
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 projected traffic generation rates. Consider a road alignment within the Restricted Federal Easement area, if abandoned, for access to potential residential neighborhoods.
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.
7-P-21	Design local residential streets and implement traffic-control measures to keep traffic below 5,000 vehicle trips per day.
7-P-22	Avoid adding traffic to roadways carrying volumes above the standards, and consider traffic control measures where perceived nuisance is severe.
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.
7-P-31	Work with Tri-Delta and County Connection to schedule signal timing for arterials with heavy bus traffic, where air quality benefits can be demonstrated.
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.
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.
7-P-39	Ensure that residential and commercial developments provide pedestrian pathways between lots for direct routes to commercial centers, schools, and transit facilities.
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.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.
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 [regional transportation planning committee] in implementing construction of bicycle facilities within the Bicycle Action Plan.
7-P-46	Construction or expansion of roadways and intersections within the City shall not result in the severance of an existing bicycle route, unless an alternative exists or is provided.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.

Open Space, Youth & Recreation	
8-G-1	Develop a high-quality public park system for Pittsburg that provides varied recreational opportunities accessible to all City residents.
8-G-2	Provide parks that reflect the diversity of Pittsburg's natural setting, including creeks and waterways, tree stands, rock outcroppings, and topography.

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8-G-3	Promote a local trail and linear park system to provide access to regional open space areas, as well as connections between neighborhoods.
8-G-5	Maximize public access to and recreational facilities along the city's waterfront areas.
8-G-8	Provide a diversity of recreational and cultural opportunities, including facilities and programs targeted toward local youth and senior residents.
8-G-9	Promote the arts as an integral component of Pittsburg's quality of life, economic vitality, and efforts to build a safe and healthy community.
8-P-2	Pursue the development of park and recreation facilities within reasonable walking distance of all homes.
8-P-3	Develop public parks and recreational facilities that are equitably distributed throughout the urbanized area, and provide neighborhood recreation facilities in existing neighborhoods where such facilities are presently lacking.
8-P-4	Consider park accessibility, use and character as more valuable than size in the acquisition and development of new parks.
8-P-7	Encourage the development or provision of facilities that cater to diverse recreation interests
8-P-8	Preserve areas of riparian and other wildlife habitat, oak woodland, and other significant biotic resources within parks. Design park improvements to be compatible with the preservation of such resource areas.
8-P-12	Ensure that all parks acquired through dedication are at least 2 acres in size within new residential developments (target 5 acres). Accept smaller visual open space areas in new commercial and industrial development for parkland dedications.
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: 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.
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. The City is currently working the development of such a facility.
8-P-29	Enable private and non-profit programs to use City recreational facilities, as needed.
8-P-31	Improve public cultural facilities, including community centers, theatres, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.
8-P-38	Support the preservation, maintenance, and development of community cultural facilities that provide gathering places for cultural exploration, expression, and inspiration.
8-P-45	Promote use of the educational and cultural resources available at the Pittsburg Library.

Resource Conservation	
9-G-5	Preserve and enhance Pittsburg's creeks for their value in providing visual amenity, drainage capacity, and habitat value.
9-G-6	Preserve and protect the Contra Costa Canal from storm drainage and runoff contaminating the City's municipal water supply.

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9-G-7	Comply with Regional Water Quality Control Board regulations and standards to maintain and improve the quality of both surface water and groundwater resources.
9-G-9	Work toward improving air quality and meeting all Federal and State ambient air quality standards by reducing the generation of air pollutants from stationary and mobile sources.
9-P-12	Protect and restore threatened natural resources, such as estuaries, tidal zones, marine life, wetlands, and waterfowl habitat.
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.
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.

Health & Safety	
10-G-1	Minimize risk to life and property from geologic and seismic hazards.
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 appropriate to the project's share of the cumulative effect.
10-P-23	Ensure that all new development (residential, commercial, or industrial) contributes to the construction of drainage improvements in the Kirker Creek and other watersheds in the Planning Area, as required by the City's adopted ordinances.
10-P-36	Maintain, modernize, and designate new sites for emergency response facilities, including fire and police stations, as needed to accommodate population growth.
10-P-38	Ensure that critical facilities, including medical centers, police and fire stations, school facilities, and other structures that are important to protecting health and safety in the community, remain operative during emergencies.

Public Facilities	
11-G-1	Available water supply and distribution capacity should grow proportionally with development patterns and water usage trends. Update City's Water Master Plan to implement General Plan growth projections.
11-G-9	Assess the adequacy of public utilities in existing developed areas, and program needed improvements to coordinate with developing portions of the Planning Area.
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.
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.
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.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines and adjacent to the site.

**STREET PROJECTS
Project Summary**

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	2018	Loveridge and Bailey Corridors	None- not inconsistent
2	2205	West Leland Street Lights	None- not inconsistent
3	2207	West Leland Road Safety Improvements	7-P-23, 7-P-8
4	2232	Pavement Maintenance FY 2020/21	7-P-53
5	3115	Stoneman Avenue Safety Improvements	7-P-38, 7-P-39
6	3117	Patch Paving, Sealing, and Striping	7-G-16
7	4065	2021/2022 CDBG ADA Curb Ramp Installation	7-G-13, 7-P-36
8	2052	Delta De Anza Multimodal Trail Safety Improvements	7-G-15
9	TBD	2023/24 Pavement Management	7-P-53
11	2019	BART Pedestrian & Bicycle Connectivity	None- not inconsistent
12	2028	(HSIP 10) Crestview Drive Safety Improvements	7-G-15, 7-P-38
13	2033	Loveridge Road Maintenance	None- not inconsistent
14	2038	(HSIP 10) Citywide Roadway Improvements	None- not inconsistent
15	2050	Safe Routes to School	7-G-15
16	2051	Marina Blvd Buffered Bicycle Lanes	7-G-11, 7-P-8, 7-P-43, 7-P-46, 7-P-53
17	2133	Trail Crossing Improvements (TDA)	7-P-8, 7-P-38, 7-P-46
18	2228	Citywide Arterial Median Conversion	7-G-14
19	2231	OBAG II Pavement Improvement	7-P-53
20	2239	Annual Citywide Striping & Signage	None- not inconsistent
21	2240/2241	E Leland Road Pavement Maintenance	None- not inconsistent
22	2608	Kirker Pass Road Rehab	None- not inconsistent
23	3015	James Donlon Boulevard Extension	7-P-8, 7-P-12, 7-P-46, 7-P-52, FIG. 7-1, 7-2, 7-3, 7-4
24	3332	Annual Citywide Fence/Soundwall Repairs	None- not inconsistent
25	4066	CDBG ADA Curb Ramp Installation	7-G-13, 7-P-36

STREET PROJECTS
Project Summary

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
26	TBD	2023/2024 CDBG ADA Curb Ramp Installation	7-G-13, 7-P-36
27	TBD	Annual Citywide Traffic Calming	4-P-84, 7-P-22, 7-P-23
28	TBD	Citywide Sidewalk Repair	7-P-38
29	TBD	Linscheid Drive Traffic Calming	4-P-84, 7-P-22, 7-P-23
30	TBD	W. Leland Road Extension Phase 2	

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	2132	Program for Arterial Systems Synchronization (PASS)	7-P-8
2	2227	(HSIP 9) Citywide Traffic Signal Improvements	7-P-8
3	TBD	Countywide Smart Signals	7-P-8
4	TBD	Traffic Signal Interconnect Expansion	7-P-8

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	5005	Water System Master Plan	11-G-1, 11-G-9
2	5006	Water System Reliability Phase I (Buchanan Road Emergency Waterline Repa	11-P-2
3	5063	Bodega Drive Water System Loop	11-P-2
4	5006	Water System Reliability (Cabrillo Place Waterline)	11-P-2
5	5007	Highlands Ranch Tank Improvements	11-P-2
6	5009	Water Treatment Plant Reservoir Control Panel & PLC Replacement	11-P-2
7	5060	Annual Filter Media Replacement	11-P-2
8	5065	Water Treatment Plant Capital Repairs and Improvements	11-P-2
9	5067	Water Treatment Plant Filter Gallery Replacement	11-P-2
10	5071	20 Inch Water Main W. Leland (WTP to SW Hills)	11-P-2
11	TBD	HDPE Water Main Reducer Emergency Repair	11-P-2

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	5205	2017 Sewer and Waterline Rehabilitation	11-P-12
2	5206	Sewer Master Plan Update	11-G-9
3	5003	West Santa Fe Ave. Sewer Water Rehabilitation	11-P-12
4	5201	Highway 4 Trunk Line Relief (Segment A)	11-P-12, 11-P-13
5	TBD	Central Addition Water and Sewer Rehabilitation (Phase 1)	11-P-12

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	1801	Frontage Road Living Green Trail	8-G-3, 8-P-2, 9-P-27
2	8336	Americana Park Bypass Channel	9-G-5
3	TBD	Willow Pass Storm Drain Repair	None - not inconsistent
4	TBD	California Avenue Full Trash Capture Device	9-P-12, 9-G-5, 9-G-6,9-P-28
5	TBD	Citywide Full Trash Capture Devices	9-P-12, 9-G-5, 9-G-6,9-P-29

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	1200	California Theatre Balcony Level Occupancy	None - not inconsistent
2	3118	Corporation Yard Fueling System Replacement	None - not inconsistent
3	3119	Police Department Evidence and Intake Room Improvements	10-P-36
4	3120	Police Department Women's Locker Room Expansion 2	10-P-36
5	3333	California Theater Marquee & Below Stage Modification	None - not inconsistent
6	3334	City Council Chambers Upgrade	None - not inconsistent
7	TBD	Marina Community Center Improvements	None - not inconsistent
8	TBD	60 Civic Building Repair	None - not inconsistent

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	3123	Oak Hills Park Restroom	8-G-1
2	TBD	Buchanan Park Restroom Facility	8-G-1
3	TBD	City Park Restroom Facility	8-G-1
4	TBD	Outdoor Fitness Area	8-G-1
5	3040	Buchanan Park Pond Loop Replacement	8-G-1, 8-G-8
6	3071	Annual Playground Replacement	8-G-1
7	3072	City Park Soccer Field Turf Replacement	8-G-1
8	3073	Annual Park Features Replacement	8-G-1
9	3074	Biennial Restroom Replacement/Rehabilitation	8-G-1
10	3075	Annual Citywide Park Sign Replacement Program	8-G-1
11	3076	Biennial Playfield Replacement	8-G-1
12	3080	Pittsburg Premier Fields	8-G-1, 8-G-8, 8-P-28

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	2215	Updated City Standard Specifications and Standard Details	None - not inconsistent
2	5404	East 3rd Street Remediation	9-G-5
3	1750	Youth Skate Plaza	8-P-28
4	1800	Citywide Alternative Fuel Infrastructure & Fleet Upgrades	None - not inconsistent
5	1802	Police Department Electric Vehicle Chargers	None - not inconsistent
6	3018	Police Department Security Fence	None - not inconsistent
7	3019	Reviving the Heart of Pittsburg Pride	5-P-25
8	TBD	Buchanan Road Slope Repair	10-G-1
9	TBD	City Limit Entrance Features	4-G-8, 4-P-38
10	TBD	Landscape Master Plan	None - not inconsistent

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	5515	Basin 3 Dredge	8-P-7
2	6240	Residential Channel Dredge	8-P-7
3	TBD	Marina Security Cameras	None - not inconsistent
4	3022	Riverview Park Fishing Pier	8-G-5, 8-P-26
5	5504	Central Harbor Park (CHP) & Boat Launch Facilities (BLF)	8-G-1
6	TBD	Former NRG Wharf Shore Power	8-G-5
7	TBD	Waterfront Breakwater Maintenance	10-G-1

Legend:

	New CIP Projects
	Completed CIP Projects

Item No.	Project Number	Project Name	Supporting General Plan Policies
1	5816	Duct Bank and Vault Replacements	None - not inconsistent
2	5820	Waterfront Area Reliability	None - not inconsistent
3	5821	Outage Recovery	None - not inconsistent
4	5825	Station F Reconstruction	None - not inconsistent
5	TBD	Electrical Substation Battery Replacement	None - not inconsistent
6	TBD	RA Replacement	None - not inconsistent
7	TBD	Water Treatment Plant Alternative Fuel Conversion	None - not inconsistent



City of
Pittsburg
California

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

2023/24 — 2027/28

DRAFT



**65 CIVIC AVENUE
PITTSBURG, CA 94565**



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DRAFT May 15, 2023

FY 2023/24 - FY 2027/28

FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

The Honorable Mayor, Members of the City Council, and Citizens of Pittsburg
Pittsburg, California 94565

Dear Mayor, Members of the City Council, and Citizens of Pittsburg:

We are pleased to submit the 2023/24 – 2027/28 Capital Improvement Program (CIP) outlining the City of Pittsburg’s five-year infrastructure and capital planning needs. This document is prepared separately from the City’s Operating Budget to provide a more thorough and detailed description of the capital improvement projects contained within. The CIP projects have been carefully evaluated to ensure: 1) the City’s capital improvement needs are met, both now and in the future and 2) they support the City’s Mission Statement and General Plan.



JOHN SAMUELSON, P.E., CITY ENGINEER, CE 67734

Public Works Director/City Engineer



CITY OF PITTSBURG
FY 2023/24 - FY 2027/28
FIVE-YEAR CAPITAL IMPROVEMENT PROGRAM

City Council

Shanelle Scales-Preston.....MAYOR
Juan Antonio Banales.....VICE MAYOR
Jelani Killings.....COUNCIL MEMBER
Dionne Adams.....COUNCIL MEMBER
Angelica Lopez.....COUNCIL MEMBER

Executive Team

Garrett Evans.....CITY MANAGER
Maria Aliotti.....ASSISTANT CITY MANAGER
John Samuelson, P.E.....DIRECTOR OF PUBLIC WORKS/CITY ENGINEER

PREPARED BY
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Draft May 12, 2023



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OVERVIEW

The City of Pittsburg's (City) 5-Year Capital Improvement Program (CIP) is a multi-year planning instrument for all individual capital improvement projects and funding sources, such as construction of new facilities and infrastructure. CIP also oversees the expansion, rehabilitation, or replacement of existing City-owned assets. The 5-Year CIP is developed by City Staff and is adopted by the City Council as a guide for prioritization of various projects to accomplish goals for our community. The CIP is updated regularly to reflect changing priorities and funding availability, and to remove projects that have been completed.

The CIP aims to enhance the quality of life in the City by making improvements to the structures, systems, facilities, and utilities that serve the community. The assets they install, replace, and rehabilitate are to be used for decades.

This 5-Year CIP for Fiscal Year (FY) 2023/24 through FY 2027/28 includes **83** current or new projects with a total estimated cost of **\$502,000,000** for the benefit of the residents of Pittsburg which includes projects proposed by Pittsburg Power Company at the Island Energy facility on Mare Island in Vallejo.

Each of the proposed projects meets one or more of the following criteria:

- Elimination of potentially hazardous or unsafe conditions and potential liability
- Replacement of high-maintenance, inefficient or ineffective infrastructure
- Improvement to and/or creation of new services to the public
- Compliance with regulatory requirements and mandates
- Stimulation of the local economy and elimination of blighted conditions
- Compliance with the City of Pittsburg General Plan
- Preservation of existing assets

The schedule and prioritization of CIP projects are based on available funding, benefit to the public, and funding restrictions. The staff has solicited comments from department management and other City staff to evaluate projects proposed for inclusion in the CIP. Every project on the list has been objectively evaluated and ranked to allow decision-makers to make the best use of available funding resources.

Capital Improvement Program (CIP) Prioritization Policy and Descriptors

For an effective CIP, factors are used to guide City Council to prioritize the needs of the community. These factors are vetted through internal staff (TEAM) that will continuously review and adjust existing and proposed CIP projects. The TEAM consists primarily of the City Manager's Office, Community and Economic Development, Community Services, Environmental Services, Finance, Public Works, and Recreation Departments. The TEAM will provide guidelines and procedures to maintain consistency across all departments responsible in managing the assets of the City of Pittsburg.

City Council will use this prioritization policy as a guide, based on the list of existing and potential CITY projects, to accomplish community goals. Factors analyzed consist of, but is not limited to, the following:

- Federal, State and Local regulations.
- Demands due to increased population and development.
- Potential for increased efficiencies in infrastructure.
- Maintenance of existing service level and Quality of Service.
- Risk to Health, Safety and Environment and Regulatory or Mandated Requirements.



- Funding Availability.
- Community Investment and Economic Prosperity.
- Sustainability and Conservation.
- Multiple Cross Relationship Opportunities.

The prioritization of CIP projects will be included in a five-year program planning period that will have priority levels assigned to each project. Prioritization will be based upon the descriptors within each asset category, and have been grouped into the following:

- **Priority Level 1: Essential (High)**– Projects in the Level 1 category are the highest priority projects. These projects are current in status and prioritized to protect the health, safety, and welfare of the general public.
 - **Priority Level 1 Descriptors:**
 - 1A. Ongoing Projects – Currently under construction.
 - 1B. Legal/Regulatory Obligations – Required by Federal, State, County or other municipal requirements.
 - 1C. Safety/Emergency Obligations – Ensure the safety of the citizens, mitigate emergencies, and reduce liability to the City.
 - 1D. Development – Required due to development projects.
 - 1E. Consensus Priority – Identified as a consensus goal by City Council.
- **Priority Level 2: Required (Medium)**– Projects in the Level 2 category are medium priority. These projects should replace facilities that are past the service life according to industry standard practice or to make a determination that a retrofit of the existing facilities is cost effective and/or efficient.
 - **Priority Level 2 Descriptors:**
 - 2F. Development – Funded entirely with Development Impact Fee funds.
 - 2G. Agency Assisted – Relying on outside agencies for funding, including grants, which may have funding expenditure deadlines.
 - 2H. Service Increase/Maintenance – Increase the efficiency or maintain the existing service levels of City systems.
- **Priority Level 3: Goals (Low)** – Projects in the Level 3 category are low priority which are “desirable and optional” projects if appropriate funding avenues exist.
 - **Priority Level 3 Descriptors:**
 - 3I. Aesthetic Improvements – Enhances the appearance of City facilities.
 - 3J. Any project which does not meet any of the above criteria.

Proposed funding for the listed projects is according to their priority ranking or available funding. The staff obtain funding projections and available funding for current and future projects from the City’s Finance Department and apply them to the CIP accordingly. These projects will receive further evaluation in the next 5-Year CIP update beginning in FY 2024/25.



ACCOMPLISHMENTS FROM FY 22/23

On July 18, 2022, the City Council approved the Five-Year Capital Improvement Program for FY 2022/23-26/27 and allocated funds to projects with adoption of Resolution 22-14125. Some of the projects from the previous 5-year CIP have been completed or have had some form of action taken towards implementation. Below is a summary of accomplishments since the City Council's approval of the last 5-Year CIP update:

1. COMPLETED CIP PROJECTS

There are 15 completed CIP projects which are those projects that have been completed since adoption of the previous 5-year CIP or are in close-out phase.

These projects include the following:

Completed (15 Projects)	
Project No.	Project Name
1200	California Theatre Balcony Level Occupancy Project
2018	Loveridge and Bailey Corridors
2205	West Leland Street Lights
2207	West Leland Road Safety Improvement Project
2215	Updated City Standard Specifications and Standard Details
2232	Pavement Maintenance FY 2020/21 Project
3115	Stoneman Avenue Safety Improvements Project
3117	Patch Paving, Sealing, and Striping Project
3123	Oak Hills Park Restroom
4065	2021/2022 CDBG ADA Curb Ramp Installation Project
5005	Water System Master Plan
5006	Water System Reliability Phase 1 (Buchanan Road Emergency Waterline Repair Project)
5063	Bodega Drive Water System Loop Project
5205	2017 Sewer and Waterline Rehabilitation Project
5206	Sewer Master Plan Update Project



2. ACTIVE CIP PROJECTS

There are **83** active projects which are those projects that Staff is currently planning, are being designed or have been designed, are out for contractors to bid on, or are under construction. They include the following:

Streets (23 Projects)		
No.	Project No.	Project Name
1	2019	BART Pedestrian & Bicycle Connectivity
2	2028	(HSIP 10) Crestview Drive Safety Improvements
3	2033	Loveridge Road Maintenance
4	2038	(HSIP 10) Citywide Roadway Improvements
5	2050	Safe Routes to School
6	2051	Marina Blvd Buffered Bicycle Lanes
7	2052	Delta De Anza Multimodal Trail Safety Improvements
8	2133	Trail Crossing Improvements (TDA)
9	2228	Citywide Arterial Median Conversion
10	2231	OBAG II Pavement Improvement
11	2241	E Leland Road Pavement Maintenance
12	2608	Kirker Pass Road Rehab
13	3015	James Donlon Boulevard Extension
14	3332	Annual Citywide Fence/Soundwall Repairs
15	4066	CDBG ADA Curb Ramp Installation
16	2219/2229/2239	Annual Citywide Striping & Signage
17	TBD	Annual Citywide Sidewalk Replacement
18	TBD	DeSauliner Street Improvements
19	TBD	2023/2024 CDBG ADA Curb Ramp
20	TBD	Pavement Management
21	TBD	Citywide Traffic Calming
22	TBD	Linscheid Drive Traffic Calming
23	TBD	W. Leland Road Extension Phase 2
Signal (3 Projects)		
No.	Project No.	Project Name
1	2132	Program for Arterial Systems Synchronization (PASS)
2	2227	(HSIP 9) Citywide Traffic Signal Improvements
3	TBD	Installation of Emergency Vehicle Preemption at 6 intersections



Water (8 Projects)		
No.	Project No.	Project Name
1	5006	Water System Reliability (Cabrillo Place Waterline)
2	5007	Highlands Ranch Tank Improvements
3	5009	Water Treatment Plant Reservoir Control Panel & PLC Replacement
4	5060	Annual Filter Media Replacement
5	5065	Water Treatment Plant Capital Repairs and Improvements
6	5067	Water Treatment Plant Filter Gallery Replacement
7	5071	20" Main W. Leland (WTP to SW Hills) Phase I (Seg 3W and 6W)
8	TBD	HDPE Water Main Reducer Emergency Repair
Sewer (3 Projects)		
No.	Project No.	Project Name
1	5003	West Santa Fe Ave. Sewer Water Rehabilitation
2	5201	Highway 4 Trunk Line Relief (Segment A)
3	TBD	Central Addition Water and Sewer Rehabilitation (Phase 1)
Storm (5 Projects)		
No.	Project No.	Project Name
1	TBD	California Avenue Full Trash Capture Device
2	TBD	Citywide Full Trash Capture Devices
3	8336	Americana Park Bypass Channel
4	1801	Frontage Road Living Green Trail
5	TBD	Willow Pass Storm Drain Repair
Building (5 Projects)		
No.	Project No.	Project Name
1	3118	Corporation Yard Fueling System Replacement
2	3119	Police Department Evidence and Intake Room Improvements
3	3120	Police Department Women's Locker Room Expansion 2
4	3333	California Theater Marquee & Below Stage Modification
5	3334	City Council Chambers Upgrade



Parks (13 Projects)		
No.	Project No.	Project Name
1	3040	Buchanan Park Pond Loop Replacement
2	3071	Annual Playground Replacement
3	3072	City Park Soccer Field Turf Replacement
4	3073	Annual Park Features Replacement
5	3074	Biennial Restroom Replacement/Rehabilitation
6	3075	Annual Citywide Park Sign Replacement Program
7	3076	Biennial Playfield Replacement
8	3080	Premier Fields
9	TBD	Marina Community Center Improvements
10	TBD	Outdoor Fitness Area
11	TBD	City Park Restroom Facility
12	TBD	Buchanan Park Restroom Facility
13	TBD	Old Growth Tree Care
General (8 Projects)		
No.	Project No.	Project Name
1	1750	Youth Skate Plaza
2	1800	Citywide Alternative Fuel Infrastructure & Fleet Upgrades
3	1802	Police Department Electric Vehicle Chargers
4	3018	Police Department Security Fence
5	3019	Railroad Avenue Beautification
6	TBD	Landscape Master Plan
7	TBD	60 Civic Building Repair
8	TBD	Buchanan Road Slope Repair
Marina (8 Projects)		
No.	Project No.	Project Name
1	3022	Riverview Park Fishing Pier
2	5404	East 3rd Street Remediation
3	5504	Central Harbor Park (CHP) & Boat Launch Facilities (BLF)
4	5515	Basin 3 Dredge
5	6240	Residential Channel Dredge
6	TBD	Marina Security Cameras
7	TBD	Waterfront Breakwater Maintenance
8	TBD	Former NRG Wharf Shore Power
Power (7 Projects)		
No.	Project No.	Project Name
1	5816	Duct Bank and Vault Replacements
2	5820	Waterfront Area Reliability
3	5821	Outage Recovery
4	5825	Station F Reconstruction
5	TBD	Electrical Substation Battery Replacement
6	TBD	Water Treatment Plant Alternative Fuel Conversion
7	TBD	RA Replacement



PROJECT CATEGORIES/POTENTIAL FUNDING SOURCES

The projects included in the FY 2023/24 – FY 2027/28 CIP have been divided into eight categories. Projects included in the 5-year CIP are those that are a high priority and are fully funded, partially funded, or unfunded. Below is a description of the categories, funding requirements, as well as potential funding issues that may be affecting a particular project category.

These categories (with abbreviations) include:

Streets (ST)

This section includes street rehabilitation and reconstruction as well as medians, striping, curb & gutter, street lighting, and traffic calming.

Funding Sources:

Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, and Infrastructure Repair and Replacement Funds (IRRF), are the primary sources of funding for street projects. Additional funding comes from various grants that are available through agencies on the federal, state, and local level.

The current 5-year CIP identifies **23** street projects totaling **\$367 million** that are included as current or proposed projects. A combination of new roadways and pavement rehabilitation/maintenance projects make up this category.

Funding Issues:

Developments fees are included as funding sources for new roadways but only when the development is proposed and moving forward.

Pavement rehabilitation/maintenance of existing streets are ranked according to the Pavement Condition Index (PCI) on a scale of 1 to 100. The PCI will increase when pavement rehabilitation/maintenance projects are performed. According to the current Pavement Management Technical Assistance Program (P-TAP) report and data from the City's pavement management software, Streetsaver, the current average PCI number for the City's streets is **59**. To maintain the City's current average PCI number requires approximately **\$4.5 million** per year for new pavement rehabilitation/maintenance projects. To increase the PCI by 5 points the City will need to allocate approximately **\$7.5 million** per year for new pavement rehabilitation/maintenance projects.

Signal Projects (S):

This section includes intersections that currently warrant a traffic signal, will warrant a signal soon, or need upgrades to the existing signals or signal timing.

Funding Sources:

The primary funding sources for signal projects are Measure J, Developers, HUTA Gas Tax, RMRA Gas Tax, LTMF, and Infrastructure Repair and Replacement Funds (IRRF). Additional funding can be provided by grants from outside agencies.

The current 5-year CIP identifies **3** signal projects totaling **\$1.5 million** that are included as current or proposed projects.

Funding Issues:

Installation of traffic signals is usually funded by Transportation Mitigation Funds, developers, or a combination of the two. For those signal projects not eligible for these funds, various grants, HUTA, RMRA, and Measure J funds are also available. However, use of HUTA, RMRA, and Measure J funds for this purpose reduces funding availability for street rehabilitation and maintenance projects. Signal equipment, upgrades, and maintenance compete for funding along with other pavement and O&M CIP projects.



Water Projects (W):

This section includes water system improvements that have been identified as a maintenance problem or are included in the Water System Master Plan as requiring installation or upgrade.

The current 5-year CIP identifies **8** water projects totaling nearly **\$55 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category are Water Operations Fund, Water Facility Reserve Fund, 2005 Water Bond, and Developers.

Funding Issues:

The City's Water Operations Fund, which is comprised of customer service payments, is the usual source of funds for the rehabilitation, maintenance, and upgrade of the City's water system. Projects that provide for system expansion are funded by new development through the Water Facility Reserve fund, which is derived from connection fees from new development.

Sewer Projects (SS):

This section includes sewer system improvements that have been identified as a maintenance problem or are included in the Wastewater Collection System Master Plan as requiring installation or upgrade.

The current 5-year CIP identifies **3** sewer projects totaling **\$15.4 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category are Sewer Operations Fund, Sewer Facility Reserve and Developers.

Funding Issues:

Rehabilitation, upgrade, and maintenance of the City's sanitary sewer system is usually funded by the City's Sewer Operation Fund, which is derived from customer service charges. Projects for system expansion are funded by new development connection facility reserve charges. Currently there are sufficient funds to finance new projects in the immediate future.

Storm Drain Projects (SD):

This section includes storm drainage improvements identified as a flood hazard, maintenance problem or included in the Stormwater Management Plan as requiring installation or upgrade.

The current 5-year CIP identifies **5** storm drain projects totaling **\$6.9 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category are NPDES Fund (very limited and restricted), Developers, IRRF, and Kirker Creek Drainage Fund

Funding Issues:

Installation, upgrade, and maintenance of the City's storm drain system have been typically funded by NPDES funds or grants. An additional source of funding for certain eligible projects is the Kirker Creek Drainage Fund, a restricted funding source. The amount available from each of these funding sources is very limited.



The City adopted a Fiscal Sustainability Ordinance that, among other things, created an Infrastructure Repair and Replacement Fund (IRRF) that could receive a portion of future City budget surpluses and excess one-time revenues. This fund would be used to fund repair and capital improvement projects related to the City's infrastructure including streets, roads, parking lots, and storm drains. These funds cannot be counted on as a regular funding source for storm drainage projects.

Staff has requested authorization to apply for a FEMA grant to help fund the currently planned storm drain project and one additional storm drain project.

Building Projects (B):

This section includes improvements, rehabilitation, or new construction of City-owned buildings.

The current 5-year CIP identifies **5** building projects totaling **\$3.2 million** that are included as current or proposed projects.

Funding Sources: General Fund

Funding Issues:

Construction of new and improvements to existing City owned buildings were previously funded by the RDA. Other funding sources are grants and Park Dedication Funds. These funds do not contribute to the additional maintenance costs incurred once the new City owned facilities are in service. The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Park Projects (PK):

This section includes improvements, rehabilitation, or new construction of parks and recreational facilities throughout the City.

The current 5-year CIP identifies **13** park projects totaling **\$24.7 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category are Park Dedication Fund (PDF), and grants from outside agencies.

Funding Issues:

Construction of new parks and improvements to existing City parks are usually funded by the City's Park Dedication Fund (PDF). Other sources of funding have been grants.

Park construction grants and other funds typically are for construction of new improvements or rehabilitation of existing facilities, and do not provide for maintenance. Expenditure of these funds usually results in an increase to the Parks and Maintenance Services' operational and maintenance costs. However, these funding sources can be used for improvements that may reduce maintenance costs, such as artificial turf or centralized irrigation. Due to the relative unavailability of operation and maintenance (O&M) funding, staff evaluate new park proposals carefully to consider future cost impacts and to identify funding for operational and maintenance costs. Construction of new parks or improvements may be postponed to a later date when additional funding is available. New parks will need to account for potential droughts. Alternative sources of irrigation water or plant material will need to be evaluated as funding for new facilities becomes available.

Another source of funding needs to be identified to fund the O&M for new facilities and improvements, or new construction will need to be reduced or eliminated to ensure proper maintenance of existing facilities. One possible source of additional O&M funding for parks is an increase in the landscape and lighting district assessments.



General Projects (G):

This section includes projects that do not fall into any of the other categories but are included in the 5-Year CIP.

The current 5-year CIP identifies **8** general projects totaling **\$14.1 million** that are included as current or proposed projects.

Funding Sources:

Funding varies due to the unique nature of these projects.

Funding Issues:

Projects listed in the General Projects section of the CIP are funded by various sources. It is difficult to identify funds that are eligible for many of these projects other than the City's General Fund. An additional source of funding needs to be identified or created to fund the various projects in the General Projects category.

Marina Projects (M):

This section includes projects that are in the 5-Year CIP related to the City owned and maintained marinas.

The current 5-year CIP identifies **8** Marina projects totaling **\$17.7 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category of projects are the Marina Enterprise Fund and Waterfront Operations.

Funding Issues:

Projects listed in the Marina Projects section of the CIP are generally funded by the revenue collected at the marina from gasoline sales and boat slip rentals. If other funding sources are not identified, there may be a need to increase fees and prices to increase revenues to pay for construction of additional CIP projects.

Pittsburg Power Projects (PP):

This section includes projects that are included in the 5-Year CIP for construction by Pittsburg Power (PP) or Island Energy (IE).

The current 5-year CIP identifies **7** Pittsburg Power Company projects totaling **\$5.9 million** that are included as current or proposed projects.

Funding Sources:

The primary funding sources for this category are the Pittsburg Power and Island Energy funds.

Funding Issues:

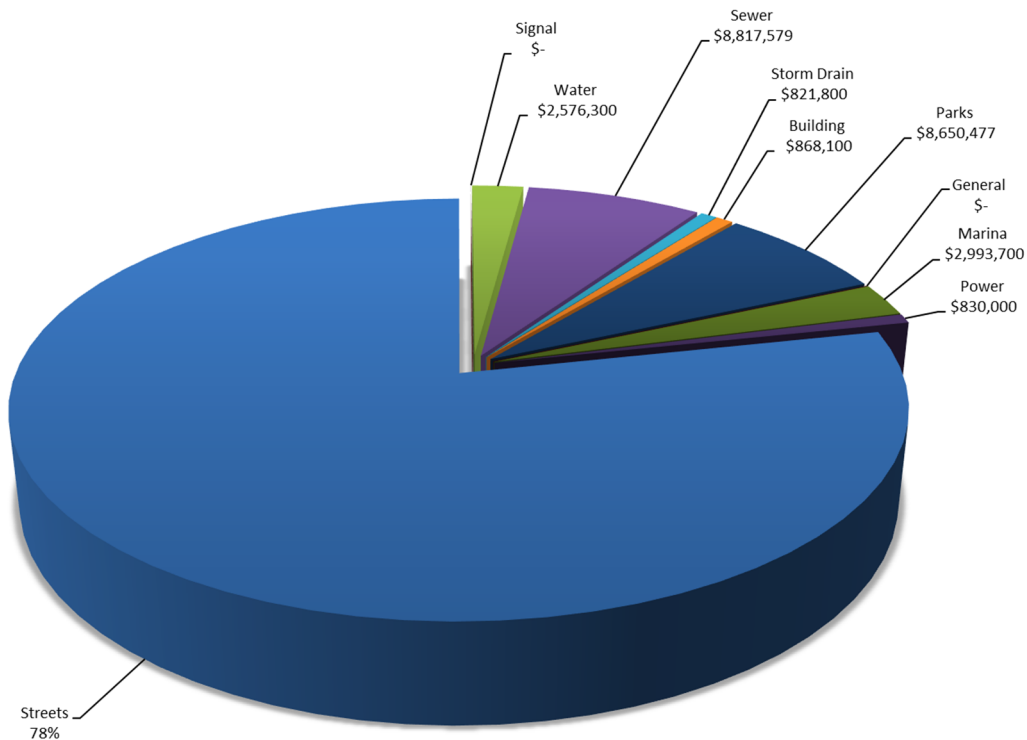
Projects listed in the Pittsburg Power Projects section of the CIP are funded by revenues collected by Island Energy (IE) and Pittsburg Power. These funds have occasionally been used to fund programs and projects within the City of Pittsburg. Projects currently included in the CIP as funded by Pittsburg Power or Island Energy are for power related projects at the Island Energy facility on Mare Island in Vallejo.



CAPITAL IMPROVEMENT PROGRAM SUMMARY

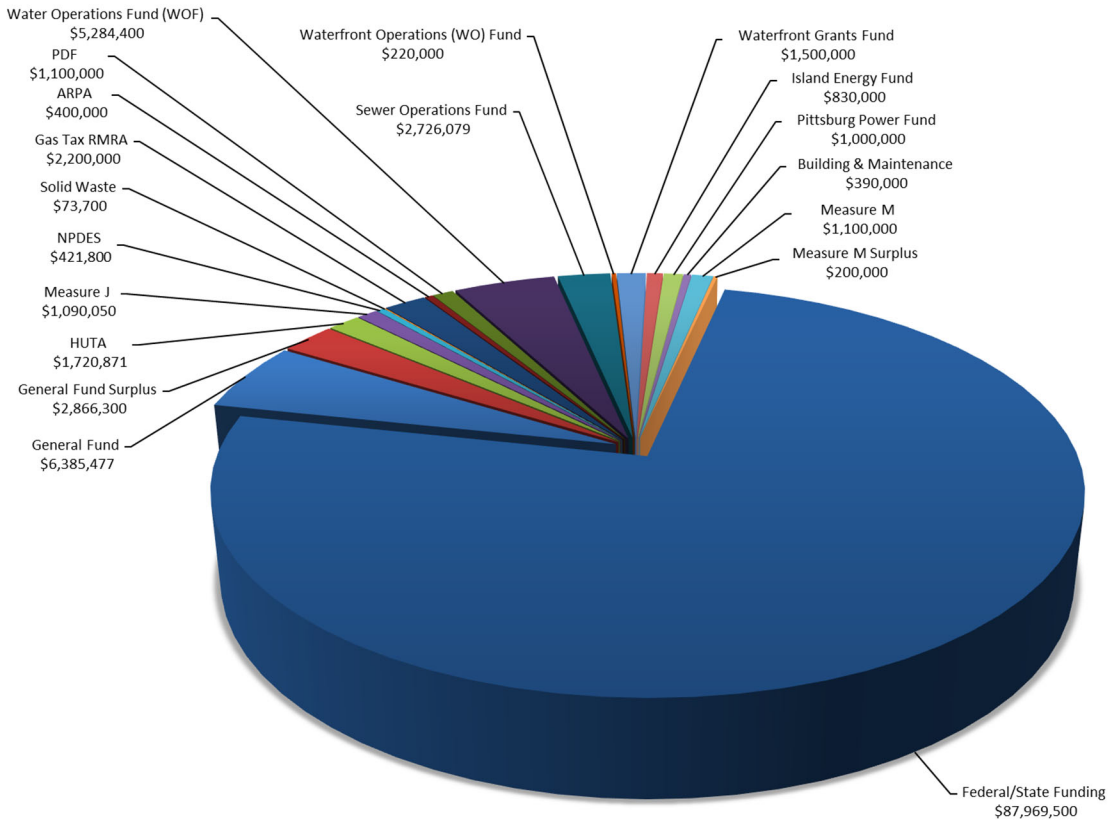
The following table summarizes the total estimated project expenditures planned, by category, for the projects included in the 5-Year CIP FY 2023/24 through 2027/28. The table also indicates the projected year those funds are anticipated to be expended. At this time, new funding will be requested only for projects planned to begin planning, design, and/or construction in FY 2023/24. The remaining projects are projections based on estimates for the project costs and funds available. This table includes projects that are anticipated to be funded during the 5-year period. Amounts in the Current Funding column have previously been allocated by City Council through other actions.

Capital Improvement Program Funding by Category						
Category	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Total Per Category
	(\$)	(\$)	(\$)	(\$)	(\$)	
Streets	\$ 6,137,221	\$ 379,000	\$ 646,000	\$ 400,000	\$ 84,358,000	\$ 91,920,221
Signal	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water	\$ 495,300	\$ 1,556,000	\$ 175,000	\$ 175,000	\$ 175,000	\$ 2,576,300
Sewer	\$ 417,500	\$ 3,444,000	\$ 4,956,079	\$ -	\$ -	\$ 8,817,579
Storm Drain	\$ 256,800	\$ 55,000	\$ 455,000	\$ 55,000	\$ -	\$ 821,800
Building	\$ 528,100	\$ 340,000	\$ -	\$ -	\$ -	\$ 868,100
Parks	\$ 8,650,477	\$ -	\$ -	\$ -	\$ -	\$ 8,650,477
General	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Marina	\$ 1,993,700	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 2,993,700
Power	\$ 390,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 830,000
Total Per Fiscal Year	\$18,869,098	\$6,884,000	\$6,342,079	\$740,000	\$84,643,000	\$117,478,177





Capital Improvement Program Funding by Source							
Category	Fund Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28	Total Per Funding Source
		(\$)	(\$)	(\$)	(\$)	(\$)	
General Fund	110	\$ 6,385,477	\$ -	\$ -	\$ -	\$ -	\$ 6,385,477
General Fund Surplus	-	\$ 2,866,300	\$ -	\$ -	\$ -	\$ -	\$ 2,866,300
HUTA	203	\$ 745,871	\$ 154,000	\$ 421,000	\$ 275,000	\$ 125,000	\$ 1,720,871
Measure J	204	\$ 590,050	\$ 125,000	\$ 125,000	\$ 125,000	\$ 125,000	\$ 1,090,050
NPDES	207	\$ 256,800	\$ 55,000	\$ 55,000	\$ 55,000	\$ -	\$ 421,800
Solid Waste	210	\$ 73,700	\$ -	\$ -	\$ -	\$ -	\$ 73,700
Gas Tax RMRA	228	\$ 2,200,000	\$ -	\$ -	\$ -	\$ -	\$ 2,200,000
ARPA	298	\$ -	\$ -	\$ 400,000	\$ -	\$ -	\$ 400,000
PDF	304	\$ 1,100,000	\$ -	\$ -	\$ -	\$ -	\$ 1,100,000
Water Operations Fund (WOF)	501	\$ 734,400	\$ 1,556,000	\$ 2,644,000	\$ 175,000	\$ 175,000	\$ 5,284,400
Sewer Operations Fund	521	\$ 239,000	\$ -	\$ 2,487,079	\$ -	\$ -	\$ 2,726,079
Waterfront Operations (WO) Fund	540	\$ 220,000	\$ -	\$ -	\$ -	\$ -	\$ 220,000
Waterfront Grants Fund	541	\$ 1,500,000	\$ -	\$ -	\$ -	\$ -	\$ 1,500,000
Island Energy Fund	580	\$ 390,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 110,000	\$ 830,000
Pittsburg Power Fund	590	\$ -	\$ 1,000,000	\$ -	\$ -	\$ -	\$ 1,000,000
Building & Maintenance	621	\$ 50,000	\$ 340,000	\$ -	\$ -	\$ -	\$ 390,000
Measure M	-	\$ 900,000	\$ 100,000	\$ 100,000	\$ -	\$ -	\$ 1,100,000
Measure M Surplus	-	\$ 200,000	\$ -	\$ -	\$ -	\$ -	\$ 200,000
Federal/State Funding	-	\$ 5,580,300	\$ 4,281,250	\$ -	\$ 2,040,000	\$ 76,067,950	\$ 87,969,500
Total Per Fiscal Year		\$24,031,898	\$7,721,250	\$6,342,079	\$2,780,000	\$76,602,950	\$117,478,177



Unfunded	\$390,521,823
Total Project Costs	\$508,000,000

**FUNDING SOURCES**

The following section discusses the major funding sources available to fund CIP projects. Funding amounts included in the Current Funds Available column are those that are available for use as of the date this document was prepared. Funding amounts listed for the remaining fiscal years are estimated net funds available for use as a funding source for construction of CIP projects. New funding is requested only for projects planned for FY 2023/24. The remaining projects for FY 2023/24 through FY 2027/28 are projections based on anticipated funding availability. Enterprise funds are budgeted to maintain a reserve equal to 30% of their operating expenses.

Restricted vs. Un-Restricted Funding Sources

Funding sources for CIP projects include those considered restricted funds that can finance only specific types of projects. Examples of restricted funds are Water, Sewer, Park Dedication, HUTA, RMRA, Measure J, Infrastructure Repair and Replacement Fund, and Traffic Mitigation. These funds vary in their project restrictions.

Other funding sources included in the CIP are unrestricted funds that can be used on any type of project. An example of an unrestricted fund would be the City's General Fund and the Pittsburgh Power Company Fund.

Fund Balances and Projected Funding Availability

The major sources of funding (and their abbreviations) for projects included in the current 5-Year CIP are as follows (fund balances estimated as of June 2023):

General Fund (GF)

The General Fund's major revenue sources include property and sales taxes, franchise taxes, other taxes, and intergovernmental revenue, permits, licenses and fees.

Current and Projected General Fund Availability: Fund 110

General Fund (110)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
2023/24 Pavement Management		\$600,000				
Pittsburg Premier Fields	3080	\$5,785,477				
CIP Expenditures		\$6,385,477	\$0	\$0	\$0	\$0

General Fund Surplus

A General Fund surplus is the amount of revenue available for new spending commitments after paying for the costs of programs under current law.

Current and Projected General Fund Surplus Availability

General Fund Surplus						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
2023/24 Pavement Management		\$1,251,300				
Pittsburg Premier Fields	3080	\$1,615,000				
CIP Expenditures		\$2,866,300	\$0	\$0	\$0	\$0

Highway User Tax Account Gas Tax Fund (HUTA)

The gas tax referred to as HUTA may be used to fund pavement rehabilitation projects. As of July 1, 2023, the Huta Fund is projected to have a balance of approximately \$695,000. In FY 2023/24, Pittsburg is expected to receive a total of \$1,800,000 in HUTA funds. Of this amount, \$1,200,000 is allocated to pay maintenance expenses. The combination of HUTA and Measure J funds received by the City varies and yields an average of \$1,300,00 per year for street and pavement projects after O&M costs are deducted. If these funds were dedicated entirely to capital projects for maintaining pavement, the total would still be insufficient to maintain the current PCI. The Gas Tax is comprised of State and Local taxes on the sale of gasoline. Revenues for this fund are dependent on the overall economy and gasoline usage. This can vary according to economic conditions and the increasing number of fuel efficient and electric vehicles on the road. This tax is administered by the State Board of Equalization in accordance with California Local Motor Vehicle Fuel Taxation Law. These funds can be used for maintenance of existing roads, construction of new roads, streetlights, traffic signals, and street medians.

Current and Projected HUTA Funding Availability: Fund 203

HUTA (203)						
Description:	Project Number	Current FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
HSIP 10 Crestview Drive Safety Improvements	2028	\$51,700				
Delta De Anza Multimodal Trail Safety Improvements	2052	\$33,000	\$29,000	\$296,000	\$150,000	
Kirker Pass Road Rehabilitation	2608	\$36,171				
Annual Citywide Fence/Soundwall Repairs	3332	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
Annual Citywide Striping & Signage	2219/2229/ 2239	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
2023/24 Pavement Management		\$500,000				
CIP Expenditures		\$745,871	\$154,000	\$421,000	\$275,000	\$125,000

Measure J (MJ)

In 2004, Contra Costa County voters approved Measure J, which continued the ½ cent sales tax that funds transportation projects in the county through March 31, 2034. Pittsburg's Measure J funds are used for street pavement projects as funding is available. However, using this fund only for street pavement projects reduces funds available for other eligible projects, such as traffic signals. In addition, the City currently uses Measure J Funds to help fund the Public Works Department's Street Operations and Maintenance (O&M) to off-set General Fund revenues. Redirecting Measure J funds to daily O&M reduces the amount of street resurfacing projects the City can implement to below the minimum level of investment in capital projects that is needed to maintain the current pavement condition. In FY 2023-24, Pittsburg should receive a total of \$1,100,000 in Measure J funds. Of this, \$800,000 will be allocated with adoption of the City Budget to cover street maintenance managed by Public Works and Engineering staff costs for designing and managing pavement projects.

Current and Projected Measure J (MJ) Funding Availability: Fund 204

Measure J (204)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
BART Pedestrian/Bicycle Connectivity	2019	\$465,050				
Citywide Arterial Median Conversion	2228	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000
Annual Citywide Traffic Calming Program		\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
CIP Expenditures		\$590,050	\$125,000	\$125,000	\$125,000	\$125,000

National Pollutant Discharge Elimination System (NPDES)

The NPDES Program is a federal program which has been delegated to the State of California for implementation through the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards (Regional Water Boards), collectively Water Boards. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.

Current and Projected NPDES Funding Availability: Fund 207

NPDES (207)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
Citywide Full Trash Capture Devices		\$55,000	\$55,000	\$55,000	\$55,000	
Americana ParkBypass Channel	8336	\$201,800				
CIP Expenditures		\$256,800	\$55,000	\$55,000	\$55,000	\$0

Solid Waste Fund

Under the Recycling Center and Transfer Stations (RCTS) operating agreement with the Contra Costa Waste Service, Inc. (CCWS), the City receives a Recycling and Inspection Fee of a flat rate (\$1.91/ton effective October 2018) plus annual CPI adjustment on all solid waste and recycled material accepted at the transfer station. Solid Waste Management creates and implements programs and services for schools, City offices, businesses, and the community by promoting waste prevention, reuse, and recycling to meet the state mandated, AB 939 (50 percent waste diversion requirements)

Current and Projected Solid Waste Funding Availability: Fund 210

Solid Waste (210)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
Central Harbor Park & Boat Launch Facilities	5504	\$73,700				
CIP Expenditures		\$73,700	\$0	\$0	\$0	\$0

Road Maintenance and Rehabilitation Account Gas Tax Fund (RMRA)

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 increased the per gallon fuel excise taxes; increased the diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. This legislative package invests \$54 billion over

the next decade to fix roads, freeways, and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.

Beginning November 1, 2017, the State Controller (Controller) deposited various portions of this new funding into the newly created RMRA. A percentage of this new RMRA funding will be apportioned by formula to eligible cities and counties. The RMRA funding that the City is estimated to receive in FY 2023/24 is \$1,700,000.

Prior to the City receiving its apportionment of RMRA funds in a fiscal year, the City must submit a list of eligible projects proposed to be funded with the RMRA funds. The proposed projects to receive RMRA funds must also be included in the adopted City budget or as part of the Capital Improvement Program. The list must include project description, location, schedule, and estimated useful life of the improvement.

Each fiscal year, the City must submit documentation that includes similar information to the above for the projects completed.

Below is the list for reporting proposed projects planned for potential expenditure of RMRA funds in FY 2023/24:

SB 1 Fiscal Year 2023/24 RMRA Project List		
Monday June 19, 2023		
Title	East Leland Road Pavement Maintenance	Amount
Description	Mill & overlay and microsurfacing	\$700,000
Location	E. Leland Road from Railroad Ave. to Eastern City Limits	
Completion Date	July 2024	
Useful Life	10-15 Years	
Title	2023/24 Pavement Management	Amount
Description	The project will use pavement overlay, pavement reconstruction, pavement inlay, slurry seal, patch paving, base failure repairs, and crack sealing as appropriate to extend the useful life of the roadway.	\$1,500,000
Location	Location will be based on the pavement condition survey	
Completion Date	July 2024	
Useful Life	10-20 Years	

Current and Projected RMRA Funding Availability: Fund 228

Gas Tax RMRA (228)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
East Leland Road Pavement Maintenance	2240/2241	\$700,000				
2023/24 Pavement Management		\$1,500,000				
CIP Expenditures		\$2,200,000	\$0	\$0	\$0	\$0

American Rescue Plan Act (ARPA)

This bill provides additional relief to address the continued impact of COVID-19 (i.e., coronavirus disease 2019) on the economy, public health, state and local governments, individuals, and businesses.

Current and Projected ARPA Funding Availability: Fund 298

ARPA (298)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
California Avenue Full Trash Capture Device				\$400,000		
CIP Expenditures		\$0	\$0	\$400,000	\$0	\$0

Kirker Creek Drainage Fund (KCDF)

The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is \$1.14/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed.

Current and Projected KCDF Funding Availability: Fund 302

There are no Capital Projects planned for KCDF Fund 302 for FY 23/24-27/28.

Local Traffic Mitigation Fund (LTMF)

These fees are collected from developers to pay for the developer's share of impacts to streets and traffic flow within the city. The current fee per housing unit is approximately \$10,418.56 for the Pittsburg LTMF. These funds are restricted to projects that are included in the current traffic mitigation study.

Current and Projected LTMF Funding Availability: Fund 303

There are no Capital Projects planned for LTMF Fund 303 for FY 23/24-27/28.

Park Dedication Fees (PDF)

Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units. The current average fee per residential lot is \$12,542. These funds are restricted to new park construction and expansion and rehabilitation of existing parks.

Current and Projected PDF Funding Availability: Fund 304

PDF (304)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
Pittsburg Premier Fields	3080	\$1,100,000				
CIP Expenditures		\$1,100,000	\$0	\$0	\$0	\$0

Pittsburg Regional Traffic Mitigation Fund (PRTMF)

These fees are collected from developers to pay for developer's share of regional projects to mitigate impacts to streets and traffic flow. The current fee per housing unit is \$22,703.79 for the Pittsburg Regional Transportation Mitigation Fee. These funds are restricted to projects that are included in the current regional fee program.

Current and Projected PRTMF Funding Availability: Fund 307

There are no Capital Projects planned for PRTMF Fund 307 for FY 23/24-27/28.

Infrastructure Repair and Replacement Fund (IRRF)

On January 22, 2013, the City Council adopted Ordinance 12-1363, also known as the Fiscal Sustainability Ordinance. This ordinance established minimum balances for financial reserves used to stabilize the City's budget and created an Infrastructure Repair and Replacement Fund that receives a portion of funds that exceed the required reserve amount. This fund may be used for repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.

Current and Projected IRRF Funding Availability: Fund 310

There are no Capital Projects planned for IRRF Fund 307 for FY 23/24-27/28.

2005 Water Bond (2005 WBond)

On December 5, 2005, City Council adopted Resolution 05-10440 authorizing a bond purchase contract for funding several water projects.

Current and Projected 2005 Water Bond Funding Availability: Fund 500

There are no Capital Projects planned for IRRF Fund 307 for FY 23/24-27/28.

Water Operations Fund (WOF)

The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from \$29.60/mo for a ¾ inch meter to \$3,360/mo for a 10-inch meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Water Operations Fund Funding Availability: Fund 501

WOF (501)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
WTP Capital Repairs and Improvements	5065	\$75,000	\$75,000	\$75,000	\$75,000	\$75,000
West Santa Fe Ave. Sewer and Water Rehabilitation	5003			\$694,000		
Highlands Ranch Tank Improvements	5007	\$255,000				
Annual Filter Media Replacement	5060	\$100,000	\$100,000	\$100,000	\$100,000	\$100,000
Water System Reliability (Cabrillo Place Waterline)	5006		\$1,381,000			
HDPE Water Main Reducer Emergency Repair		\$65,300				
Corporation Yard Fueling System Replacement	3118	\$239,100				
Central Addition Water and Sewer Rehabilitation (Phase I)				\$1,775,000		
CIP Expenditures		\$734,400	\$1,556,000	\$2,644,000	\$175,000	\$175,000

Water Facility Reserve Fund (WFR) Treatment and Distribution

The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution 05-1029 and as amended by Resolution 12-11778). The average fee for per new residential unit is \$5,807. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

Current and Projected WFR Treatment Plant Funding Availability: Fund 502

WFR: Fund 502: There are no Capital Projects planned for WFR Fund 502 for FY 23/24-27/28.

Current and Projected Funding Availability Various WFR Accounts:

WFR Water Distribution: Fund 503: There are no Capital Projects planned for WFR Water Distribution Fund 503 for FY 23/24-27/28.

WFR Zone I/II Reservoir: Fund 504: There are no Capital Projects planned for WFR Zone I/II Fund 504 for FY 23/24-27/28.

WFR 20" SE Hills Water Transmission: Fund 505: There are no Capital Projects planned for WFR 20" SE Water Transmission Fund 505 for FY 23/24-27/28

WFR SW Hills Water Facility: Fund 506: There are no Capital Projects planned for WFR SW Water Facility Fund 506 for FY 23/24-27/28

WFR SW Hills Phase III Pipe: Fund 507: There are no Capital Projects planned for WFR SW Hills Water Facility Fund 507 for FY 23/24-27/28

WFR SW Hills Phase III Pump: Fund 508: There are no Capital Projects planned for WFR SW Hills Phase III Pump: Fund 508 for FY 23/24-27/28

WFR Water Treatment Plant Sludge Handling: Fund 509: There are no Capital Projects planned for WFR SW Water Treatment Plant Sludge Handling: Fund 509 for FY 23/24-27/28

WFR Zone 1 Reservoir: Fund 510: There are no Capital Projects planned for WFR Zone 1 Reservoir Fund 510 for FY 23/24-27/28

WFR Zone 2 Reservoir: Fund 511: There are no Capital Projects planned for WFR Zone 2 Reservoir Fund 511 for FY 23/24-27/28

Sewer Operations Fund (SOF)

The Sewer Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by property use. For example, a residential property is charged a flat rate of \$15.79/month and non-residential is charged \$1.61 per CCF, or one hundred cubic feet (748 gallons), of water usage/month. These funds are used for installing, upgrading, and maintaining the City's sewer system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Sewer Operations Fund Funding Availability: Fund 521

Sewer Operation Fund (521)						
Description:	Project Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
West Santa Fe Ave. Sewer and Water Rehabilitation	5003			\$712,079		
Corporation Yard Fueling System Replacement	3118	\$239,000				
Central Addition Water and Sewer Rehabilitation (Phase I)				\$1,775,000		
CIP Expenditures		\$239,000	\$0	\$2,487,079	\$0	\$0

Sewer Facility Reserve Fund (SFR) Collection System Capacity Buy In

The Sewer Facility Reserve is funded by a one-time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is \$3,753. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

Current and Projected Sewer Facility Reserve Funding Availability: Fund 522

SFR: Fund 522: There are no Capital Projects planned for SFR: Fund 522 for FY 23/24-27/28

Current and Projected SFR Highway 4 Trunk Line Funding Availability: Fund 523

SFR Highway 4 Trunk Line: Fund 523: There are no Capital Projects planned for SFR Highway 4 Trunk Line: Fund 523 for FY 23/24-27/28

Waterfront Operations (WO)

On January 1, 2012, California's SB 551 took effect, granting certain tidelands and submerged land to the City of Pittsburg. These lands were previously managed by the State Lands Commission, which leased certain portions for waterfront commercial and industrial development. The leases will convert to agreements with the City, generating revenue on an annual basis, to be used to facilitate development of the waterfront for commercial, industrial, and recreational use. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in the fund reserve.

Current and Projected Waterfront Operations Funding Availability: Fund 540

Waterfront Operations (WO) Fund (540)						
Description:	Project Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
Central Harbor Park & Boat Launch Facilities	5504	\$65,000				
Basin 3 Dredge	5515	\$105,000				
Waterfront Breakwater Maintenance		\$50,000				
CIP Expenditures		\$220,000	\$0	\$0	\$0	\$0

Waterfront Grant Funds

Grant funding for waterfront projects.

Current and Projected Waterfront Grant Funds Funding Availability: Fund 541

Waterfront Grants Fund (541)						
Description:	Project Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
Basin 3 Dredge	5515	\$1,500,000				
CIP Expenditures		\$1,500,000	\$0	\$0	\$0	\$0

Marina Enterprise Fund (ME)

The Marina Enterprise Fund is composed of funds collected at the marinas in Pittsburg from boat slip rentals and gasoline sales. These funds are used to maintain and improve the various marina facilities. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

Current and Projected Marina Enterprise Fund Funding Availability: Fund 550

Marina Enterprise (ME): Fund 550: There are no Capital Projects planned for Marina Enterprise (ME) Fund 550 for FY 23/24-27/28.

Island Energy (IE)

The U.S. Navy awarded Pittsburg Power a franchise service agreement to provide electric and natural gas retail services on Mare Island in Vallejo. In a special arrangement, Pittsburg Power Company established and does business as "Island Energy" on Mare Island. Island Energy has been providing Mare Island customers with dependable electric and gas services at competitive pricing since 1997. Island Energy is a potential revenue source for Capital Improvement Projects.

Current and Projected Island Energy Funding Availability: Fund 580

Island Energy Fund (580)						
Description:	Project Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
Duct Bank/Vault Replacements	5816	\$100,000				
Waterfront Area Reliability	5820	\$200,000				
Outage Recovery	5821	\$40,000	\$60,000	\$60,000	\$60,000	\$60,000
RA Replacement		\$30,000	\$30,000	\$30,000	\$30,000	\$30,000
Electrical Substation Battery Replacement		\$20,000	\$20,000	\$20,000	\$20,000	\$20,000
CIP Expenditures		\$390,000	\$110,000	\$110,000	\$110,000	\$110,000

Pittsburg Power Fund

The Pittsburg Power Company (PPC) is a municipal utility formed under the California Constitution. The PPC does business in the City of Pittsburg and as Island Energy (IE) on Mare Island located in Vallejo, California. PPC develops revenue streams for the City of Pittsburg while retaining existing businesses and attracting new business. Island Energy distributes natural gas and electricity to the industries, schools, businesses, and residents on Mare Island. Island Energy's focus is to build capital asset value and income for the City of Pittsburg as Mare Island is redeveloped over time.

Current and Projected Pittsburg Power Funding Availability: Fund 590

Pittsburg Power Fund (590)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
Former NRG Warf Shore Power			\$1,000,000			
CIP Expenditures		\$0	\$1,000,000	\$0	\$0	\$0

Building Maintenance Fund (BMF)

The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Current and Projected Building and Maintenance Funding Availability: Fund 621

Building & Maintenance (621)						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
Police Department Women's Locker Room Expansion 2	3120	\$50,000	\$340,000			
CIP Expenditures		\$50,000	\$340,000	\$0	\$0	\$0

Measure M (MM)

In 2012, 73 percent of Pittsburg voters approved an increase to the local sales tax for 10 years to fund local Pittsburg services. Known as Measure P, it added a half-cent sales tax for five years to local purchases, amounting to an extra fifty cents on a \$100 purchase. The sales tax was planned to decrease to one-quarter-cent sales tax in 2017, and then expire in 2022. The sales tax revenue is a guaranteed funding source for essential city services, including public safety, code enforcement, the Senior Center and support for job programs that benefit residents. Measure M will extend the current half-cent sales tax to 2035 and continue to support these programs, plus youth services, road repairs and services for victims of domestic violence. The measure continues an existing tax at its current level.

Current and Projected Measure M Funding Availability

Measure M						
Description:	Project Number	FY 2023-24 (\$)	FY 2024-25 (\$)	FY 2025-26 (\$)	FY 2026-27 (\$)	FY 2027-28 (\$)
2023/24 Pavement Management		\$650,000				
Citywide Sidewalk Repair		\$100,000	\$100,000	\$100,000		
Pittsburg Premier Fields	3080	\$150,000				
CIP Expenditures		\$900,000	\$100,000	\$100,000	\$0	\$0

Measure M Surplus

Measure M surplus is the amount of revenue available for new spending commitments after paying for the costs of programs.

Current and Projected Measure M Surplus Funding Availability

Measure M Surplus						
Description:	Project Number	FY 2023-24	FY 2024-25	FY 2025-26	FY 2026-27	FY 2027-28
		(\$)	(\$)	(\$)	(\$)	(\$)
Marina Security Cameras		\$200,000				
CIP Expenditures		\$200,000	\$0	\$0	\$0	\$0

Other Potential Funding Sources

- Developer Funding (direct developer contributions)
- Various State and Federal Grants
- PG&E Rule 20A & 20B (credits)



City of
Pittsburg
California



CAPITAL IMPROVEMENT PROGRAM PROJECT SUMMARY BY PRIORITY

2023/24 — 2027/28



Summary of Capital Improvement Projects by Priority						
Page #	Project #	Priority	Project	Total Cost	Funding Status	Category
Level 1A Essential - Ongoing Projects						
18	new	1A	2023/24 CDBG ADA Curb Ramp Installation Project	\$ 260,000	UF	Street
16	4066	1A	2022/23 CDBG ADA Curb Ramp Installation	\$ 259,700	FF	Street
25	2227	1A	HSIP 9 Citywide Traffic Signal Improvement	\$ 1,271,000	FF	Signal
44	3119	1A	Police Department Evidence & Intake Room Improvements	\$ 396,200	FF	Building
46	3334	1A	City Council Chambers Upgrade	\$ 535,000	FF	Building
79	5820	1A	Waterfront Area Reliability	\$ 700,000	PF	Power
Level 1B Essential - Legal / Regulatory Obligations						
39		1B	Citywide Full Trash Capture Devices	\$ 258,500	PF	Storm
43	3118	1B	Corporation Yard Fueling System Replacement	\$ 1,408,100	PF	Building
Level 1C Essential - Safety / Emergency Obligations						
8	2133	1C	Trail Crossing Improvements (TDA)	\$ 150,000	FF	Street
5	2050	1C	Safe Routes to School	\$ 105,000	FF	Street
19		1C	Annual Citywide Traffic Calming Program	\$ 375,000	PF	Street
10	2231	1C	OBAG II Pavement Improvement Project	\$ 4,350,000	FF	Street
26		1C	Installation of Emergency Vehicle Preemption	\$ 90,000	UF	Signal
34		1C	HDPE Water Main Reducer Emergency Repair	\$ 65,300	PF	Water
32	5067	1C	Water Treatment Plant Filter Gallery Replacement	\$ 47,700,000	FF	Water
42		1C	Willow Pass Storm Drain Permanent Repair	\$ 800,000	UF	Storm
40	8336	1C	Americana Park Bypass Channel	\$ 1,276,700	PF	Storm
48		1C	Marina Community Center Improvements	\$ 1,500,000	PF	Park
49		1C	Outdoor Fitness	\$ 200,000	UF	Park
66		1C	60 Civic	\$ 800,000	UF	General
67		1C	Buchanan Road Slope Repair	\$ 2,150,000	UF	General
69	3022	1C	Riverview Park Fishing Pier	\$ 175,000	FF	Marina
80	5821	1C	Outage Recovery	\$ 440,000	PF	Power
Level 1D Essential - Development						
14	3015	1D	James Donlon Boulevard Extension	\$ 331,980,000	PF	Street
35	5201	1D	Highway 4 Trunk Line Relief (Segment A)	\$ 4,061,500	PF	Sewer
Level 1E Essential - Concensus Priority						
1	2019	1E	BART Pedestrian/Bicycle Connectivity	\$ 6,043,000	PF	Street
2	2028	1E	HSIP 10-Crestview Drive Safety Improvements	\$ 771,100	PF	Street
47	3333	1E	California Theater Marquee & Below Stage Modification	\$ 400,000	FF	Building
57	3080	1E	Pittsburg Premier Fields	\$ 16,437,000	PF	Park
64	1802	1E	Police Department Electric Vehicle Chargers	\$ 90,300	FF	General
61	1800	1E	Citywide Alternative Fuel Infrastructure & Fleet Upgrades	\$ 116,900	FF	General
Level 2F Required - Development						
23		2F	West Leland Road Extension Phase II	\$ 3,000,000	UF	Street
33	5071	2F	20 Inch Water Main W. Leland Rd. (WTP to SW Hills)	\$ 2,550,000	FF	Water
Level 2G Required - Agency Assisted						
4	2038	2G	HSIP 10- Citywide Roadway Improvements	\$ 2,965,700	FF	Street
6	2051	2G	Marina Blvd Buffered Bicycle Lanes	\$ 56,100	FF	Street
7	2052	2G	Delta De Anza Multimodal Trail Safety Improvements	\$ 4,935,000	PF	Street
24	2132	2G	Program for Arterial Systems Synchronization (PASS)	\$ 128,600	FF	Signal
41	1801	2G	Frontage Road Living Green Trail	\$ 2,166,250	FF	Storm
50	3040	2G	Buchanan Park Pond Loop Replacement	\$ 222,300	FF	Park
63	1750	2G	Youth Skate Plaza	\$ 5,435,187	PF	General
65	3019	2G	Railroad Avenue Beautification	\$ 3,305,099	FF	General

72		2G	Waterfront Breakwater Maintenance	\$	6,697,700	UF	Marina
75	6240	2G	Residential Channel Dredge	\$	2,250,000	FF	Marina
70	5504	2G	Central Harbor Park and Boat Launch Facilities	\$	3,876,800	PF	Marina
73	5404	2G	East 3rd Street Remediation	\$	1,125,400	FF	Marina
Level 2H Required - Service Increase / Maintenance							
3	2033	2H	Loveridge Road Maintenance	\$	1,450,000	PF	Street
12	2241	2H	East Leland Road Pavement Maintenance	\$	1,900,000	PF	Street
13	2608	2H	Kirker Pass Road Rehabilitation	\$	610,000	PF	Street
15	3332	2H	Annual Citywide Fence/Soundwall Repairs	\$	580,000	PF	Street
11	2239	2H	Annual Citywide Striping & Signage	\$	350,000	PF	Street
9	2228	2H	Citywide Arterial Median Conversion	\$	380,000	PF	Street
20		2H	Citywide Sidewalk Repair	\$	300,000	UF	Street
21		2H	DeSaulnier Street Project	\$	1,000,000	UF	Street
17		2H	2023/24 Pavement Management	\$	3,226,300	UF	Street
31	5065	2H	WTP Capital Repairs and Improvements	\$	525,000	PF	Water
28	5007	2H	Highlands Ranch Tank Improvements	\$	705,000	PF	Water
30	5060	2H	Annual Filter Media Replacement	\$	1,132,101	PF	Water
27	5006	2H	Water System Reliability (Cabrillo Place Waterline)	\$	2,181,000	PF	Water
29	5009	2H	Water Treatment Plant Reservoir Control Panel / PLC Repl	\$	450,000	FF	Water
37	5003	2H	West Santa Fe Ave. Sewer Water Rehabilitation	\$	7,802,530	PF	Sewer
36		2H	Central Addition Water and Sewer Rehabilitation (Phase I)	\$	3,550,000	UF	Sewer
38		2H	California Avenue Full Trash Capture Device	\$	2,440,000	UF	Storm
51	3071	2H	Annual Playground Replacement	\$	615,000	FF	Park
52	3072	2H	City Park Soccer Field Turf Replacement	\$	774,700	FF	Park
56	3076	2H	Biennial Playfield Replacement	\$	866,600	FF	Park
53	3073	2H	Annual Park Features Replacement	\$	675,000	FF	Park
54	3074	2H	Biennial Restroom Replacement/Rehabilitation	\$	1,140,000	FF	Park
59		2H	City Park Restroom Facility	\$	750,000	FF	Park
58		2H	Buchanan Park Restroom Facility	\$	500,000	FF	Park
55	3075	2H	Annual Citywide Park Sign Replacement Program	\$	400,000	FF	Park
62		2H	Landscape Master Plan Update	\$	1,500,000	UF	General
76	New	2H	Marina Security Cameras	\$	215,000	PF	Marina
74	5515	2H	Basin 3 Dredge	\$	1,843,900	PF	Marina
77		2H	Water Treatment Plant Alternative Fuel Conversion	\$	3,668,000	UF	Power
78	5816	2H	Duct Bank and Vault Replacements	\$	550,000	PF	Power
83		2H	RA Replacement Project	\$	150,000	UF	Power
81	5825	2H	Station F Reconstruction	\$	261,900	FF	Power
82	New	2H	Electrical Substation Battery Replacement	\$	100,000	UF	Power
Level 3I Goals - Aesthetic Improvements							
60		3I	Old Growth Tree Care	\$	110,000	FF	Park
Level 3J Goals - Any Other Project							
45	3120	3J	Police Department Women's Locker Room Expansion 2	\$	440,000	PF	Building
68	3018	3J	Police Department Security Fence	\$	500,000	PF	General
22		3J	Linsheid Drive Traffic Calming	\$	130,000	UF	Street
71		3J	Former NRG Wharf Shore Power	\$	1,500,000	PF	Marina

Legend: UF = Unfunded; FF = Fully Funded; PF = Partially Funded

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City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM STREET PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

BART Pedestrian & Bicycle Connectivity**2019**

Project Category:	Streets
Location:	Railroad Ave, California Ave, & Bliss Ave
Project Manager:	J.Rico Ruiz
Project Priority:	1E – Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

The Project encompasses the installation of a Class IV buffered bicycle lane along Railroad Avenue from California Avenue to East 17th Street. This work will include slurry seal, and the Installation of roadside signs and pavement striping and markings. Additionally, a Class I path along the west side of Railroad Ave from State Route 4 (SR-4) to the Delta De Anza Regional Trail will be installed. Along SR-4 East bound on-ramp from the BART parking facility to Railroad Avenue, a Class I path would be installed along the north side of the adjacent properties within Caltrans right of way. Through these improvements safety and security within the BART vicinity will be enhanced.

Supplemental Information:

Caltrans has relinquished to the City of Pittsburg a portion of SR-4 consisting of Class I bikeways south of California Avenue between Railroad Avenue and Harbor Street.

Funding Sources: One Bay Area Grant 2 (OBAG2); Pedestrian, Bicycle, and Trail Facilities (PBTF Grant); Safe Routes to Bart (SR2B)

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 913,950	\$ 20,000						\$ 933,950
2281	Construction			\$ 4,716,500					\$ 4,716,500
1101	Staff Time	\$ 27,600	\$ 5,000	\$ 163,700					\$ 196,300
2372	Administrative Overhead	\$ 36,500		\$ 159,800					\$ 196,300
TOTAL		\$ 978,050	\$ 25,000	\$ 5,040,000					\$ 6,043,050
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding		\$ 5,170,000							\$ 5,170,000
Local TMF		\$ 300,000							\$ 300,000
TDA Grant		\$ 58,000							\$ 58,000
204	Measure J	\$ 50,000		\$ 465,050					\$ 515,050
TOTAL		\$ 5,578,000		\$ 465,050					\$ 6,043,050

Project Title:

Project #:

(HSIP 10) Crestview Drive Safety Improvements

2028



Project Category:	Streets
Location:	Crestview Drive from cross street to cross street
Project Manager:	K.Labao
Project Priority:	1E - Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

The project is a state-only funded California Department of Transportation (Caltrans) project. It encompasses six intersections along Crestview Drive with the primary goal of improving pedestrian safety and preventing vehicular speeding. The scope of work includes, but is not limited to, upgrading pavement markings, installing raised medians, upgrading pedestrian crossings with enhanced safety features.

Supplemental Information:

Funding Sources Include: Local Highway Safety Improvement Program (HSIP) Cycle 10 State Grant.

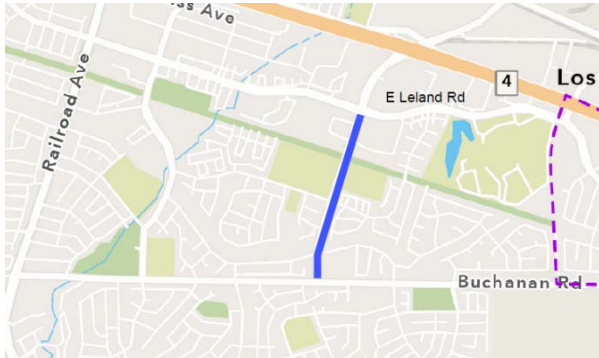
PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$19,600	\$55,400					\$ 75,000
2281	Construction			\$636,100					\$ 636,100
1101	Staff Time	\$1,600	\$7,000	\$21,400					\$ 30,000
2372	Administrative Overhead	\$1,600	\$7,000	\$21,400					\$ 30,000
TOTAL		\$ 3,200	\$ 33,600	\$ 734,300					\$ 771,100
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	Federal/State Funding	\$378,200							\$ 378,200
228	RMRA	\$41,200							\$ 41,200
203	HUTA		\$100,000	\$51,700					\$ 151,700
	CDBG		\$200,000						\$ 200,000
TOTAL		\$ 419,400	\$ 300,000	\$ 51,700					\$ 771,100

Project Title:

Project #:

Loveridge Road Maintenance

2033



Project Category: Streets

Location: Loveridge Road between E. Leland Road and Buchanan Road

Project Manager: S. Reese

Project Priority: 2H - Required

Project Status: Design

Est. Completion Date: 2024/25

Description/Justification:

This project is located on Loveridge Road between East Leland Road and Buchanan Road. This project will mill and overlay Loveridge Road to extend the useful life of the street. Existing roadway striping will be replaced as is. ADA Curb Ramps along Loveridge Road will also be replaced.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								
2281	Construction			\$ 1,400,000					\$ 1,400,000
1101	Staff Time		\$ 10,000	\$ 15,000					\$ 25,000
2372	Administrative Overhead		\$ 10,000	\$ 15,000					\$ 25,000
TOTAL			\$ 20,000	\$ 1,430,000					\$ 1,450,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Measure M			\$ 225,000						\$ 225,000
228	RMRA			\$ 1,225,000					\$ 1,225,000
TOTAL			\$ 225,000	\$ 1,225,000					\$ 1,450,000

Project Title:

Project #:

(HSIP 10) Citywide Roadway Improvements

2038



Project Category: Streets
Location: Citywide
Project Manager: A. Peters
Project Priority: 2G - Required
Project Status: Design
Est. Completion Date: 2024/25

Description/Justification:

This project will consist of the installation and/or upgrade of signs with new fluorescent sheeting, completion of a Citywide roadway safety signing audit and modifications to edge-line and centerline striping. Project improvement locations are focused on various arterial roads such as Railroad Avenue, Willow Pass Road, Bailey Road, Pittsburg-Antioch Highway, East Leland Road, Loveridge Road, Buchanan Road, West 10th Street, Harbor Street, North Parkside Drive, California Avenue, Century Boulevard and East 14th Street.

Supplemental Information:

Funding Sources Include: Local Highway Safety Improvement Program (HSIP) Cycle 10 State Grant.

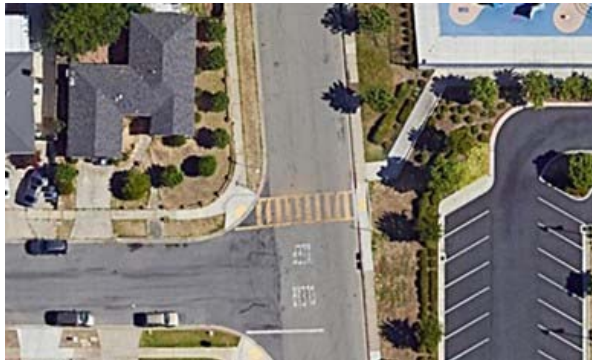
PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 100,000	\$ 77,000					\$ 177,000
2281	Construction			\$ 1,715,900	\$ 980,000				\$ 2,695,900
1101	Staff Time		\$ 6,400	\$ 20,000	\$ 20,000				\$ 46,400
2372	Administrative Overhead		\$ 6,400	\$ 20,000	\$ 20,000				\$ 46,400
TOTAL			\$ 112,800	\$ 1,832,900	\$ 1,020,000				\$ 2,965,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding			\$ 2,965,700						\$ 2,965,700
TOTAL			\$ 2,965,700						\$ 2,965,700

Project Title:

Project #:

Safe Routes to School

2050



Project Category:	Streets
Location:	School St, Seeno Ave, Riverview Dr, W 4 th St, and Buchanan Rd
Project Manager:	S. Reese
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

This project is located at School Street, Seeno Avenue, Riverview Drive, West 4th Street, and Buchanan Road. This project will install Rectangular Rapid Flashing Beacons (RRFBs) at school crossings across Pittsburg. The crosswalks are uncontrolled and RRFBs will improve the safety of students walking to school.

Supplemental Information:

This project will require coordination with homeowners whose trees have extended beyond their property and need to be trimmed to make room for the new RRFB solar panels.

To comply with TDA grant requirements, eligible costs must be incurred on or before June 30, 2025. All invoices are to be submitted to MTC Accounts Payable by August 31, 2025 in order for funds to be drawn by September 30, 2025. Funds not drawn by September 30, 2025, revert to the fund.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction			\$ 97,200					\$ 97,200
1101 Staff Time		\$ 2,000	\$ 1,900					\$ 3,900
2372 Administrative Overhead		\$ 2,000	\$ 1,900					\$ 3,900
TOTAL		\$ 4,000	\$ 101,000					\$ 105,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
TDA Grant		\$ 105,000						\$ 105,000
TOTAL		\$ 105,000						\$ 105,000

Project Title:

Project #:

Marina Boulevard Buffered Bicycle Lanes

2051



Project Category:	Streets
Location:	Marina Blvd from Herb White Way to E 5 th Street
Project Manager:	S. Reese
Project Priority:	2G - Required
Project Status:	Preliminary
Est. Completion Date:	2023/24

Description/Justification:

This project is located on Marina Boulevard from Herb White Way to East 5th Street. This project involves thermoplastic striping on Marina Boulevard. Buffered bike lanes will be added to improve safety for cyclists.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 50,100					\$ 50,100
1101	Staff Time			\$ 3,000					\$ 3,000
2372	Administrative Overhead			\$ 3,000					\$ 3,000
TOTAL				\$ 56,100					\$ 56,100
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
TDA Grant			\$ 56,100						\$ 56,100
TOTAL			\$ 56,100						\$ 56,100

Project Title:

Project #:

Delta De Anza Multimodal Trail Safety Improvements

2052



Project Category:	Streets
Location:	Delta De Anza Trail from Bay Point to Antioch
Project Manager:	J. Rico Ruiz
Project Priority:	2G - Required
Project Status:	New
Est. Completion Date:	2026/27

Description/Justification:

The project proposes a series of critically safety and operational enhancements to the Delta De Anza Trail (Class I). These improvements include wayfinding signage, protected green bike lanes, rectangular flashing beacons, raised/high visibility crosswalks, bulb-outs, pedestrian lighting, and upgrades to the trails existing pavement.

Improvements to the Delta De Anza Trail will help create a well-connected and attractive transportation network that will increase travel by walking or bicycling. The trail is parallel to several important commute routes and serves as an alternative to automobile travel for commute, school, and recreational trips.

Supplemental Information:

All right-of-way required for the project is currently owned and/or operated by the following parties: Contra Costa County, City of Pittsburg, City of Antioch, and EBRPD.

Funding sources include: One Bay Area Grant (OBAG 3)

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL	
2'22 Design			\$ 200,000	\$ 170,000				\$ 370,000	
2281 Construction					\$ 2,500,000	\$ 1,757,000		\$ 4,257,000	
1101 Staff Time			\$ 40,000	\$ 40,000	\$ 40,000	\$ 34,000		\$ 154,000	
2372 Administrative Overhead			\$ 40,000	\$ 40,000	\$ 40,000	\$ 34,000		\$ 154,000	
TOTAL			\$ 280,000	\$ 250,000	\$ 2,580,000	\$ 1,825,000		\$ 4,935,000	
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding				\$ 4,427,000					\$ 4,427,000
203 HUTA			\$ 33,000	\$ 29,000	\$ 296,000	\$ 150,000			\$ 508,000
TOTAL			\$ 4,460,000	\$ 29,000	\$ 296,000	\$ 150,000			\$ 4,935,000

Project Title:

Project #:

Trail Crossing Improvements (TDA)

2133



Project Category:	Streets
Location:	Atherton Ave, Crestview Dr, Gladstone Dr, and Presidio Ln crossings of Delta De Anza Trail
Project Manager:	S. Reese
Project Priority:	1C - Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

This project is located at the Atherton Avenue, Crestview Drive, Gladstone Drive, and Presidio Lane crossings of Delta De Anza Trail. This project will install Rectangular Rapid Flashing Beacons (RRFBs) at Delta De Anza Trail Crossings in Pittsburg. The sidewalk at the Crestview Drive crossing will be widened. The crosswalks are all uncontrolled and the RRFBs will improve the safety of pedestrians using the trail.

Supplemental Information:

To comply with Transportation Development Act (TDA) grant requirements, eligible costs must be incurred on or before June 30, 2024. All invoices are to be submitted to MTC Accounts Payable by August 31, 2024, in order for the funds to be drawn by September 30, 2024. Funds not drawn by September 30, 2024, revert to the fund.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 130,000					\$ 130,000
1101	Staff Time		\$ 5,000	\$ 5,000					\$ 10,000
2372	Administrative Overhead		\$ 5,000	\$ 5,000					\$ 10,000
TOTAL			\$ 10,000	\$ 140,000					\$ 150,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	TDA Grant		\$ 120,000						\$ 120,000
204	Measure J		\$ 30,000						\$ 30,000
TOTAL			\$ 150,000						\$ 150,000

Project Title:

Project #:

Citywide Arterial Median Conversion

2228



Project Category: Streets
Location: Citywide
Project Manager: D. Johnson
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

This project will focus on median conversions on arterial streets. The locations and priorities are determined by staff to ensure adequate work areas are provided for maintenance staff working within the medians. The project scope includes adding longer necks to medians, converting grass medians to landscaping that requires less water, and converting some medians to red stamped concrete.

Supplemental Information:

This project will impact O&M and requires coordination with maintenance staff.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction		\$ 2,000	\$ 158,000			\$ 160,000		\$ 320,000
1101	Staff Time			\$ 15,000			\$ 15,000		\$ 30,000
2372	Administrative Overhead			\$ 15,000			\$ 15,000		\$ 30,000
TOTAL			\$ 2,000	\$ 188,000			\$ 190,000		\$ 380,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
204	Measure J	\$ 80,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 380,000
TOTAL		\$ 80,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 380,000

Project Title:

Project #:

OBAG II Pavement Improvement

2231



Project Category:	Street
Location:	W. Leland Rd & Loveridge Rd
Project Manager:	G. Piña
Project Priority:	1C - Essential
Project Status:	Design
Est. Completion Date:	2023/24

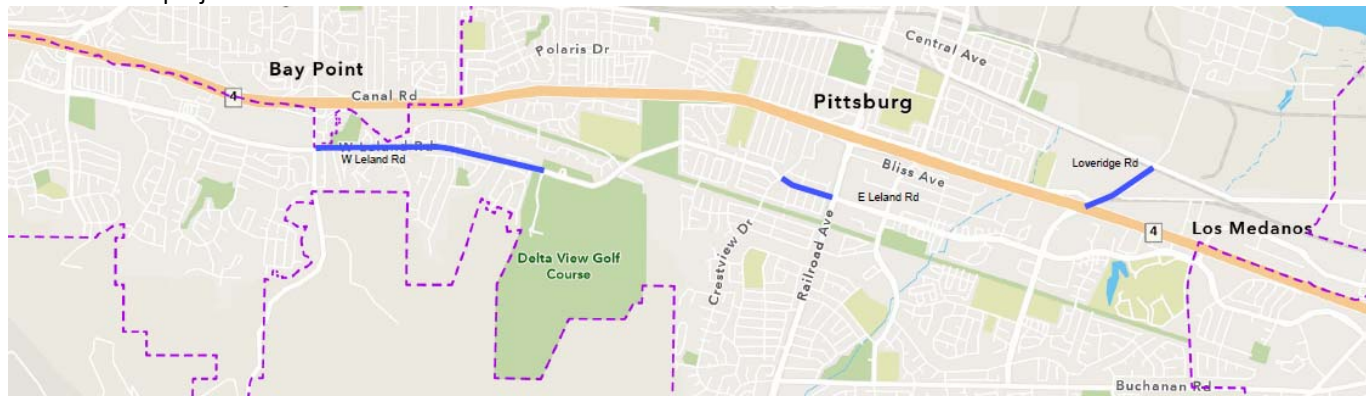
Description/Justification:

This project is located at sections along West Leland Road and a section of Loveridge Road. This project will use a variety of pavement management techniques as appropriate to extend the useful life of the roadway.

Supplemental Information:

In September of 2021 the City was awarded OBAG II grant funding for this project in the amount of \$2,410,000.

See below for project limits:



PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 389,076	\$ 26,088						\$ 415,164
2281	Construction			\$ 3,860,000					\$ 3,860,000
1101	Staff Time	\$ 5,408	\$ 1,948	\$ 30,000					\$ 37,356
2372	Administrative Overhead	\$ 5,480	\$ 2,000	\$ 30,000					\$ 37,480
TOTAL		\$ 399,964	\$ 30,036	\$ 3,920,000					\$ 4,350,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding		\$ 2,410,000							\$ 2,410,000
228	RMRA	\$ 1,440,000	\$ 500,000						\$ 1,940,000
TOTAL		\$ 3,850,000	\$ 500,000						\$ 4,350,000

Project Title:

Project #:

Annual Citywide Striping & Signage

2219/2229/2239



Project Category: Streets
Location: Citywide
Project Manager: A. Peters
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

This project will provide funding to complete new installation of signing and striping improvements or removal and replacement of existing signing and striping at locations Citywide. Priority for locations will be determined by the Public Works and Engineering Departments.

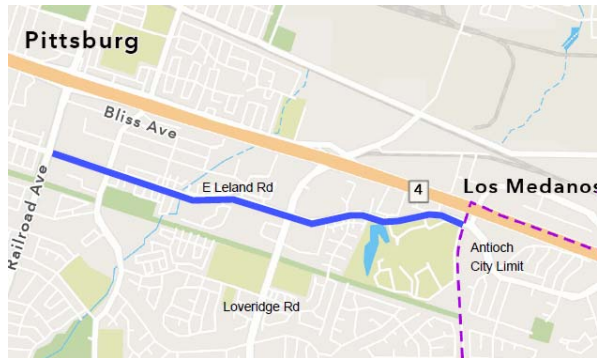
Supplemental Information:

This is an ongoing project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 45,000	\$ 315,000
1101	Staff Time	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 17,500
2372	Administrative Overhead	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 17,500
TOTAL		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 350,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
203	HUTA	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 350,000
TOTAL		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 350,000

Project Title:

Project #:

E Leland Road Pavement Maintenance**2241**

Project Category:	Streets
Location:	E. Leland Rd from Railroad to Eastern City Limits
Project Manager:	S. Reese
Project Priority:	2H - Required
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

This project is located on E Leland Road from Railroad Avenue to Eastern City Limits. This project will extend the useful life of the asphalt pavement on E Leland Road. Pavement treatments will include mill and overlay and micro surfacing. This pavement project triggers ADA ramp replacement. Thermoplastic striping will be replaced as is.

Supplemental Information:

None

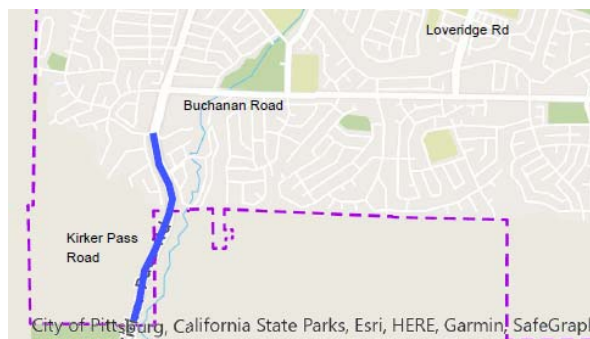
PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 1,850,000					\$ 1,850,000
1101	Staff Time		\$ 2,500	\$ 22,500					\$ 25,000
2372	Administrative Overhead		\$ 2,500	\$ 22,500					\$ 25,000
TOTAL			\$ 5,000	\$ 1,895,000					\$ 1,900,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
228	RMRA		\$ 1,000,000	\$ 700,000					\$ 1,700,000
203	HUTA		\$ 200,000						\$ 200,000
TOTAL			\$ 1,200,000	\$ 700,000					\$ 1,900,000

Project Title:

Project #:

Kirker Pass Road Rehabilitation

2608



Project Category: Streets
Location: Kirker Pass
Project Manager: D. Johnson
Project Priority: 2H - Required
Project Status: Design
Est. Completion Date: 2023/24

Description/Justification:

This project is located on Kirker Pass between Buchanan Road and Nortonville Road. The project scope will include the City and County portions of Kirker Pass. This project will apply resurfacing to Kirker Pass Road to extend the useful life of the street. Existing roadway striping will be replaced as is.

Supplemental Information:

Measure M funds are being transferred from existing Project 2035. An agreement between the City of Pittsburg and Contra Costa County was approved and authorized for the Kirker Pass Surface Treatment Project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 600,000					\$ 600,000
1101	Staff Time			\$ 5,000					\$ 5,000
2372	Administrative Overhead			\$ 5,000					\$ 5,000
TOTAL				\$ 610,000					\$ 610,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund		\$ 233,000						\$ 233,000
203	HUTA		\$ 92,000	\$ 36,171					\$ 128,171
	Measure M		\$ 248,829						\$ 248,829
TOTAL			\$ 573,829	\$ 36,171					\$ 610,000

Project Title:

Project #:

James Donlon Boulevard Extension

3015



Project Category:	Streets
Location:	James Donlon Boulevard from the future terminus in Sky Ranch to Kirker Pass Road
Project Manager:	J. Samuelson
Project Priority:	1D – Essential
Project Status:	Design
Est. Completion Date:	2027/28

Description/Justification:

This project will cover design and construction of an additional east-west connection between East and Central County by extending James Donlon Boulevard from its future terminus in Sky Ranch to Kirker Pass Road. The new roadway, formerly known as the Buchanan Road Bypass, will relieve congestion and other future travel demand on Buchanan Road.

Supplemental Information:

This project has been identified as a priority project for East Contra Costa Regional Fee and Financing Authority (ECCRFFA) up to 68% of the total project costs. This project is located outside of the current Pittsburg city limits.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 2,665,000	\$ 25,000					\$ 11,810,000	\$ 14,500,000
2281	Construction							\$ 317,000,000	\$ 317,000,000
1101	Staff Time	\$ 59,000	\$ 1,000					\$ 180,000	\$ 240,000
2372	Administrative Overhead	\$ 59,000	\$ 1,000					\$ 180,000	\$ 240,000
TOTAL		\$ 2,783,000	\$ 27,000					\$ 329,170,000	\$ 331,980,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
LTMF		\$ 1,929,074						\$ 1,888,000	\$ 3,817,074
RTMF		\$ 656,373							\$ 656,373
ECCRFFA		\$ 4,000,000						\$ 68,000,000	\$ 72,000,000
Development								\$ 14,220,000	\$ 14,220,000
Unfunded								\$ 241,286,553	\$ 241,286,553
TOTAL		\$ 6,585,447						\$ 325,394,553	\$ 331,980,000

Project Title:

Project #:

Annual Citywide Fence/Soundwall Repairs**3332**

Project Category: Streets

Location: Citywide

Project Manager: G. Piña

Project Priority: 2H - Required

Project Status: Ongoing

Est. Completion Date: Continuous

Description/Justification:

This project will be determined based on Staff input. The project will maintain the City owned fences and soundwalls.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction	\$ 54,000	\$ 1,500	\$ 223,900	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 579,400
1101 Staff Time	\$ 300							\$ 300
2372 Administrative Overhead	\$ 300							\$ 300
TOTAL	\$ 54,600	\$ 1,500	\$ 223,900	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 580,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
203 HUTA	\$ 50,000		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 425,000
204 Measure J	\$ 155,000							\$ 155,000
TOTAL	\$ 205,000		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 580,000

Project Title:

Project #:

CDBG ADA Curb Ramp Installation

4066



Project Category:	Streets
Location:	Brookside Glen, Ridgeview Terrace, Hillview Estates and Rancho Los Medanos subdivisions
Project Manager:	A. Peters
Project Priority:	1A - Essential
Project Status:	Construction
Est. Completion Date:	2023/24

Description/Justification:

This project is for the construction of 32 curb ramps in the neighborhoods located in the Brookside Glen, Ridgeview Terrace, Hillview Estates and Rancho Los Medanos subdivisions.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2'22	Design		\$ 1,000						\$ 1,000
2281	Construction		\$ 177,616	\$ 231,084					\$ 408,700
101	Staff Time		\$ 10,000	\$ 25,000					\$ 35,000
2372	Administrative Overhead		\$ 10,000	\$ 25,000					\$ 35,000
TOTAL			\$ 198,616	\$ 281,084					\$ 479,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
CDBG		\$ 259,700		220,000					\$ 479,700
TOTAL		\$ 259,700		\$ 220,000					\$ 479,700

Project Title:

Project #:

2023/24 Pavement Management Project**TBD**

Project Category: Streets

Location: Maintenance Zone 1

Project Manager: D. Johnson

Project Priority: 2H - Required

Project Status: New

Est. Completion Date: FY 2023/24

Description/Justification:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, pavement overlay, pavement reconstruction, pavement inlay, slurry seal, patch paving, base failure repairs, and crack sealing as appropriate to extend the useful life of the roadway.

Supplemental Information:

The location will be determined after the completion of the Pavement Condition survey.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 3,076,300					\$ 3,076,300
1101	Staff Time			\$ 75,000					\$ 75,000
2372	Administrative Overhead			\$ 75,000					\$ 75,000
TOTAL				\$ 3,226,300					\$ 3,226,300
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund			\$ 600,000					\$ 600,000
	General Fund Surplus			\$ 1,251,300					\$ 1,251,300
	Measure M			\$ 650,000					\$ 650,000
621	HUTA			\$ 500,000					\$ 500,000
228	RMRA			\$ 225,000					\$ 225,000
TOTAL				\$ 3,226,300					\$ 3,226,300

Project Title:

Project #:

2023/24 CDBG ADA Curb Ramp Installation Project

TBD



Project Category:	Streets
Location:	Various locations around the City.
Project Manager:	A. Peters
Project Priority:	1C - Essential
Project Status:	Preliminary
Est. Completion Date:	2023/24

Description/Justification:

This project is for the construction of multiple curb ramps where there were none or out of ADA compliance ramps in various neighborhoods.

Supplemental Information:

Funding Sources include: HUD CDBG Grant.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design			\$ 1,000					\$ 1,000
2281	Construction			\$ 228,700					\$ 228,700
1101	Staff Time			\$ 15,000					\$ 15,000
2372	Administrative Overhead			\$ 15,000					\$ 15,000
TOTAL				\$ 259,700					\$ 259,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
CDBG	Federal/State Funding			\$ 259,700					\$ 259,700
TOTAL				\$ 259,700					\$ 259,700

Project Title:

Project #:

Annual Citywide Traffic Calming Program

TBD



Project Category: Streets

Location: Citywide

Project Manager: D. Johnson

Project Priority: 1C - Essential

Project Status: Ongoing

Est. Completion Date: Continuous

Description/Justification:

This project will construct speed humps and other traffic calming improvements at locations to be determined through an application process or by City Staff. This will be managed through the Traffic Section of the Engineering Division.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction			\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 325,000
1101 Staff Time			\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000
2372 Administrative Overhead			\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 25,000
TOTAL			\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
204 Measure J			\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000
TOTAL			\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 375,000

Project Title:

Project #:

Citywide Sidewalk Repair

TBD



Project Category: Streets
Location: Citywide
Project Manager: D. Johnson
Project Priority: 2H – Required
Project Status: Preliminary
Est. Completion Date: 2025/26

Description/Justification:

This project will repair damaged sidewalk at multiple locations throughout the city of Pittsburgh.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
222 Design								
2281 Construction			\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000
101 Staff Time								
2372 Administrative Overhead								
TOTAL			\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Measure M Surplus			\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000
TOTAL			\$ 100,000	\$ 100,000	\$ 100,000			\$ 300,000

Project Title:

Project #:

DeSaulnier Street Project

TBD



Project Category: Streets
Location: TBD
Project Manager: D. Johnson
Project Priority: 2H - Required
Project Status: New
Est. Completion Date: FY 2025/26

Description/Justification:

This project will be determined based on use of the Pavement Management System (PMS) and Staff input. The project will use a variety of pavement management techniques including, pavement overlay, pavement reconstruction, pavement inlay, slurry seal, patch paving, base failure repairs, and crack sealing as appropriate to extend the useful life of the roadway.

Supplemental Information:

The funding identified is from Congressman Mark DeSaulnier. The location will be determined after the completion of the Pavement Condition survey.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design					\$ 140,000			\$ 140,000
2281 Construction					\$ 830,000			\$ 830,000
1101 Staff Time					\$ 15,000			\$ 15,000
2372 Administrative Overhead					\$ 15,000			\$ 15,000
TOTAL					\$ 1,000,000			\$ 1,000,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded					\$ 1,000,000			\$ 1,000,000
TOTAL					\$ 1,000,000			\$ 1,000,000

Project Title:

Project #:

Linscheid Drive Traffic Calming

TBD



Project Category: Streets
Location: City of Pittsburgh
Project Manager: D. Johnson
Project Priority: 2H-Required
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

The project limits include the Intersection of Linscheid Drive, Ramona Street, and Madoline Street, and its approaches. This project will realign the intersection and its approaches to meet current standards as a neighborhood traffic calming measure that will follow the City's adopted Traffic Calming Policy. The existing intersection is too wide to properly channel traffic and invites motorists to drive on the wrong side of the road when cutting corners to make a turn. Among the options under consideration is installation of traffic circles at this offset intersection. Additional investigation is necessary to determine what measure should be implemented.

Supplemental Information:

Awaiting Funding. Eligible funding sources include: TMF, Developer

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction			\$ 112,374					\$ 112,374
1101 Staff Time			\$ 25,000					\$ 25,000
2372 Administrative Overhead			\$ 25,000					\$ 25,000
TOTAL			\$ 162,374					\$ 162,374
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded		\$ 162,374						\$ 162,374
TOTAL		\$ 162,374						\$ 162,374

Project Title:

Project #:

West Leland Road Extension Phase II

TBD



Project Category: Streets
Location: City of Pittsburgh
Project Manager: D. Johnson
Project Priority: 2F - Required
Project Status: Preliminary
Est. Completion Date: 2027/28

Description/Justification:

This project will extend West Leland Road from Santa Teresa Drive to Avila Road. The new road will be 4 lanes with a raised median and sidewalks. The project will accommodate bicycle facilities where appropriate. TMF Eligible.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design							\$ 800,000	\$ 800,000
2281 Construction							\$ 2,000,000	\$ 2,000,000
1101 Staff Time							\$ 100,000	\$ 100,000
2372 Administrative Overhead							\$ 100,000	\$ 100,000
TOTAL							\$ 3,000,000	\$ 3,000,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded							\$ 3,000,000	\$ 3,000,000
TOTAL							\$ 3,000,000	\$ 3,000,000



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM SIGNAL PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Program for Arterial Systems Synchronization (PASS)

2132



Project Category:	Signal
Location:	W Leland Rd, Railroad Ave, & Buchanan Ave
Project Manager:	J. Rico Ruiz
Project Priority:	2G – Required
Project Status:	New
Est. Completion Date:	2023/24

Description/Justification:

The Metropolitan Transportation Commission (MTC) has initiated a program for the coordination of signals throughout the Bay Area called the program for Arterial System Synchronization (PASS). The City of Pittsburg applied for and received a grant to coordinate 15 traffic signals along West Leland Road, 15 signals along Railroad Avenue, and 5 along Buchanan Road. The goal of this project is to facilitate traffic progression along West Leland Road, Railroad Avenue, and Buchanan Road and to update the signal timing plans to achieve operational efficiency of the traffic signals with the existing capacity constraints.

Supplemental Information:

Funding Sources Include: MTC PASS Grant.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design			\$ 128,600					\$ 128,600
2281	Construction								
1101	Staff Time								
2372	Administrative Overhead								
TOTAL				\$ 128,600					\$ 128,600
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	Federal/State Funding		\$ 111,900						\$ 111,900
228	RMRA		\$ 16,700						\$ 16,700
TOTAL			\$ 128,600						\$ 128,600

Project Title:

Project #:

(HSIP 9) Citywide Traffic Signal Improvements

2227



Project Category:	Signal
Location:	Citywide
Project Manager:	K. Labao
Project Priority:	1A – Essential
Project Status:	Construction
Est. Completion Date:	2023/24

Description/Justification:

This project will improve the traffic signal hardware at 35 signalized intersections citywide. Improvements include, but is not limited to, the replacement and/or installation of signal heads, lenses, pedestrian heads, push buttons, visors, backplates, retroreflective borders, controllers, cabinets, battery backup systems, and modems as well as minor improvements to signal timing.

Supplemental Information:

Funding Sources Include: Local Highway Safety Improvement Program (HSIP) Cycle 9 Federal Funds.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 126,600							\$ 126,600
2281	Construction		\$ 120,428	\$ 943,971					\$ 1,064,400
1101	Staff Time	\$ 25,600	\$ 6,000	\$ 8,400					\$ 40,000
2372	Administrative Overhead	\$ 25,600	\$ 6,000	\$ 8,400					\$ 40,000
TOTAL		\$ 177,800	\$ 132,428	\$ 960,771					\$ 1,271,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund	\$ 161,000.00							\$ 161,000
	Federal/State Funding	\$ 1,065,600.00							\$ 1,065,600
228	RMRA	\$ 44,400.00							\$ 44,400
TOTAL		\$ 1,271,000							\$ 1,271,000

Project Title:

Project #:

Installation of Emergency Vehicle Preemption

TBD



Project Category:	Signal
Location:	6 intersections within Pittsburg
Project Manager:	D. Johnson
Project Priority:	1C – Essential
Project Status:	Preliminary
Est. Completion Date:	2024/25

Description/Justification:

Install Emergency Vehicle Preemption (EVP) at six (6) signalized intersections to allow emergency vehicles to preempt the traffic signal control phase sequence and travel through major intersections on a green light. The City currently uses Opticom emergency vehicle preemption at all other major intersections not included in this project.

Project Limits:

- Buchanan Road & Loveridge Road
- Buchanan Road & Suzanne Drive
- Buchanan Road & Harbor Street
- Railroad Avenue & Pheasant
- Railroad Avenue & Central Avenue
- Jacqueline Drive & West Leland Road

Supplemental Information:

Staff will pursue grant funding for this project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 70,000					\$ 70,000
1101	Staff Time			\$ 10,000					\$ 10,000
2372	Administrative Overhead			\$ 10,000					\$ 10,000
TOTAL				\$ 90,000					\$ 90,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded				\$ 90,000					\$ 90,000
TOTAL				\$ 90,000					\$ 90,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM WATER PROJECTS

2023/24 — 2027/28



Project #:

5006



Project Category:	Water
Location:	Zone 2 and Zone 3
Project Manager:	A. Peters
Project Priority:	2H - Required
Project Status:	Design
Est. Completion Date:	2024/25

These projects improve system reliability for Zone 2 and Zone 3 customers by looping systems (Buchanan Pump Station & Brookside Drive) or based on an urgent need/chronic problem identified by Public Works.

Cabrillo Place Waterline is Phase 1B of the Water System Reliability Project (5006) and is the final phase. This project consists of the installation of a new water main, fire hydrants, and services along Alta Vista Circle and Sunnyside Way. In addition, this project will include the abandonment of the plagued water main running between residential homes in the Top of the Woodlands and Woodland Hills Unit 3 Subdivisions.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 18,800	\$ 38,600	\$ 210,800					\$ 268,200
2281	Construction	\$ 115,200			\$ 1,700,000				\$ 1,815,200
1101	Staff Time	\$ 13,600	\$ 14,700	\$ 15,000	\$ 15,000				\$ 58,300
2372	Administrative Overhead	\$ 10,700	\$ 8,600	\$ 10,000	\$ 10,000				\$ 39,300
TOTAL		\$ 158,300	\$ 61,900	\$ 235,800	\$ 1,725,000				\$ 2,181,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 800,000			\$ 1,381,000				\$ 2,181,000
TOTAL		\$ 800,000			\$ 1,381,000				\$ 2,181,000

Project Title:

Project #:

Highlands Ranch Tank Improvements

5007



Project Category:	Water
Location:	Highlands Ranch at the end of Ventura Drive
Project Manager:	K.Labao
Project Priority:	2H - Required
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

Highlands Ranch Tank is a 1MG Steel On-Grade tank and has been operated and maintained by the City of Pittsburg since 1999. Based on a recent assessment made in October 2021, it is recommended that several improvements are to be done to prevent further erosion/damage to the tank. The scope includes but is not limited to installing new cathodic protection system, new interior coating system, and the installation of new 12-inch vents.

Supplemental Information:

It is recommended that exterior surface of the tank be reinspected and reevaluated for any needed remedial repairs in five (5) years and that the City cleans the tank every three (3) years in accordance with American Water Works Association M42.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 35,000	\$ 50,000					\$ 85,000
2281	Construction			\$ 560,000					\$ 560,000
1101	Staff Time		\$ 5,000	\$ 25,000					\$ 30,000
2372	Administrative Overhead		\$ 5,000	\$ 25,000					\$ 30,000
TOTAL			\$ 45,000	\$ 660,000					\$ 705,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 250,000	\$ 200,000	\$ 255,000					\$ 705,000
TOTAL		\$ 250,000	\$ 200,000	\$ 255,000					\$ 705,000

Project Title:

Project #:

Water Treatment Plant Reservoir Control Panel & PLC Replacement

5009



Project Category: Water
Location: Water Treatment Plant
Project Manager: J. Moser
Project Priority: 2H - Required
Project Status: Design
Est. Completion Date: 2024/25

Description/Justification:

This project will replace the outdated programmable logic controllers (PLC), modules and communication network to the raw water and light-level pump stations, treated water reservoirs, electrical room, and the filter control consoles. The majority of the existing control system that is installed at the City's Water Treatment Plant (WTP) are obsolete and are no longer supported.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 7,900	\$ 78,400						\$ 86,300
2281	Construction	\$ 14,800	\$ 51,800	\$ 277,100					\$ 343,700
1101	Staff Time			\$ 10,000					\$ 10,000
2372	Administrative Overhead			\$ 10,000					\$ 10,000
TOTAL		\$ 22,700	\$ 130,200	\$ 297,100					\$ 450,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund		\$ 450,000						\$ 450,000
TOTAL			\$ 450,000						\$ 450,000

Project Title:

Project #:

Annual Filter Media Replacement

5060



Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	G. Piña
Project Priority:	2H - Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project will perform periodic replacement of the filter media for the eight water filters at the City's Water Treatment Plant. Media replacement includes the removal and disposal of spent filter media and replacement with new granulated activated carbon (GAC) or anthracite, sand, and gravel.

Supplemental Information:

Filter media replacement is needed every four (4) years.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 678							\$ 678
2281	Construction	\$ 506,640		\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,106,640
1101	Staff Time	\$ 12,188							\$ 12,188
2372	Administrative Overhead	\$ 12,594							\$ 12,594
TOTAL		\$ 532,101		\$ 200,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,132,101
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 532,101	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,132,101
TOTAL		\$ 532,101	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 100,000	\$ 1,132,101

Project Title:

Project #:

Water Treatment Plant Capital Repairs and Improvements

5065



Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	J. Moser
Project Priority:	2H - Required
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

The project will provide upgrades and repairs at the Water Treatment Plant (WTP) and other water distribution facilities as identified by the WTP staff annually.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								
2281	Construction	\$ 3,977		\$ 83,094	\$ 83,094	\$ 83,094	\$ 83,094	\$ 83,094	\$ 419,448
1101	Staff Time	\$ 234		\$ 10,508	\$ 10,508	\$ 10,508	\$ 10,508	\$ 10,508	\$ 52,773
2372	Administrative Overhead	\$ 241		\$ 10,508	\$ 10,508	\$ 10,508	\$ 10,508	\$ 10,508	\$ 52,779
TOTAL		\$ 4,452		\$ 104,110	\$ 104,110	\$ 104,110	\$ 104,110	\$ 104,110	\$ 525,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 150,000		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 525,000
TOTAL		\$ 150,000		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 525,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Water Treatment Plant Filter Gallery Replacement

5067



Project Category:	Water
Location:	Water Treatment Plant
Project Manager:	J. Samuelson
Project Priority:	1C – Essential
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

The proposed project includes design and construction of six new dual media filters and replacement of segments of existing piping, installation of valves that have deteriorated and new yard piping to connect and serve the new facilities.

Supplemental Information:

Water revenue bonds were sold in 2022 to finance improvements covered by this project. Project 5062 – Disinfection Modification and Conversion was combined with this project.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 750,000	\$ 2,620,000					\$ 3,370,000
2281	Construction	\$ 10,000		\$ 5,000,000	\$ 25,000,000	\$ 14,120,000			\$ 44,130,000
1101	Staff Time	\$ 5,000	\$ 20,000	\$ 25,000	\$ 25,000	\$ 25,000			\$ 100,000
2372	Administrative Overhead	\$ 5,000	\$ 20,000	\$ 25,000	\$ 25,000	\$ 25,000			\$ 100,000
TOTAL		\$ 20,000	\$ 790,000	\$ 7,670,000	\$ 25,050,000	\$ 14,170,000			\$ 47,700,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 1,500,000							\$ 1,500,000
502	Water Facilities Reserve		\$ 400,000						\$ 400,000
	Other funds		\$ 45,800,000						\$ 45,800,000
TOTAL		\$ 1,500,000	\$46,200,000						\$ 47,700,000

Project Title:

Project #:

20 Inch Water Main W. Leland Rd. (WTP to SW Hills)

5071



Project Category:	Water
Location:	Between the Water Treatment Plant and Bailey Rd
Project Manager:	D. Johnson
Project Priority:	2F - Required
Project Status:	Preliminary
Est. Completion Date:	2027/28

Description/Justification:

The project will provide for the installation of a new 20-inch water transmission line along West Leland Road from the Water Treatment Plant to Bailey Road. The approximately 12,370-foot waterline will serve the new developments at Southwest Hills (2022 Water System Master Plan segment P2-5).

Supplemental Information:

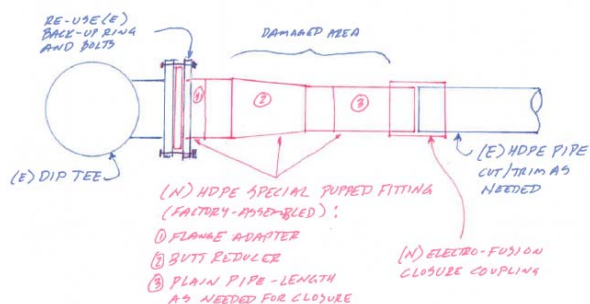
None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design						\$ 380,000		\$ 380,000
2281	Construction							\$ 2,110,000	\$ 2,110,000
1101	Staff Time						\$ 30,000		\$ 30,000
2372	Administrative Overhead						\$ 30,000		\$ 30,000
TOTAL							\$ 440,000	\$ 2,110,000	\$ 2,550,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
502	Water Facility Reserve Fund	\$ 1,796,000							\$ 1,796,000
509	Water Bond Fund	\$ 754,000							\$ 754,000
TOTAL		\$ 2,550,000							\$ 2,550,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

HDPE Water Main Reducer Emergency Repair**TBD****Project Category:** Water**Location:** Buchanan Road and Quercus Lane Intersection**Project Manager:** G. Piña**Project Priority:** 1C - Essential**Project Status:** Design**Est. Completion Date:** 2023/24**Description/Justification:**

This project will repair a failed reducer on the water main running along Buchanan Road. Where Buchanan Road intersects with Quercus Lane there is a HDPE reducer and the weld has failed and a large amount of water was leaking. This section of pipe is currently shut off, but it is important that we restore the water main back to normal operation.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design			\$ 5,300					\$ 5,300
2281	Construction			\$ 50,000					\$ 50,000
1101	Staff Time			\$ 5,000					\$ 5,000
2372	Administrative Overhead			\$ 5,000					\$ 5,000
TOTAL				\$ 65,300					\$ 65,300
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operation Fund			\$ 65,300					\$ 65,300
TOTAL				\$ 65,300					\$ 65,300

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City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM SEWER PROJECTS

2023/24 — 2027/28

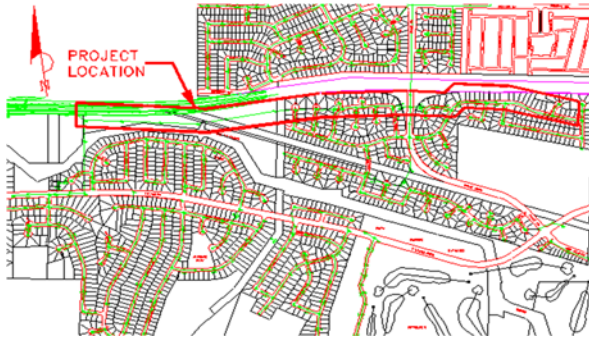


Project Title:

Project #:

Highway 4 Trunk Line Relief (Segment A)

5201



Project Category:	Sewer
Location:	From Bailey Road to Bodega Court
Project Manager:	D. Johnson
Project Priority:	1D - Essential
Project Status:	Preliminary
Est. Completion Date:	2024/25

Description/Justification:

This project is the easterly segment (7,000 ft) of the Highway 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 66,900				\$ 510,600			\$ 577,500
2281	Construction						\$ 3,404,000		\$ 3,404,000
1101	Staff Time					\$ 20,000	\$ 20,000		\$ 40,000
2372	Administrative Overhead					\$ 20,000	\$ 20,000		\$ 40,000
TOTAL		\$ 66,900				\$ 550,600	\$ 3,444,000	\$ -	\$ 4,061,500
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
523	Sewer Facility Reserve	\$ 200,000							\$ 200,000
	Unfunded					\$ 417,500	\$ 3,444,000		\$ 3,861,500
TOTAL		\$ 200,000				\$ 417,500		\$ -	\$ 4,061,500

Project Title:

Project #:

Central Addition Water and Sewer Rehabilitation (Phase I)

TBD



Project Category:	Sewer
Location:	Central Addition Neighborhood
Project Manager:	D. Johnson
Project Priority:	2H – Required
Project Status:	Preliminary
Est. Completion Date:	2026/27

Description/Justification:

This project will replace sewer main lines within the Central Addition neighborhood. Many of these main lines run through the backyards of the houses making them a maintenance issue.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design					\$ 500,000			\$ 500,000
2281	Construction						\$ 3,000,000		\$ 3,000,000
1101	Staff Time					\$ 10,000	\$ 15,000		\$ 25,000
2372	Administrative Overhead					\$ 10,000	\$ 15,000		\$ 25,000
TOTAL						\$ 520,000	\$ 3,030,000		\$ 3,550,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
523	Water Operations Fund					\$ 1,775,000			\$ 1,775,000
521	Sewer Operations Fund					\$ 1,775,000			\$ 1,775,000
TOTAL						\$ 3,550,000			\$ 3,550,000

Project Title:

Project #:

West Santa Fe Ave. Sewer Water Rehabilitation

5003



Project Category:	Sewer
Location:	W. 11 th St. neighborhood, E. 12 th St., E. 4 th St, and E 5 th St.
Project Manager:	G. Piña
Project Priority:	2H – Required
Project Status:	Design
Est. Completion Date:	2025/26

Description/Justification:

This project will replace approximately 15,500 linear feet of water main pipe and approximately 12,000 linear feet of sewer main pipe. This project targets areas where the water and sewer systems have reached the end of their useful life and have become maintenance problems and/or do not produce adequate flow.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 1,730	\$ 100,000	\$ 603,800					\$ 705,530
2281	Construction	\$ 1,000	\$ 15,000	\$ 1,000,000	\$ 4,000,000	\$ 2,000,000			\$ 7,016,000
1101	Staff Time	\$ 500	\$ 4,000	\$ 10,000	\$ 15,000	\$ 11,000			\$ 40,500
2372	Administrative Overhead	\$ 500	\$ 4,000	\$ 10,000	\$ 15,000	\$ 11,000			\$ 40,500
TOTAL		\$ 3,730	\$ 123,000	\$ 1,623,800	\$ 4,030,000	\$ 2,022,000			\$ 7,802,530
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
521	Sewer Operations Fund	\$ 2,996,451				\$ 712,079			\$ 3,708,530
501	Water Operation Fund	\$ 3,400,000				\$ 694,000			\$ 4,094,000
TOTAL		\$ 6,396,451				\$ 1,406,079			\$ 7,802,530

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM STORM PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

California Avenue Full Trash Capture Device

TBD



Project Category:	Storm
Location:	Southeastern corner of Loveridge Rd and California Ave
Project Manager:	D. Johnson
Project Priority:	2H - Required
Project Status:	Preliminary
Est. Completion Date:	2026/2027

Description/Justification:

This project involves the installation of a Contech CDS Unit on a 30,000 square foot parcel at the southeastern corner of Loveridge Road and California Avenue.

Supplemental Information:

This device will treat a drainage area of 819 acres of City public and private properties and 20 acres of Caltrans right of way. City will be partnering with Caltrans for their Funding Contribution Only (FCO) grant program. The initial letter of intent was submitted to Caltrans outlining the feasibility and estimated pollutant removal. The Project Initiation Report is in development with Caltrans staff. Estimated timeline: (1) Project Initiation Report to be completed and approved by Caltrans Commission in 2023, (2) Final approval for project to occur in 2024, (3) Funds to be released in 2026.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design					\$ 350,000			\$ 350,000
2281	Construction						\$ 2,040,000		\$ 2,040,000
1101	Staff Time					\$ 10,000	\$ 25,000		\$ 35,000
2372	Administrative Overhead					\$ 5,000	\$ 10,000		\$ 15,000
TOTAL						\$ 365,000	\$ 2,075,000		\$ 2,440,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding							\$ 2,040,000		\$ 2,040,000
298	ARPA					\$ 400,000			\$ 400,000
TOTAL						\$ 400,000	\$ 2,040,000		\$ 2,440,000

Project Title:

Project #:

Citywide Full Trash Capture Devices

TBD



Project Category: Storm
Location: Citywide
Project Manager: D. Johnson
Project Priority: 1B - Essential
Project Status: Construction
Est. Completion Date: 2026/2027

Description/Justification:

This project will install REM Triton Filters, or equivalent full trash capture devices in areas of the City that have medium to high trash generation rates.

Supplemental Information:

The future O&M impact will be \$20,000 annually.

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								
2281	Construction		\$ 38,500	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000		\$ 238,500
1101	Staff Time			\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000		\$ 20,000
2372	Administrative Overhead								
TOTAL			\$ 38,500	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000		\$ 258,500
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
207	NPDES		\$ 38,500	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000		\$ 258,500
TOTAL			\$ 38,500	\$ 55,000	\$ 55,000	\$ 55,000	\$ 55,000		\$ 258,500

Project Title:

Project #:

Americana Park Bypass Channel

8336



Project Category:	Storm
Location:	East of Americana Park and south of N. Parkside Drive
Project Manager:	K. Labao
Project Priority:	1C - Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

The purpose of this project is to reduce flood hazards and mitigate stormwater overflows from the detention basin in Americana Park and North Parkside Drive.

The project includes excavating a new bypass channel from the Americana Park detention basin, south of N. Parkside Drive, eastward across the parcel of land owned by PG&E, and onto the nearby creek. Additional actions include the relocation of two waterlines (city and privately owned), replacing existing irrigation valves, and additional electrical work.

Supplemental Information:

The project will require environmental permits from USACE, SFWQCB, and CDFW. In addition, coordination will be needed with PG&E, Cal OES, and FEMA.

Funding Sources Include: Hazard Mitigation Grant Program (HMGP) Federal Funds, Transfers from 2006 Tax Exempt, and 2006 Taxable Funds.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2'22	Design	\$ 264,500	\$ 52,700						\$ 317,200
2281	Construction	\$ 93,600	\$ 1,000	\$ 802,900					\$ 897,500
1101	Staff Time	\$ 16,000	\$ 7,000	\$ 8,000					\$ 31,000
2372	Administrative Overhead	\$ 16,000	\$ 7,000	\$ 8,000					\$ 31,000
TOTAL		\$ 390,100	\$ 67,700	\$ 818,900					\$ 1,276,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	Federal/State Funds		\$ 374,900						\$ 374,900
310	Infrastructure Repair and	\$ 580,000							\$ 580,000
207	NPDES			\$ 201,800					\$ 201,800
	Other	\$ 120,000							\$ 120,000
TOTAL		\$ 700,000	\$ 374,900	\$ 201,800					\$ 1,276,700

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Frontage Road Living Green Trail

1801



Project Category: Storm

Location: Frontage Road East of Dover Way

Project Manager: J. Longway

Project Priority: 2G - Required

Project Status: Design

Est. Completion Date: 2025/2026

Description/Justification:

This project will construct a Class I trail on Frontage Road from Dover Way to the end of the existing pedestrian trail at Chelsea Way. The project will also include the installation of pathway swales and bioretention features.

Supplemental Information:

Funding Sources Include: Clean California Local Grant

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 46,600	\$ 445,900					\$ 492,500
2281	Construction				\$ 1,200,000	\$ 399,800			\$ 1,599,800
1101	Staff Time		\$ 4,000	\$ 10,000	\$ 15,000	\$ 7,500			\$ 36,500
2372	Administrative Overhead		\$ 4,950	\$ 10,000	\$ 15,000	\$ 7,500			\$ 37,450
TOTAL			\$ 55,550	\$ 465,900	\$1,230,000	\$ 414,800			\$ 2,166,250
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
	Federal/State Funding		\$ 1,354,000						\$ 1,354,000
298	ARPA		\$ 812,250						\$ 812,250
TOTAL			\$2,166,250						\$ 2,166,250

Project Title:

Project #:

Willow Pass Storm Drain Permanent Repair

TBD



Project Category: Storm

Location: Willow Pass Road

Project Manager: D. Johnson

Project Priority: 1C - Essential

Project Status: Preliminary

Est. Completion Date: 2023/2024

Description/Justification:

During the heavy winter storms of 2023, 2-60 inch reinforced concrete pipes separated at the joints, at the top, causing exfiltration upwards and damaging the roadway along Willow Pass Road. An emergency temporary repair was completed to minimize damage. A permanent solution is necessary to complete the repair.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 75,000					\$ 75,000
2281 Construction			\$ 705,000					\$ 705,000
1101 Staff Time			\$ 10,000					\$ 10,000
2372 Administrative Overhead			\$ 10,000					\$ 10,000
TOTAL			\$ 800,000					\$ 800,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded			\$ 800,000					\$ 800,000
TOTAL			\$ 800,000					\$ 800,000



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM BUILDING PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Corporation Yard Fueling System Replacement Project

3118



Project Category:	Building
Location:	Corporation Yard and Environmental Center
Project Manager:	K. Labao
Project Priority:	1B - Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

The fleet fueling system at the Corporation Yard is out of compliance per State regulatory requirements and needs major upgrades including new piping, fueling island, single wall tank replacement with above ground tanks, new dispensers, island cover and new Concrete pad. The new location of the above ground tank will be at the Environmental Center.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 242,100	\$ 59,300	\$ 275,000					\$ 576,400
2281	Construction	\$ 31,200	\$ 73,700	\$ 686,800					\$ 791,700
1101	Staff Time	\$ 6,000	\$ 2,000	\$ 12,000					\$ 20,000
2372	Administrative Overhead	\$ 6,000	\$ 2,000	\$ 12,000					\$ 20,000
TOTAL		\$ 285,300	\$ 137,000	\$ 985,800					\$ 1,408,100
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
501	Water Operations Fund	\$ 265,000		\$ 239,100					\$ 504,100
521	Sewer Operations Fund	\$ 265,000		\$ 239,000					\$ 504,000
621	Building Maintenance	\$ 400,000							\$ 400,000
TOTAL		\$ 930,000		\$ 478,100					\$ 1,408,100

Project Title:

Project #:

Police Department Evidence and Intake Room Improvements

3119



Project Category:	Building
Location:	City Hall
Project Manager:	K. Labao
Project Priority:	1A - Essential
Project Status:	Construction
Est. Completion Date:	2023/24

Description/Justification:

Police Department (PD) Evidence and Intake Room is a storage area that holds a broad range of materials and evidence related to investigations pending criminal cases with the PD. The current configuration and layout of the area needs to be updated due to the influx of evidence being processed. The scope of the project includes, but is not limited to, the installation of mobile shelving units, lockers, countertops, cabinets, and flooring.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction	\$ 1,900	\$ 339,300	\$ 25,000					\$ 366,200
1101	Staff Time	\$ 4,000	\$ 6,400	\$ 4,600					\$ 15,000
2372	Administrative Overhead	\$ 4,000	\$ 6,400	\$ 4,600					\$ 15,000
TOTAL		\$ 9,900	\$ 352,100	\$ 34,200					\$ 396,200
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund	\$ 350,000							\$ 350,000
621	Building and Maintenance	\$ 46,200							\$ 46,200
TOTAL		\$ 396,200							\$ 396,200

Project Title:

Project #:

Police Department Women's Locker Room Expansion 2

3120



Project Category:	Building
Location:	City Hall
Project Manager:	K. Labao
Project Priority:	3J – Goals
Project Status:	Preliminary
Est. Completion Date:	2024/25

Description/Justification:

Due to the increase of female staff in the City's police department, an expansion to the existing women's locker room is needed. The project will include, but is not limited to, the replacement of the existing exercise room in City Hall to a women's locker room, the installation of lockers, plumbing work and the relocation of the existing lactation room.

Supplemental Information:

Funding Sources Include: Remaining funds from Project 3119, Police Department Evidence and Intake Room Improvements, will be transferred to Project 3120 after completion.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design			\$ 50,000					\$ 50,000
2281	Construction				\$ 350,000				\$ 350,000
1101	Staff Time		\$ 5,000	\$ 10,000	\$ 5,000				\$ 20,000
2372	Administrative Overhead		\$ 5,000	\$ 10,000	\$ 5,000				\$ 20,000
TOTAL			\$ 10,000	\$ 70,000	\$ 360,000				\$ 440,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
621	Building Maintenance	\$ 50,000		\$ 50,000	\$ 340,000				\$ 440,000
TOTAL		\$ 50,000		\$ 50,000	\$ 340,000				\$ 440,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

City Council Chambers Upgrade

3334



Project Category:	Building
Location:	City Hall
Project Manager:	K. Labao
Project Priority:	1A - Essential
Project Status:	Construction
Est. Completion Date:	2023/24

Description/Justification:

The City needs to advance its Council Chamber audiovisual broadcasting system in order to incorporate current technological standards and best practices. The upgrades will improve the in-person, remote, and hybrid meeting formats for future council and commission meetings, training sessions and other events.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 26,700						\$ 26,700
2281	Construction			\$ 468,300					\$ 468,300
1101	Staff Time		\$ 2,800	\$ 17,200					\$ 20,000
2372	Administrative Overhead			\$ 20,000					\$ 20,000
TOTAL			\$ 29,500	\$ 505,500					\$ 535,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
208	Public Education and Government	\$ 500,000	\$ 35,000						\$ 535,000
TOTAL		\$ 500,000	\$ 35,000						\$ 535,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

California Theater Marquee & Below Stage Modification

3333



Project Category: Building
Location: California Theater
Project Manager: G. Piña
Project Priority: 1E - Essential
Project Status: Preliminary
Est. Completion Date: 2024/25

Description/Justification:

The California Theater is a historic building in Downtown Pittsburg that has undergone several needed renovations in the past few years. The project will construct a new theater marquee, dressing room, and restroom facilities at the City's California Theater.

Supplemental Information:

Funding sources include: California Natural Resources Agency Program State Grant and must be used before March 1st, 2026.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 50,000					\$ 50,000
2281 Construction				\$ 330,000				\$ 330,000
1101 Staff Time			\$ 5,000	\$ 5,000				\$ 10,000
2372 Administrative Overhead			\$ 5,000	\$ 5,000				\$ 10,000
TOTAL			\$ 60,000	\$340,000				\$ 400,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding	\$ 400,000							\$ 400,000
TOTAL	\$ 400,000							\$ 400,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM PARK PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Marina Community Center Improvements

TBD



Project Category: Parks
Location: 340 Marina Blvd.
Project Manager: K. Simonton
Project Priority: 1C - Essential
Project Status: New
Est. Completion Date: 2023/24

Description/Justification:

This project includes the renovation of the building located at 340 Marina Boulevard into a community center.

Supplemental Information:

The Marina Community Center was closed to the public in 2002 and leased to Contra Costa County for use as a Police Training Academy for the next 20 years. Upon termination of the agreement in December 2022, at the direction of the City Council, the building is to be returned to the community to be used as a community center. Necessary improvements include, but are not limited to, the repair of the gymnasium floor, roof repair and replacement, ADA accessibility, security, furniture, technology, HVAC repair and replacement.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			20,000					\$ 20,000
2199 Construction			1,440,000					\$ 1,440,000
1101 Staff Time			20,000					\$ 20,000
2372 Administrative Overhead			20,000					\$ 20,000
TOTAL			\$ 1,500,000					\$ 1,500,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Measure M Surplus		\$750,000	\$750,000					\$ 1,500,000
TOTAL		\$ 750,000	\$ 750,000					\$ 1,500,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Outdoor Fitness Area

TBD



Project Category: Parks
Location: 340 Marina Blvd.
Project Manager: K. Simonton
Project Priority: 1C - Essential
Project Status: New
Est. Completion Date: 2023/24

Description/Justification:

This project includes the construction of an all-abilities outdoor fitness area.

Supplemental Information:

Access to health and wellness is a vital part of a thriving community. An outdoor fitness area ensures that all members of Pittsburg have access to overcome their obstacles in becoming healthier. The court includes 10 units that may serve up to 27 people at one time and includes accessible equipment and access.

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 10,000					\$ 10,000
2199 Construction			\$ 170,000					\$ 170,000
1101 Staff Time			\$ 10,000					\$ 10,000
2372 Administrative Overhead			\$ 10,000					\$ 10,000
TOTAL			\$ 200,000					\$ 200,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Measure M Surplus			\$ 200,000					\$ 200,000
TOTAL			\$ 200,000					\$ 200,000

Project Title:

Project #:

Buchanan Park Pond Loop Replacement

3040



Project Category:	Parks
Location:	Buchanan Park
Project Manager:	K. Labao
Project Priority:	2G - Required
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

Buchanan Park is one of the most widely used parks in the City and features several recreational facilities. The existing path that loops around the pond has since deteriorated, with significant damage from tree roots and the nearby pond. The project will replace portions of the existing walkway around the pond, install slope protection, clearing and grubbing, and the removal of cattails in the pond.

Supplemental Information:

Funding sources include: Per Capita Grant Program Funds

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction			\$ 192,300					\$ 192,300
1101 Staff Time			\$ 15,000					\$ 15,000
2372 Administrative Overhead			\$ 15,000					\$ 15,000
TOTAL			\$ 222,300					\$ 222,300
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding		\$ 222,300						\$ 222,300
TOTAL		\$ 222,300						\$ 222,300

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Annual Playground Replacement

3071



Project Category: Parks
Location: Citywide Park System
Project Manager: H. Mata
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

Recurring annual project for replacement of playground equipment and related amenities at public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								\$ -
2281	Construction	\$ 119,700		\$ 175,300	\$ 65,000	\$ 65,000	\$ 65,000	\$ 65,000	\$ 555,000
1101	Staff Time			\$ 10,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 30,000
2372	Administrative Overhead			\$ 10,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 5,000	\$ 30,000
TOTAL		\$ 119,700		\$ 195,300	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 615,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304	Park Dedication Fund	\$ 240,000	\$ 75,000						\$ 315,000
	Unfunded				\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 300,000
TOTAL		\$ 240,000	\$ 75,000		\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 615,000

Project Title:

Project #:

City Park Soccer Field Turf Replacement

3072



Project Category: Parks
Location: City Park
Project Manager: H. Mata
Project Priority: 2H – Required
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

This project aims to replace all, or portions, of the all-weather turf soccer field at City Park.

Supplemental Information:

None.

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								
2281	Construction		\$ 14,700		\$ 750,000				\$ 764,700
1101	Staff Time				\$ 5,000				\$ 5,000
2372	Administrative Overhead				\$ 5,000				\$ 5,000
TOTAL			\$ 14,700		\$ 760,000				\$ 774,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304	Park Dedication Fund	\$ 14,700	\$ 235,300						\$ 250,000
	Unfunded				\$ 524,700				\$ 524,700
TOTAL		\$ 14,700	\$ 235,300		\$ 524,700				\$ 774,700

City of Pittsburgh 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Annual Park Features Replacement

3073



Project Category: Parks
Location: Citywide Parks
Project Manager: H. Mata
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

This is a recurring annual project for the replacement of features and amenities such as drinking fountains, picnic tables, benches, lighting, pavement, and ADA accessibility at public parks throughout the City. The priority for locations will be determined by Public Works with input from Recreation Services.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								\$ -
2281	Construction	\$ 260,000		\$ 99,600	\$ 75,000	\$ 75,000	\$ 75,000	\$ 75,000	\$ 659,600
1101	Staff Time	\$ 200		\$ 7,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 17,700
2372	Administrative Overhead	\$ 200		\$ 7,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 2,500	\$ 17,700
TOTAL		\$260,400		\$ 114,600	\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 695,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304	Park Dedication Fund	\$ 300,000	\$ 75,000						\$ 375,000
Unfunded					\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 320,000
TOTAL		\$300,000	\$ 75,000		\$ 80,000	\$ 80,000	\$ 80,000	\$ 80,000	\$ 695,000

Project Title:

Project #:

Biennial Restroom Replacement/Rehabilitation

3074



Project Category: Parks
Location: Citywide Parks
Project Manager: H. Mata
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

Recurring biennial project for replacement and rehabilitation of restrooms in public parks throughout the City. Priority for locations determined by Public Works with input from Recreation Services.

Supplemental Information:

None

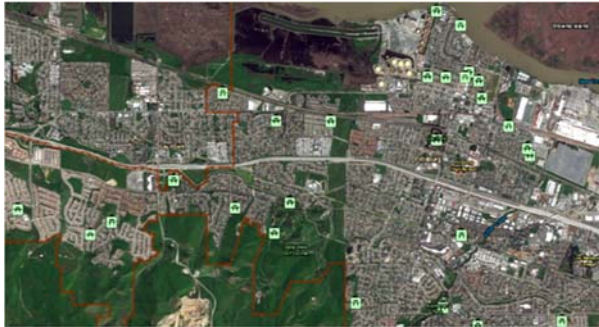
PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design					\$ 43,600		\$ 35,000	\$ 78,600
2281	Construction	\$ 6,400				\$ 550,000		\$ 435,000	\$ 991,400
1101	Staff Time					\$ 20,000		\$ 15,000	\$ 35,000
2372	Administrative Overhead					\$ 20,000		\$ 15,000	\$ 35,000
TOTAL		\$ 6,400				\$ 633,600		\$ 500,000	\$ 1,140,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304	Park Dedication Fund	\$ 256,400	\$ 383,600						\$ 640,000
	Unfunded							\$ 500,000	\$ 500,000
TOTAL		\$ 256,400	\$ 383,600					\$ 500,000	\$ 1,140,000

Project Title:

Project #:

Annual Citywide Park Sign Replacement Program

3075



Project Category: Parks
Location: Citywide Parks
Project Manager: H. Mata
Project Priority: 2H - Required
Project Status: Ongoing
Est. Completion Date: Continuous

Description/Justification:

This is a recurring annual project for replacement of destination signs at public parks throughout the City. The priority for locations will be determined by Public Works with input from Recreation Services.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction	\$ 110,000		\$ 80,000	\$ 48,000	\$ 48,000	\$ 48,000	\$ 48,000	\$ 382,000
1101 Staff Time			\$ 5,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 9,000
2372 Administrative Overhead			\$ 5,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 1,000	\$ 9,000
TOTAL	\$ 110,000		\$ 90,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 400,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304 Park Dedication Fund	\$ 150,000	\$ 50,000						\$ 200,000
Unfunded				\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 200,000
TOTAL	\$ 150,000	\$ 50,000		\$ 50,000	\$ 50,000	\$ 50,000	\$ 50,000	\$ 400,000

Project Title:

Project #:

Biennial Playfield Replacement**3076**

Project Category: Parks

Location: Citywide Parks

Project Manager: H. Mata

Project Priority: 2H - Required

Project Status: Ongoing

Est. Completion Date: Continuous

Description/Justification:

This is a recurring \$250,000 biennial project for public parks throughout the city. The priority for locations will be determined by Public Works with input from Recreation Services.

Supplemental Information:

None

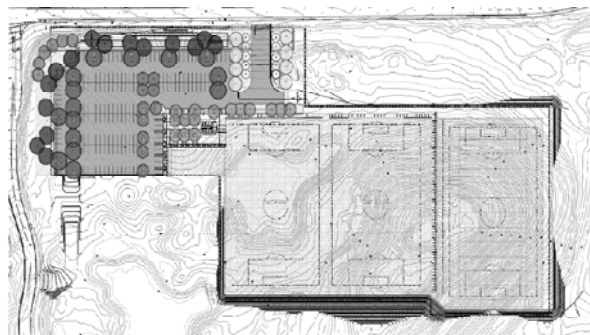
PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								\$ -
2281 Construction	\$ 3,000	\$ 20,300	\$ 300,000		\$ 263,300		\$ 250,000	\$ 836,600
1101 Staff Time			\$ 5,000		\$ 5,000		\$ 5,000	\$ 15,000
2372 Administrative Overhead			\$ 5,000		\$ 5,000		\$ 5,000	\$ 15,000
TOTAL	\$ 3,000	\$ 20,300	\$ 310,000		\$ 273,300		\$ 260,000	\$ 866,600
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
304 Park Dedication Fund	\$ 20,400	\$ 346,200						\$ 366,600
Unfunded					\$ 250,000		\$ 250,000	\$ 500,000
TOTAL	\$ 20,400	\$ 346,200			\$ 250,000		\$ 250,000	\$ 866,600

Project Title:

Project #:

Pittsburg Premier Fields

3080



Project Category:	Parks
Location:	Old Delta View Golf Course
Project Manager:	J. Samuelson
Project Priority:	1E – Essential
Project Status:	Design
Est. Completion Date:	2024/25

Description/Justification:

The project will feature three multi-purpose fields to serve as a regional draw for the economic benefit of residents. The design will also include sport field lighting, landscaping and irrigation, various site furnishings, a restroom building, tree plantings. In addition, a parking lot, paved and unpaved walkways and trails circling the proposed facility, a pick-up and drop off area for passengers, landscaping and other amenities will be included within the project limits.

Supplemental Information:

The project is pursuing a Land and Water Conservation Fund (LWCF) grant. The estimated value of the grant is around \$6,000,000.

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design	\$ 29,174	\$ 470,826	\$ 462,000					\$ 962,000
2281	Construction			\$ 5,480,000	\$ 9,895,000				\$ 15,375,000
1101	Staff Time			\$ 25,000	\$ 25,000				\$ 50,000
2372	Administrative Overhead			\$ 25,000	\$ 25,000				\$ 50,000
TOTAL		\$ 29,174	\$ 470,826	\$ 5,992,000	\$ 9,945,000				\$ 16,437,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund			\$ 5,785,477					\$ 5,785,477
	General Fund Surplus			\$ 1,615,000					\$ 1,615,000
304	Park Dedication Fund	\$ 600,000	\$ 215,000	\$ 1,100,000					\$ 1,915,000
	Measure M			\$ 150,000					\$ 150,000
	Unfunded				\$ 6,971,523				\$ 6,971,523
TOTAL		\$ 600,000	\$ 215,000	\$ 8,650,477	\$ 6,971,523				\$ 16,437,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Buchanan Park Restroom Facility

TBD



Project Category: Parks
Location: Buchanan Park
Project Manager: D. Johnson
Project Priority: 2H – Required
Project Status: New
Est. Completion Date: 2024/25

Description/Justification:

This project will install a new restroom facility at Buchanan Park. City staff will evaluate different restroom manufactures to analyze which restroom facility includes features to best address some of the current issues being experienced at this park such as vandalism, misuse, lighting, etc.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 70,000					\$ 70,000
2281 Construction				\$ 405,000				\$ 405,000
1101 Staff Time			\$ 2,500	\$ 10,000				\$ 12,500
2372 Administrative Overhead			\$ 2,500	\$ 10,000				\$ 12,500
TOTAL			\$ 75,000	\$ 20,000				\$ 500,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
General Fund Surplus		\$500,000						\$ 500,000
TOTAL		\$ 500,000						\$ 500,000

City of Pittsburgh 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

City Park Restroom Facility

TBD



Project Category: Parks
Location: City Park
Project Manager: D. Johnson
Project Priority: 2H – Required
Project Status: New
Est. Completion Date: 2024/25

Description/Justification:

This project will replace the existing restrooms at city park with a new restroom facility. The current restroom facility at City Park is outdated and could benefit from upgrading. City staff will evaluate different restroom manufactures to analyze which restroom facility includes features to best address some of the current issues being experienced at this park such as vandalism, misuse, lighting, etc.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 100,000					\$ 100,000
2281 Construction				\$ 620,000				\$ 620,000
1101 Staff Time			\$ 5,000	\$ 10,000				\$ 15,000
2372 Administrative Overhead			\$ 5,000	\$ 10,000				\$ 15,000
TOTAL			\$ 110,000	\$ 20,000				\$ 750,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
General Fund Surplus		\$ 750,000						\$ 750,000
TOTAL		\$ 750,000						\$ 750,000

City of Pittsburgh 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Old Growth Tree Care

TBD



Project Category: Parks

Location: Buchanan Park, Railroad Ave between Alvarado Ave & SR-4, and City Park

Project Manager: D. Johnson

Project Priority: 3I - Goals

Project Status: Preliminary

Est. Completion Date: 2024/25

Description/Justification:

Funding is requested to prune old grown Eucalyptus trees. The existing stands of Eucalyptus are too tall for in-house staff and equipment to manage, and their pruning needs have not been addressed in a timely manner. The lack of tree care is detrimental to the trees' health and aesthetic appearance.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design								\$ -
2281	Construction			\$ 100,000					\$ 100,000
1101	Staff Time			\$ 5,000					\$ 5,000
2372	Administrative Overhead			\$ 5,000					\$ 5,000
TOTAL				\$ 110,000					\$ 110,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded				\$ 110,000					\$ 110,000
TOTAL				\$ 110,000					\$ 110,000



City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM GENERAL PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Citywide Alternative Fuel Infrastructure & Fleet Upgrades

1800



Project Category:	General
Location:	City Facilities
Project Manager:	J. Samuelson
Project Priority:	1E – Essential
Project Status:	Design
Est. Completion Date:	2023/24

Description/Justification:

This project will provide a needs assessment for the City's infrastructure and create a blueprint for the fleet vehicle transition from Internal Combustion Engine (ICE) vehicles to zero emission vehicles (ZEV).

Supplemental Information:

In January of 2023 the city council allocated \$116,900 from ARPA funds for this project. This project is currently just for preliminary analysis of the City's fleet and infrastructure. Additional funding from American Rescue Plan Act (ARPA) will be allocated after the analysis is complete.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 50,000	\$ 66,900					\$ 116,900
2281	Construction								
1101	Staff Time								
2372	Administrative Overhead								
TOTAL			\$ 50,000	\$ 66,900					\$ 116,900
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
298	ARPA		\$ 116,900						\$ 116,900
TOTAL			\$116,900						\$ 116,900

Project Title:

Project #:

Landscape Master Plan Update

TBD



Project Category: General
Location: City of Pittsburg
Project Manager: D. Johnson
Project Priority: 2H – Required
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

The Landscape Master Plan is about the overall condition of the landscape, including everything from correct drainage, erosion issues, turf density, tree health, irrigation and lighting, and outdoor amenities.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			1,450,000					\$ 1,450,000
2281 Construction								
1101 Staff Time			25,000					\$ 25,000
2372 Administrative Overhead			25,000					\$ 25,000
TOTAL			\$ 1,500,000					\$ 1,500,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
General Fund Surplus			1,500,000					\$ 1,500,000
TOTAL			\$ 1,500,000					\$ 1,500,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Youth Skate Plaza

1750



Project Category: General
Location: City Park
Project Manager: Z. Barker
Project Priority: 2G – Required
Project Status: Design
Est. Completion Date: 2025/26

Description/Justification:

Building on the 2009 Railroad Avenue Specific Plan, the youth skate plaza and pump track is a project that aims to continue to beautify the Railroad Avenue corridor by adding much need youth amenities, art installation, and park development. At the May 9, 2022, Budget Workshop, the City Council earmarked \$500,000 of FY 2023 General Fund Surplus funds for development of a youth skate park at City Park.

Supplemental Information:

This project is looking for \$5,000,000 implementation fund from the Clean California Local Grant Cycle 2 Design for this project will be at 100% by April 30, 2023. If grant funding is received, this project needs to be completed by June 30, 2026.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 435,187						\$ 435,187
1399	Miscellaneous								
2281	Construction					\$ 4,900,000			\$ 4,900,000
1101	Staff Time					\$ 50,000			\$ 50,000
2372	Administrative Overhead					\$ 50,000			\$ 50,000
TOTAL			\$ 435,187			\$ 5,000,000			\$ 5,435,187
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund		\$ 435,187						\$ 435,187
	Unfunded					\$ 5,000,000			\$ 5,000,000
TOTAL			\$ 435,187			\$ 5,000,000			\$ 5,435,187

Project Title:

Project #:

Police Department Electric Vehicle Chargers

1802



Project Category: General
Location: City Hall
Project Manager: G. Piña
Project Priority: 1E - Essential
Project Status: Construction
Est. Completion Date: 2023/24

Description/Justification:

This project is in the Pittsburgh Police Departments private lot and will install six new electric vehicle charging stations. This project will provide the necessary power to the police department's electric vehicle fleet to maintain operational functionality.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								
2281 Construction			\$ 80,300					\$ 80,300
1101 Staff Time			\$ 5,000					\$ 5,000
2372 Administrative Overhead			\$ 5,000					\$ 5,000
TOTAL			\$ 90,300					\$ 90,300
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
298 ARPA		\$ 90,300						\$ 90,300
TOTAL		\$ 90,300						\$ 90,300

Project Title:

Project #:

Railroad Avenue Beautification Project

3019



Project Category: General

Location: Railroad Ave.

Project Manager: Z. Barker

Project Priority: 2G – Required

Project Status: Design

Est. Completion Date: 2023/24

Description/Justification:

Building on the 2009 Railroad Avenue Specific Plan, the Reviving the Heart of Pittsburgh Pride is a project that aims to beautify the Railroad Avenue corridor from Civic Avenue to 8th street through landscaping, art installation, park development.

Supplemental Information:

Funding sources include: Clean California Local Grant with 12.5% matching from coming from American Rescue Plan Act (ARPA) funding. This project needs to be completed by June 30, 2024.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 98,599	\$ 389,000					\$ 487,599
2281	Construction			\$ 2,757,500					\$ 2,757,500
1101	Staff Time			\$ 30,000					\$ 30,000
2372	Administrative Overhead			\$ 30,000					\$ 30,000
TOTAL			\$ 98,599	\$ 3,206,500					\$ 3,305,099
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding		\$ 2,891,961							\$ 2,891,961
298	ARPA	\$ 413,138							\$ 413,138
TOTAL		\$ 3,305,099							\$ 3,305,099

City of Pittsburgh 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

60 Civic Building Repair

TBD



Project Category: General
Location: City Park
Project Manager: D. Johnson
Project Priority: IC – Essential
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

Due to drought damage throughout the years the trees along Civic Drive have experienced deterioration causing falling of trees and branches. Due to high winds during a storm event, a 60-foot tree fell onto the Neighborhood Center at 60 Civic Drive. This was emergency work to remove the tree to protect the building from further damage. Given the extraordinary storm events and their present effect on the saturation along Civic Drive, the trees are being removed – it is the combination of factors at the present time. Repairs of the damage will need to be designed.

Supplemental Information:

None

PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design								\$ -
2281 Construction			\$ 720,000					\$ 720,000
1101 Staff Time			\$ 40,000					\$ 40,000
2372 Administrative Overhead			\$ 40,000					\$ 40,000
TOTAL			\$ 800,000					\$ 800,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Unfunded			\$ 800,000					\$ 800,000
TOTAL			\$ 800,000					\$ 800,000

Project Title:

Project #:

Buchanan Road Slope Repair

TBD



Project Category:	General
Location:	Buchanan Road at Quercus Lane across from Buchanan Park
Project Manager:	B. Zaeni
Project Priority:	1C – Essential
Project Status:	Preliminary
Est. Completion Date:	TBD

Description/Justification:

Buchanan Road slope was damaged and significantly eroded during the unusual atmospheric river storm events of January 2023. The failure is within City's right-of-way but it could threaten stability of several houses above the slope. The work to repair and re-establish the slope will include removal of unsuitable soil and rebuilding and strengthening the terraces with suitable imported material, geotechnical fabrics, and other methods as needed and to be specified during design.

Supplemental Information:

Federal/State funding for this project is expected to be provided by FEMA and Cal OES with local matching funds.

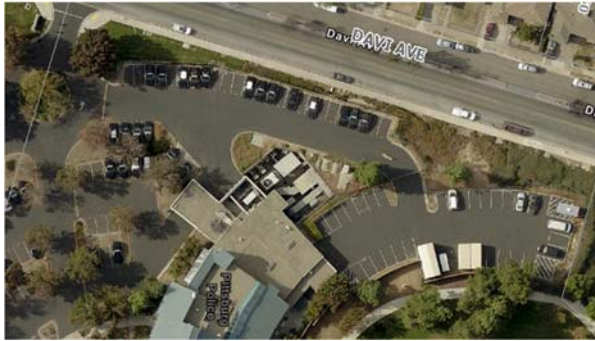
PROJECT FINANCING	CURRENT		PROPOSED					
PROJECT EXPENDITURES	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122 Design			\$ 100,000					\$ 100,000
2281 Construction			\$ 2,000,000					\$ 2,000,000
1101 Staff Time			\$ 25,000					\$ 25,000
2372 Administrative Overhead			\$ 25,000					\$ 25,000
TOTAL			\$ 2,150,000					\$ 2,150,000
PROJECT FUNDING	Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funds								
Unfunded			\$ 2,150,000					\$ 2,150,000
TOTAL			\$ 2,150,000					\$ 2,150,000

Project Title:

Project #:

Police Department Security Fence

3018



Project Category: General
Location: City Hall
Project Manager: G. Piña
Project Priority: 3J – Goals
Project Status: Design
Est. Completion Date: 2023/24

Description/Justification:

The project will include the installation of a security fence around the police vehicle parking and storage area west of City Hall due to increasing security concerns of police personnel, vehicles, and equipment.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 45,000						\$ 45,000
2281	Construction				\$ 675,000				\$ 675,000
1101	Staff Time		\$ 1,800		\$ 13,200				\$ 15,000
2372	Administrative Overhead		\$ 1,800		\$ 13,200				\$ 15,000
TOTAL			\$ 48,600		\$ 701,400				\$ 750,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
110	General Fund	\$ 350,000							\$ 350,000
	Unfunded				\$ 400,000				\$ 400,000
TOTAL		\$ 350,000			\$ 400,000				\$ 750,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

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City of
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM MARINA PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Central Harbor Park (CHP) & Boat Launch Facilities (BLF)

5504



Project Category: Marina
Location: Central Harbor Park
Project Manager: S. Bellafronte
Project Priority: 2G - Required
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

The project includes upgrades to Central Harbor Park (CHP) and the public boat launch facilities (BLF). Project activities include: improved ADA paths, restroom replacements (Exeloo), parking lot striping, sealing, and securing, crime deterrents, a fish cleaning station, upgraded shade structure, public fire pits, and picnic tables.

Supplemental Information:

In 2022 staff completed design of the project under a Delta Conservancy Prop 68 grant. In April, 2023 staff applied for Delta Conservancy CAR 22 funding to implement the project. Funding decision will be made on May 24, 2023. As part of the grant, staff committed to in-kind and cash match contributions from Funds 540 and 210 as reflected in the tables above. Staff submitted FY 24 budgets accordingly.

Staff will also apply for BAAQMD grants for bicycle racks totaling up to \$8,798 and has \$12,765 in CalRecycle funds available for purchase of recycling receptacles at the park.

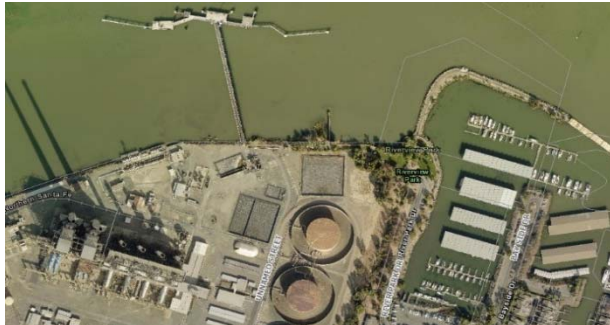
PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 172,100						\$ 172,100
2281	Construction			\$ 3,704,700					\$ 3,704,700
1101	Staff Time								
2372	Administrative Overhead								
TOTAL			\$ 172,100	\$ 3,704,700					\$ 3,876,800
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding			\$ 172,100	\$ 12,800					\$ 184,900
210	Solid Waste Fund			\$ 73,700					\$ 73,700
540	Waterfront Fund			\$ 65,000					\$ 65,000
Unfunded				\$ 3,553,200					\$ 3,553,200
TOTAL			\$ 172,100	\$ 3,704,700					\$ 3,876,800

Project Title:

Project #:

Former NRG Wharf Shore Power

TBD



Project Category:	Marina
Location:	NRG Pier at Riverview Park
Project Manager:	S. Bellafronte
Project Priority:	3J — Goals
Project Status:	Preliminary
Est. Completion Date:	2024/25

Description/Justification:

The project will install 480v, 2000A of electrical service to the former NRG pier to accommodate industrial wharf users and negotiate an interconnection agreement with PG&E to extend power from existing transformer in Riverview Park to the former NRG pier. PPC will retain ownership of connection lines with PPC to provide retail electric service.

Supplemental Information:

Commencing from Riverview Park, this project would include installation of electrical infrastructure to supply power services to the former NRG pier. The purpose of the project is to increase utility for reuse, lease, or sale of the wharf.

Funds for all preliminary work and PG&E coordination/agreements would be sourced from NRG's lease termination payment received in 2021 (541-49991-5711). Costs for these tasks are estimated at \$500,000.

The remainder of the project would be funded with the PPC Enterprise fund and were estimated in 2022 at \$1M. Infrastructure and buildout; to include underground trenching, conduit and potentially overhead lines to the point of interconnection, primary and step-down transformers, electrical disconnects and repair of electrical infrastructure on the pier itself. PPC funds were not budgeted in FY 2024 and review of this budget will be necessary prior to actions FY 25.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design			\$ 500,000					\$ 500,000
2281	Construction				\$ 1,000,000				\$ 1,000,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL				\$ 500,000	\$ 1,000,000				\$ 1,500,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
541	Waterfront Grants		\$ 500,000						\$ 500,000
590	PPC Enterprise Fund				\$ 1,000,000				\$ 1,000,000
TOTAL			\$ 500,000		\$ 1,000,000				\$ 1,500,000

City of Pittsburgh 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Waterfront Breakwater Maintenance

TBD



Project Category: Marina
Location: Pittsburg Waterfront
Project Manager: S. Bellafronte
Project Priority: 2G - Required
Project Status: Preliminary
Est. Completion Date: 2023/24

Description/Justification:

This project spans the entirety of City-owned shoreline and breakwater between City's Granted Tidelands Wharf and the easternmost border of Marina Basin 2 (Lowy). The project is for regular maintenance of all engineered breakwaters and shorelines. This project is separate from any emergency breakwater repair or construction projects.

Supplemental Information:

Staff conducted a conditions assessment of the marina breakwaters in September 2022 that demonstrate a cost of \$6,497,700 to complete the project. In alignment with other ongoing waterfront projects, staff estimated staff time and admin overhead costs at 1.4% of this amount each resulting in a total project cost of \$6,697,700. Staff applied for federal earmarks under Congressman Garamendi for \$6.497,700 million in March 2023 to conduct repairs and maintenance in this project area. Staff committed approximately \$50,000 from Fund 540 to aid marina maintenance in FY 2024.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design				\$ 460,000				\$ 460,000
2281	Construction				\$ 6,037,700				\$ 6,037,700
1101	Staff Time				\$ 100,000				\$ 100,000
2372	Administrative Overhead				\$ 100,000				\$ 100,000
TOTAL					\$ 6,697,700				\$ 6,697,700
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
540	Waterfront Fund			\$ 50,000					\$ 50,000
	Unfunded				\$ 6,647,700				\$ 6,647,700
TOTAL				\$ 50,000	\$ 6,647,700				\$ 6,697,700

Project Title:

Project #:

East 3rd Street Remediation

5404



Project Category:	Marina
Location:	495 E. 3 rd Street
Project Manager:	S. Bellafronte
Project Priority:	2G - Required
Project Status:	New
Est. Completion Date:	2023/24

Description/Justification:

This project includes remediation design and remediation of four City-owned parcels on 3rd Street. (APNs 073-010-005, 073-010-004, 073-010-003, 073-010-002).

Supplemental Information:

The City has been granted \$1.1 million in US EPA Brownfield funding through a \$300,000 Assessment Grant and an \$800,000 Multipurpose Grant. In September, 2022, the City expended the full Assessment Grant and closed it out. Under the Assessment Grant, the City conducted Phase II investigations of four City-owned parcels and has received approval from the EPA to move forward with remediation design on the parcels. Under the Multipurpose Grant, remediation of at least one City-owned site is required by the grant term end: September 30, 2025. As of April 11, 2023 there is approximately \$336,355 of the \$800,000 remaining for this work.

In August 2021, the City Council approved a \$374,000 contract with TRC for services including but not limited to Cleanup Preparation Services and Corrective Action Plans. About \$130,000 of this contract can be attributed to activities at this site. The City aims to develop a remediation plan in 2023 with remediation commencing in early 2024. In 2022, the City applied for a DTSC ECRG grant for \$544,438 to conduct the remediation, and was selected for funding in April 2023. The City still needs to accept this funding and negotiate a grant agreement.

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design			\$ 130,000					\$ 130,000
2281	Construction		\$ 244,600		\$ 750,800				\$ 995,400
1101	Staff Time								
2372	Administrative Overhead								
TOTAL			\$ 244,600	\$ 130,000	\$ 750,800				\$ 1,125,400
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Federal/State Funding			\$ 244,600	\$ 880,800					\$ 1,125,400
TOTAL			\$ 244,600	\$ 880,800					\$ 1,125,400

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Basin 3 Dredge

5515



Project Category: Marina
Location: Pittsburg Marina Basin 3
Project Manager: S. Bellafronte
Project Priority: 2H - Required
Project Status: New
Est. Completion Date: 2023/24

Description/Justification:

This project includes maintenance dredging of the Marina Basin 3 and public launch ramps.

Supplemental Information:

Pittsburg has a 10-year dredge permit that expires in 2028. The permit covers all 3 basins of the marina, the adjoining residential channel, outfalls northeast of Basin 2, and the public launch ramps. The New York Landing HOA requested the City conduct a dredge project in their private channel in conjunction with the planned 2023 episode. In order to capture cost savings (economies of scale and shared mobilization costs), the City executed a Reimbursement and Indemnification Agreement with the HOA and updated design, project management, and construction management scope with consultant Anchor QEA in October 2022 to do so.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 164,300							\$ 164,300
2281	Construction		\$ 74,550	\$ 1,605,050					\$ 1,679,600
1101	Staff Time								
2372	Administrative Overhead								
TOTAL		\$ 164,300	\$ 74,550	\$ 1,605,050					\$ 1,843,900
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
540	Waterfront Operations			\$105,000					\$ 105,000
541	Waterfront Grants			\$1,500,000					\$ 1,500,000
550	Marina Enterprise	\$164,300	\$74,600						\$ 238,900
TOTAL		\$ 164,300	\$ 74,600	\$ 1,605,000					\$ 1,843,900

Project Title:

Project #:

Residential Channel Dredge

6240



Project Category:	Marina
Location:	New York Landing Residential Channel
Project Manager:	S. Bellafronte
Project Priority:	2G - Required
Project Status:	New
Est. Completion Date:	2023/24

Description/Justification:

This project includes maintenance dredging of the New York Landing Residential Channel Only.

Supplemental Information:

Pittsburg has a 10-year dredge permit that expires in 2028. The permit covers all 3 basins of the marina, the adjoining residential channel, outfalls northeast of Basin 2, and the public launch ramps. In 2021, the City designed a dredge episode of the public launch ramps as well as Basin 3 at the mouth of the residential channel (Project 5515). Project 5515 is ready to be carried out in the Aug-Nov 2023 work window. The New York Landing HOA requested that the city dredge their residential channel as part of project 5515 and the City executed a Reimbursement and Indemnification Agreement with the New York Landing HOA and updated design, project management, and construction management scope with consultant Anchor QEA in October 2022 to do so. The existing project funding was a deposit from the New York Landing HOA.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design		\$ 250,000						\$ 250,000
2281	Construction			\$ 2,000,000					\$ 2,000,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL			\$ 250,000	\$ 2,000,000					\$ 2,250,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
Other			\$ 250,000	\$ 2,000,000					\$ 2,250,000
TOTAL			\$ 250,000	\$ 2,000,000					\$ 2,250,000

Project Title:

Project #:

Marina Security Cameras

TBD



Project Category:	Marina
Location:	Pittsburg Marina
Project Manager:	S. Bellafronte
Project Priority:	2H - Required
Project Status:	New
Est. Completion Date:	2023/24

Description/Justification:

The Pittsburg Marina has foregone maintenance on existing security cameras resulting in a nonfunctioning camera system. The Marina also experiences crime and incidents that could be mitigated or solved through additional surveillance throughout the facility. This project includes repair of existing cameras and an expansion of the network throughout the cameras.

Supplemental Information:

The City has executed a contract for \$15,000 to fix the broken existing cameras system and is in the process of obtaining three quotes for the expansion project. On May 9, 2022, the City Council earmarked \$750,000 Measure M Surplus funds over three years to upgrading security camera systems throughout the City. Approximately \$200,000 of this amount is earmarked for the Marina expansion.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction		\$ 15,000	\$ 200,000					\$ 215,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL			\$ 15,000	\$ 200,000					\$ 215,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
550	Marina Enterprise		\$ 15,000						\$ 15,000
	Measure M Surplus			\$ 200,000					\$ 200,000
TOTAL			\$ 15,000	\$ 200,000					\$ 215,000



City^{of}
Pittsburg
California

CAPITAL IMPROVEMENT PROGRAM POWER PROJECTS

2023/24 — 2027/28



Project Title:

Project #:

Water Treatment Plant Alternative Fuel Conversion

TBD



Project Category:	Power
Location:	Water Treatment Plant
Project Manager:	D. Buchanan
Project Priority:	2H - Required
Project Status:	Preliminary
Est. Completion Date:	2025/26

Description/Justification:

This project includes installation of one or more fuel cells, supplemented by solar photovoltaic panels, to power the City's water treatment plant. Power service would be provided by the Pittsburgh Power Company operating as a municipal utility.

Supplemental Information:

None.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design				\$ 120,000				\$ 120,000
2281	Construction					\$ 3,300,000			\$ 3,300,000
1101	Staff Time				\$ 25,000	\$ 75,000	\$ 12,000	\$ 12,000	\$ 124,000
2372	Administrative Overhead				\$ 25,000	\$ 75,000	\$ 12,000	\$ 12,000	\$ 124,000
TOTAL					\$ 170,000	\$ 3,450,000	\$ 24,000	\$ 24,000	\$ 3,668,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
540	Federal/State Funding				\$ 2,400,000				\$ 2,400,000
590	Pittsburg Power				\$ 1,268,000				\$ 1,268,000
TOTAL					\$3,668,000				\$ 3,668,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Duct Bank and Vault Replacements

5816



Project Category: Power
Location: Mare Island
Project Manager: D. Buchanan
Project Priority: 2H — Required
Project Status: Construction
Est. Completion Date: 2023/24

Description/Justification:

Specific sections of the island energy system have been identified for duct bank and vault replacement as being critical for “North End” — which includes existing ALCO and EPS customers, and the anticipated City of Vallejo master development north of G Street.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					TOTAL
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	
2122	Design	\$ 205,000							\$ 205,000
2281	Construction	\$ 104,500		\$ 224,100					\$ 328,600
1101	Staff Time	\$ 16,400							\$ 16,400
2372	Administrative Overhead								
TOTAL		\$ 325,900		\$ 224,100					\$ 550,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy	\$ 450,000		\$ 100,000					\$ 550,000
TOTAL		\$ 450,000		\$ 100,000					\$ 550,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Project #:

Waterfront Area Reliability**5820**

Project Category:	Power
Location:	Berth 12-18 Mare Island
Project Manager:	D. Buchanan
Project Priority:	1A — Essential
Project Status:	Construction
Est. Completion Date:	2024/25

Description/Justification:

The Waterfront Area Reliability Project (“WARP”) will upgrade up to eight (8) utility electrical substations serving the Mare Island waterfront area. The waterfront hosts Pittsburg Power Company (PPC) Utility’s single largest commercial electrical customer, “Mare Island Dry Docks” (MIDD).

The waterfront area is prone to Utility equipment failures (“outages”) often during critical periods of operation. Existing Utility facilities include underground lead cable, transformers and breaker sets that are over 40 years old. The dry docks serve demanding US Navy ship repair contracts and exceptionally high electrical loads. Electrical reliability is key to the viability of the MIDD business, which primarily serves the US Navy.

Supplemental Information:

Phase 1 Project scope includes engineering assessments, work scoping, cost estimating and the procurement of critical reliability equipment plus performing intermediate fixes/repairs. Subsequent Phases will address replacement of and adding redundant underground primary voltage circuits along with breakers and transformer equipment.

Utility cost recovery is being contemplated through Customer special rate assessments and other mechanisms.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction	\$ 140,554	\$ 107,847	\$ 226,599	\$ 225,000				\$ 700,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL		\$ 140,554	\$ 107,847	\$ 226,599	\$ 225,000				\$ 700,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy	\$ 500,000		\$ 200,000					\$ 700,000
TOTAL		\$ 500,000		\$ 200,000					\$ 700,000

City of Pittsburg 2023/24 – 2027/28 Capital Improvement Program

Project Title:

Multi-Year

Project #:

Outage Recovery

5821



Project Category:	Power
Location:	Mare Island PPC Utility Service Territory
Project Manager:	D. Buchanan
Project Priority:	1C – Essential
Project Status:	Ongoing
Est. Completion Date:	Continuous

Description/Justification:

This project is used to provide immediate response to Pittsburg Power Company (PPC) during electrical outages, natural gas outages, and emergency situations. The project scope includes procurement of “Emergency” 3rd party resources, heavy equipment rental, general material procurement and the procurement of repair or replacement facility equipment. Each outage is unique, and demands will vary.

Supplemental Information:

“Outages” are characterized as the unpredicted failure of Utility equipment, including but not limited to, underground electrical cable faults, breaker failures, transformer failures, gas main line and regulator breaches and other related Utility equipment. Outages can affect small groups of Customers, or all of the Mare Island service territory.

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design	\$ 36,300							\$ 36,300
2281	Construction	\$ 123,600		\$ 40,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 403,600
1101	Staff Time	\$ 100							\$ 100
2372	Administrative Overhead								
TOTAL		\$ 160,000		\$ 40,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 440,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy	\$ 160,000		\$ 40,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 440,000
TOTAL		\$ 160,000		\$ 40,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 60,000	\$ 440,000

Project Title:

Project #:

Station F Reconstruction

5825



Project Category:	Power
Location:	Mare Island PPC Utility Service Territory
Project Manager:	D. Buchanan
Project Priority:	2H — Required
Project Status:	Preliminary
Est. Completion Date:	2023/24

Description/Justification:

Station F is a critical 12kV distribution substation serving both residential and commercial / industrial customers on Mare Island. Station F has been the point of several recent equipment failures with resultant customer electrical outages. The failures had been determined to be caused by moisture in the existing VFI's, resulting in catastrophic failure of the devices.

This project would increase the reliability of station F by replacing 2 vacuum fault interrupters (VFI's) as well as analyzing alternative ways to reroute power, increase power flexibility, and increase reliability.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 261,900					\$ 261,900
1101	Staff Time								
2372	Administrative Overhead								
TOTAL				\$ 261,900					\$ 261,900
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy	\$ 261,900							\$ 261,900
TOTAL		\$ 261,900							\$ 261,900

Project Title:

Multi-Year

Project #:

Electrical Substation Battery Replacement**TBD**

Project Category:	Power
Location:	Island Energy Electrical Stations
Project Manager:	D. Buchanan
Project Priority:	2H — Required
Project Status:	Preliminary
Est. Completion Date:	Continuous

Description/Justification:

The existing substation batteries used at Island Energy's electrical stations are deemed outdated and inefficient. Island Energy plans to systematically replace existing station batteries to secure a power source for electrical system control and monitoring. Island Energy will perform the battery replacement in-house as part of the Preventive Maintain and Repair plan. The funding will be used mostly for purchase and of new station battery banks.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL				\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy			\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000
TOTAL				\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 20,000	\$ 100,000

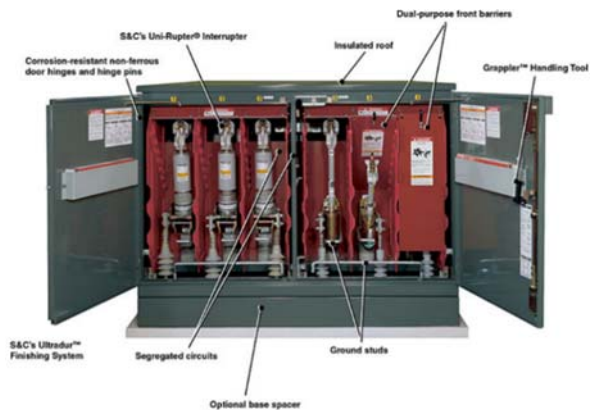
Project Title:

Multi-Year

Project #:

RA Replacement

TBD



Project Category: Power

Location: Mare Island

Project Manager: D. Buchanan

Project Priority: 2H — Required

Project Status: Preliminary

Est. Completion Date: 2027/28

Description/Justification:

This project aims to replace two (2) Rocker-Arm breakers assemblies with new PME devices per year. The Rocker-Arm breakers need to be placed with Pad Mounted Electric Load Breaking equipment. To replace up to 10 Rocker-Arm breakers on Mare Island.

Supplemental Information:

None

PROJECT FINANCING		CURRENT		PROPOSED					
PROJECT EXPENDITURES		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
2122	Design								
2281	Construction			\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000
1101	Staff Time								
2372	Administrative Overhead								
TOTAL				\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000
PROJECT FUNDING		Prior	2022/23	2023/24	2024/25	2025/26	2026/27	2027/28	TOTAL
580	Island Energy			\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000
TOTAL				\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 30,000	\$ 150,000



The future improvements section includes any potential improvements that are planned, but currently unfunded.

STREETS

Corporation Yard Pavement Rehabilitation

Project Manager: D. Johnson

Location: 357 E. 12th Street%

Description/Justification:

The project will analyze the existing condition of the pavement at the Corp Yard and determine pavement areas that require patch paving, base failure repairs, pavement reconstruction and slurry seal to help extend the useful life of the Corporation Yard Parking Lot. The current cost estimate for this project is \$1,060,000.

Marina Boulevard Improvements (Marina Master Plan Phase III)

Project Manager: D. Johnson

Location: Marina Blvd. from 3rd to end of Marina Blvd.

Description/Justification:

Reconfiguration of Marina Boulevard to reduce the number of travel lanes from 4 to 2 and add diagonal parking and green streets improvements to treat surface stormwater runoff. Proposed limits are from 3rd Street North to the end of Marina Boulevard. The current cost estimate for this project is \$1,625,000.

SIGNALS

Traffic Adaptive Corridor Signal Project

Project Manager: D. Johnson

Location: Railroad Ave

Description/Justification:

This project will design, upgrade, and construct a traffic adaptive corridor on Railroad Avenue from Pheasant Drive to West Leland Rd (10 intersections). The project will include all software, licenses, training, equipment, and support to upgrade, manage and run a fully traffic adaptive corridor. The current cost estimate for this project is \$600,000.

Wireless Traffic Signal Communication

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

Install wireless traffic signal communication with City's traffic signal controllers. This will allow viewing traffic signal controller set timings and possible video feed of traffic signal detection zones and performing traffic signal timing changes. Also, may replace the current Traffic Signal Interconnect Cable (SIC) on Railroad Avenue and Leland Rd with wireless communications. The current cost estimate of this project is \$525,000 over 2 years.

Signal at Harbor Street/Central Ave

Project Manager: D. Johnson

Location: Harbor Street/ Central Avenue

Description/Justification:

This project will design and construct a fully actuated traffic signal at the intersection of Harbor Street and Central Ave. The project will replace existing all-way stop controls at this intersection. The current cost estimate for this project is \$1,000,000.



Traffic Signal Interconnect Expansion Project

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

This project will consist of signal interconnect cables, ethernet switches and wireless antennas for cellular service at traffic signal intersections. This will allow communication and transfer of operational data between traffic signal cabinets with City traffic network. From an operational perspective, this allows City and transportation staff the ability to monitor and maintain the traffic network and to allow full integration of new intelligent Transportation Systems (ITS) technologies. Since monitoring and changes can be performed from a remote traffic management location, this will ultimately reduce staff costs by not having to deploy signal technician staff to the site to perform operational changes. The current cost estimate for this project is \$1,100,000.

WATER

Hillview Reservoir Coating (Exterior)

Project Manager: D. Johnson

Location: Hillview Reservoir

Description/Justification:

The project will include recoating the outside of Hillview Reservoir. Failure to address coating maintenance requirements in a timely manner will lead to accelerated corrosion and more costly repairs. The current cost estimate for this project is \$845,000.

Riverview Drive/Alturas Avenue 12" Canal Crossing

Project Manager: D. Johnson

Location: Crossing Contra Costa Canal from Alturas Avenue/Riverview Drive and crossing Robinson Ave

Description/Justification:

The project will include the removal and replacement of the existing 12" waterline. The project will also include the replacement of the canal crossing and the execution of a license agreement for future maintenance with Contra Costa Water District. The current cost estimate for this project is \$187,500.

Zone 1/ Zone 2 Boundary Adjustments

Project Manager: D. Johnson

Location: Leland Road corridor, bounded by Crestview Drive to the west, EBMUD right-of-way to the south, Freed Wat to the east, and Garcia Avenue to the north.

Description/Justification:

The project will construct improvements to the water distribution system to facilities and modifications of the pressure zone boundaries in the problem areas of pressure Zone 2. This current cost estimate for this project is \$1,416,400.

Water Main Buchanan Road (Phase 2)

Project Manager: D. Johnson

Location: Between the Water Treatment Plant to Railroad Avenue and Loveridge Road/Ventura Avenue

Description/Justification:

This project will provide a new water transmission line to meet domestic and fire flow requirements for existing development and new development in the southeast hills and infill development in Zone 2. The cost estimate for this project is \$1,902,500.



12" Water Main Stoneman Avenue

Project Manager: D. Johnson

Location: Stoneman Avenue from Harbor Street to Loveridge Road

Description/Justification:

This project will include the installation of approximately 3,300-feet of 12-inch transmission main and will provide an additional system loop to enhance fire protection capabilities in Zone 2. The current cost estimate for this project is \$1,000,000.

Convert Backyard Water Services in Central Addition to Street Services

Project Manager: D. Johnson

Location: Central Addition Neighborhood

Description/Justification:

This project will provide for the conversion of existing backyard water services to street side service. The project will also provide for all the work necessary to convert from private property to street service and improve system reliability and reduce maintenance costs. The current cost estimate for this project is \$10,000,000.

Pittsburg-Antioch Highway Water Line Improvements (Eastern Loop)

Project Manager: D. Johnson

Location: Pittsburg-Antioch Highway from Loveridge Road to Century Boulevard

Description/Justification:

This project will provide 5,540 feet of 18-inch water line to initiate water service to business along Pittsburg-Antioch Highway, east of Loveridge. It will run from the east end of California Avenue and continue east on the highway to approximately 500 feet west of the City's eastern limits and tie into Century Blvd to provide a looped system. The current cost estimate for this project is \$1,500,000.

Highlands Ranch Zone 2 Reservoir

Project Manager: D. Johnson

Location: Zone 2, Highlands Ranch Subdivision

Description/Justification:

The project is located southeast of the City, serving Zone 2 on the Highlands Ranch Subdivision. The project will include the construction of a 1.0-million-gallon reservoir in the area and will be located at an elevation of about 360 feet above the mean sea level. The current cost estimate for this project is \$6,157,600.

Water Treatment Plant Filter Backwash Management- 1.5 MGD Package Treatment Unit (Phase1)

Project Manager: D. Johnson

Location: Water Treatment Plant

Description/Justification:

The project will construct a 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. A second treatment unit will be required in the future as the WTP gets closer to the design capacity of 32 MGD. The current cost estimate for this project is \$1,875,000.



Water Treatment Plant Filter Backwash Management- 1.5 MGD Package Treatment Unit (Phase 2)

Project Manager: D. Johnson

Location: Water Treatment Plant

Description/Justification:

The project will construct a second 1.5 million gallons per day (MGD) packaged treatment system for treating water filter backwash for recycling. The second package system will allow the Water Treatment Plant to treat the maximum allowed recycled backwash water of 10% of the design capacity of 32 MGD. The current cost estimate for this project is \$937,700.

Water Treatment Plant 0.5 MG Filter Backwash Basin

Project Manager: D. Johnson

Location: Water Treatment Plant

Description/Justification:

This project will construct a 0.5-million-gallon (MG) backwash recycle basin with mixers to prevent settling prior to pumping the water to the backwash water package treatment units to be constructed with earlier projects. The current cost estimate for this project is \$3,610,000.

Water Main Installation/ Replacement Program

Project Manager: D. Johnson

Location: Black Diamond Road and West 10th Street to West Santa Fe (excluding Scudero Circle)

Description/Justification:

The project will 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. The current cost estimate for this project is \$4,070,000.

1.3 MG Zone 1 Water Tank

Project Manager: D. Johnson

Location: Near Delta View Golf Course

Description/Justification:

The project will provide additional water storage to meet domestic and fire flow requirements for the new infill development in Pressure Zone 1. The current cost estimate for this project is \$6,245,000.

Water Main Installation Replacement Program

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

This project will 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 flows in localized areas. The current cost estimate for this project is \$3,600,000.



Water Treatment Plant Mechanical Sludge Dewatering

Project Manager: D. Johnson

Location: Water Treatment Plant

Description/Justification:

This project will construct a mechanical sludge dewatering system for use once WTP operations reach 15 million gallons per day (MGD). The current system of dewatering by natural evaporation is adequate for flows up to the 15 MGD threshold. The current cost estimate for this project is \$11,920,780.

SEWER

Bart Specific Plan Sewer Main

Project Manager: D. Johnson

Location: 1600 West Leland Road

Description/Justification:

This project is contingent on development north of West Leland Road, west of Bailey Road. This project will construct a parallel 8" pipe parallel to State Route 4 on the south side and will be approximately 1000' long to improve capacity for future development. The current cost estimate for this project is \$340,800.

Highway 4 Trunk Line Relief (Segment B)

Project Manager: D. Johnson

Location: Along Highway 4 from Lislin Court to Bodega Court

Description/Justification:

This project is the western segment (2,500 ft.) of the State Route 4 sewer trunk line that runs from Bailey Road to the PG&E easement, a total of 9,500 ft. This will be an increase from 12-inch pipe to 15-inch to accommodate new development. The current cost estimate for this project is \$4,084,800.

Pittsburg/ Antioch (PA) Highway Sewer Line Improvements

Project Manager: D. Johnson

Location: PA Highway

Description/Justification:

This project will provide for the installation of approximately 3200 linear feet of 10" sewer line and laterals to connect to Delta Diablo manhole. The current cost estimate for this project is \$726,000.

STORM

Buchanan Park Parking Lot Retrofit

Project Manager: D. Johnson

Location: Buchanan Park Parking Lot

Description/Justification:

The project is located at the parking lot in Buchanan Park on Buchanan Road and Harbor Street. The project will divert the surface stormwater runoff from the parking lot area into vegetated swales and bioretention pockets throughout the parking lot area. The current cost estimate for this project is \$1,040,000.



W.8th Street Storm Drain Pump Station

Project Manager: D. Johnson

Location: W. 8th Street

Description/Justification:

This project will install a dewatering pump to remove standing water in the box culvert north of W. 8th Street. Removal of the water will reduce silt buildup in the box culvert and prevent standing water in the box culvert on W. 8th Street which currently remains full of water year-round since it is tied to the box culvert by a 12" storm drainpipe. The current cost estimate for this project is \$245,000.

Praxiar Storm Water Diversion for Kirker Creek East of Loveridge Road

Project Manager: D. Johnson

Location: From the intersection of East California Ave and Loveridge Rd. to Kirker Creek Channel along Pittsburg Antioch Highway

Description/Justification:

This project will construct an overflow storm drain line to accept additional storm water capacity in a line that was constructed with Highway 4 widening from an existing 25 year storm to a 50 year storm. The current cost estimate for this project is \$1,365,000.

West Leland Road Storm Drain Improvements (Crestview Drive to Burton Avenue)

Project Manager: D. Johnson

Location: Southwest Corner of Crestview Dr. and West Leland Rd. to Burton Ave.

Description/Justification:

This project includes construction of a new storm drain pipeline with inlets to prevent street flooding. The pipeline will begin with inlets located at the southwest corner of Crestview Drive and West Leland Road. The current cost estimate for this project is \$800,000.

Kirker Creek Improvements (Loveridge Rd to DOW Channel)

Project Manager: D. Johnson

Location: Kirker Creek East of Loveridge Rd.

Description/Justification:

Construction of improvements to prevent flooding along Kirker Creek north of the Pittsburg Antioch Hwy. This project includes improving the underside pipes, culverts, and channels along Kirker Creek from Loveridge Road to Dow channel. The current cost estimate for this project is \$1,330,000.

Storm Drain Master Plan Update

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

Phase Seven of the Stormwater Management Plan was completed in July 1999. This project will update the Master Plan to ensure adequate capacity in the City's storm drainage system now and in future years. The current cost estimate for this project is \$205,000.



Kirker Creek Watershed (State Route 4 to Garcia Ave)

Project Manager: D. Johnson

Location: Kirker Creek from Hwy. 4 to Garcia Avenue

Description/Justification:

This project will improve all the undersized pipes, and channels from Hwy 4 to Garcia Avenue. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8043, 8045, 8047, 8048, and 8049. This project includes 955' of channel restoration to promote stormwater infiltration improvements and 260' of pipe improvements. The current cost estimate for this project is \$1,875,000.

Kirker Creek Watershed (E Leland Rd to CC Canal)

Project Manager: D. Johnson

Location: Kirker Creek from East Leland Rd to south of Stoneman Avenue

Description/Justification:

This project will improve all the undersized pipes and culverts from East Leland Road to the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8053, 8057, 8061, and 8067. This project includes 147' of culvert improvements and 478' of pipe improvements. The current cost estimate for this project is \$345,000.

Kirker Creek Watershed (CC Canal to Buchanan Rd)

Project Manager: D. Johnson

Location: Kirker Creek from Contra Costa Canal to Buchanan Road

Description/Justification:

This project will improve all the undersized pipes and culverts from the Contra Costa Canal to Buchanan Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8071 and 8075. This project includes 425' of culvert improvements and 114' of pipe improvements. The current cost estimate for this project is \$520,000.

Kirker Creek Watershed (Buchanan Rd to Kingswood)

Project Manager: D. Johnson

Location: Kirker Creek Watershed from Contra Costa Canal to Kingswood Dr.

Description/Justification:

This project will improve all the undersized pipes, and channels from Buchanan Road to Kingswood. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8077, 8083, 8085, and 8093. This project includes 412' of channel improvements and 2,794' of pipe improvements. The current cost estimate for this project is \$2,180,000.

Kirker Creek Watershed (Ventura Area)

Project Manager: D. Johnson

Location: Kirker Creek near Ventura Drive, Piedmont Way and Loveridge Road

Description/Justification:

This project will improve the undersized pipes near Ventura Drive, Piedmont Way and Loveridge Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8161, 8189, and 8227. This project includes 212' of pipe improvements. The current cost estimate for this project is \$205,000.



Kirker Creek Watershed (Stoneman Ave/ Contra Costa Canal)

Project Manager: D. Johnson

Location: Kirker Creek Watershed near Stoneman Avenue and the Contra Costa Canal.

Description/Justification:

This project will improve all the undersized pipes and culverts in the area of Stoneman Avenue and the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8179, 8183, 8240, and 8243. This project includes 265' of culvert improvements and 1350' of pipe improvements. The current cost estimate for this project is \$1,110,000.

Kirker Creek Watershed (Los Medanos College Area)

Project Manager: D. Johnson

Location: Kirker Creek Watershed in the vicinity of Los Medanos College

Description/Justification:

This project will improve all the undersized pipes, in the vicinity of Los Medanos College and south of the Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 8271, 8280, and 8289. This project includes 1010' of pipe improvements. The current cost estimate for this project is \$685,000.

Lawlor Creek Watershed (State Route 4 to Leland Road)

Project Manager: D. Johnson

Location: Lawlor Creek Watershed from Hwy. 4 to West Leland Road.

Description/Justification:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from Hwy 4 to West Leland Road. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3039 and 3041. This project includes 986' of pipe improvements. The current cost estimate for this project is \$540,000.

Lawlor Creek Watershed (Contra Costa Canal to Santa Maria Drive)

Project Manager: D. Johnson

Location: Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive

Description/Justification:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from Contra Costa Canal to Santa Maria Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3083 and 3091. This project includes 363' of pipe improvements. The current cost estimate for this project is \$200,000.

Lawlor Creek Watershed (West Leland Rd to Oak Hills Circle)

Project Manager: D. Johnson

Location: Lawlor Creek Watershed from Contra Costa Canal to Oak Hills Cr.

Description/Justification:

This project will improve all the undersized pipes in the Lawlor Creek Watershed from West Leland Road to Oak Hills Circle. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 3137 and 3138. This project includes 1058' of pipe improvements. The current cost estimate for this project is \$520,000.



Watershed 4 (Willow Pass Road to Contra Costa Canal)

Project Manager: D. Johnson

Location: Watershed 4: Willow Pass Road to Contra Costa Canal

Description/Justification:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Willow Pass Road to Contra Costa Canal. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 4017 and 4039. This project includes 392' of pipe improvements. The current cost estimate for this project is \$155,000.

Watershed 4 (Leland Road to Sugartree Drive)

Project Manager: D. Johnson

Location: Watershed 4: West Leland Road to Sugartree Drive

Description/Justification:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from West Leland Road to Sugartree Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduit 4051. This project includes 802' of pipe improvements. The current cost estimate for this project is \$260,000.

Watershed 4 (Rock Ridge Way to end of Jacqueline Drive)

Project Manager: D. Johnson

Location: Rock Ridge Way to Jacqueline Drive

Description/Justification:

Watershed 4 is drained via natural swales and channels to the storm drainage system in developed areas north and south of Highway 4. This project will improve all the undersized pipes in Watershed 4 from Rock Ridge Way to Jacqueline Drive Terminus. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 4071 and 4073. This project includes 2,864' of pipe improvements. The current cost estimate for this project is \$695,000.

Watershed 5 (Highway 4 to Paige Court)

Project Manager: D. Johnson

Location: Watershed 5: Hwy4 to Paige Ct

Description/Justification:

Watershed 5 drains entirely residential developments north and south of Highway 4 via storm drains. This project will improve the 24" pipe in Watershed 5 from Highway 4 to Paige Court. This is the only deficiency identified in Watershed 5. These improvements were identified in the July 1999, Stormwater Management Plan as conduit 5053. This project includes 212' of pipe improvements. The current cost estimate for this project is \$60,000.

Watershed 6 (City Park Storm Drain)

Project Manager: D. Johnson

Location: Watershed 6: City Park

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and includes two areas, downtown Pittsburg and just south of Hwy 4. This project will improve undersized pipes in Watershed 6 in City Park. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6313, 6315, and 6317. This project includes 1,926' of pipe improvements. The current cost estimate for this project is \$710,000.



Watershed 6 (Dover Way Storm Drain)

Project Manager: D. Johnson

Location: Watershed 6: Dover Way

Description/Justification:

Watershed 6 encompasses areas in downtown Pittsburg and just south of Highway 4. This project will improve undersized pipes in Watershed 6 on Dover Way and Crestview. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6481, 6491, 6493, 6503, 6505, 6507, and 6509. This project includes 3,426' of pipe improvements. The current cost estimate for this project is \$1,135,000.

Watershed 6 (CC Canal/Crestview Drive to Ramona Drive/Linscheid Drive)

Project Manager: D. Johnson

Location: Alturas Avenue to Linscheid Drive

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 along the Contra Costa Canal, north of Alturas Avenue, to Ramona Drive/Linscheid Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6561, 6563, 6564, 6565, and 6567. This project includes 4,139' of pipe improvements. The current cost estimate for this project is \$1,390,000.

Watershed 6 (Harbor Street/River Outfall to Harbor Street/School Street)

Project Manager: D. Johnson

Location: Watershed 6 on Harbor Street from the River Outfall to School Street

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Harbor Street from the river outfall to School Street. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6003, 6005, 6007, 6011, 6013, 6015, 6019, 6023, and 6043. This project includes 4,992' of pipe improvements. The current cost estimate for this project is \$1,330,000.

Watershed 6 (Harbour Drive/Morro Drive to Brighton Drive)

Project Manager: D. Johnson

Location: Watershed 6: Stone Harbour Drive from Morrow Drive to Brighton Drive

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Stone Harbour Drive from Morro Drive to Brighton Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6054, 6055, and 6057. This project includes 1,793' of pipe improvements. The current cost estimate for this project is \$460,000.

Watershed 6 (Cumberland Drive/3rd Street to Railroad Ave/ 7th Street)

Project Manager: D. Johnson

Location:

Watershed 6: Downtown area

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 in the downtown area. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6109, 6111, 6113, and 6115. This project includes 2,061' of pipe improvements. The current cost estimate for this project is \$565,000.



Watershed 6 (Marina Blvd and Bayside Drive)

Project Manager: D. Johnson

Location:

Watershed 6: Marina Blvd and Bayside Drive

Description/Justification:

Watershed 6 encompasses downtown Pittsburg and an area just south of State Route 4. This project will improve undersized pipes in Watershed 6 on Marina Blvd and Bayside Drive. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6165 and 6207. This project includes 593' of pipe improvements. The current cost estimate for this project is \$182,000.

Watershed 6 (8th St/Railroad Ave to 8th Street Outfall at Montezuma Slough)

Project Manager: D. Johnson

Location: Watershed 6: 8th Street from Herb White Way/Montezuma Street to Railroad Avenue

Description/Justification:

This project will improve undersized pipes in Watershed 6 along West Eighth Street and Herb White Way. These improvements were identified in the July 1999, Stormwater Management Plan as conduits 6257, 6258, 6260, and 6263. This project includes 2,154' of pipe improvements. This project will also include stormwater controls to redirect surface stormwater runoff to vegetated areas to filter and manage stormwater flow. The current cost estimate for this project is \$1,105,000.

Environmental Center Parking Area Improvements

Project Manager: D. Johnson

Location: Environmental Center in Pittsburg

Description/Justification:

This project will construct improvements to divert surface stormwater runoff to vegetated bioretention areas. The current cost estimate for this project is \$845,000.

Marina Parking Lot Modifications

Project Manager: D. Johnson

Location: Marina Parking Lot

Description/Justification:

This project aims to construct improvements to the Marina parking lot landscaped areas to receive surface stormwater runoff for treatment. The current cost estimate for this project is \$705,000.

Railroad Avenue Bulb Out Retrofit

Project Manager: D. Johnson

Location: Railroad Avenue from 10th Street to 3rd Street

Description/Justification:

This project aims to retrofit the existing bulb outs at the intersections on Railroad Avenue from 10th street to 3rd street, to receive the surface stormwater runoff from the concrete valley gutters and divert through vegetated treatment areas. The current cost estimate for this project is \$1,110,000.



Range Road-Roadway Bioretention

Project Manager: D. Johnson

Location: End of Range Road, south of State Route 4

Description/Justification:

This project aims to construct roadway bioretention improvements at the end of Range Road to receive roadway stormwater runoff for treatment, and neighborhood greenway feature. The current cost estimate of this project is \$560,000.

Americana Park Detention Basin and Drainage Retrofits

Project Manager: D. Johnson

Location: Americana Park and North Parkside

Description/Justification:

This project will retrofit the undersized detention basin at Americana Park to create a bioretention basin to accommodate adjacent surface runoff flow and improve landscaped portion of the City's right of way along North Parkside Drive. The current cost estimate for this project is \$1,060,000.

Willow Pass Road Roadway Bioretention

Project Manager: D. Johnson

Location: Willow Pass Road

Description/Justification:

This project will construct 3,000 linear feet of bioswales on the north and south sides of Willow Pass Road to treat surface stormwater runoff from the adjacent roadway. The current cost estimate for this project is \$620,000.

Stoneman Ave Storm Drain Replacement/Repair

Project Manager: D. Johnson

Location: Stoneman Avenue between Meadowbrook Circle and Briarcliff

Description/Justification:

This project will replace/repair the collapsed 24" storm drain line and inlets on Stoneman Avenue between Meadowbrook Circle and Briarcliff Drive. The estimated cost estimate for this project is \$1,155,000.

Kirker Creek Bank Stabilization

Project Manager: D. Johnson

Location: Kirker Creek at Pittsburg/Antioch Highway

Description/Justification:

This project will construct two segments of soldier pile walls to stabilize the southern creek bank along Pittsburg-Antioch Highway. The current cost estimate for this project is \$200,000.

City Parking Lot Retrofit at Pittsburg-Antioch Highway

Project Manager: D. Johnson

Location: Harbor Street and Pittsburg-Antioch Highway

Description/Justification:

This project will retrofit the existing surrounding landscaped areas within the existing parking lot and divert surface stormwater runoff into bioretention or vegetated areas. The current cost estimate for this project is \$945,000.



Lois Avenue Backyard Storm Drain Swale Repair

Project Manager: D. Johnson

Location: Lois Avenue

Description/Justification:

The existing City storm drainage swale behind the homes located on Lois Avenue, Encina Place, and Gold Crest Court needs to be reconstructed. Approximately 930 feet of existing swale from Pacini Avenue to Ramona Street, has retaining wall damage and overgrown trees which have impacted the continuous flow of stormwater. Repairs may consist of replacement of concrete swale and installation of storm drain-pipe. The current cost estimate for this project is \$230,000.

Meadows Avenue Storm Drain Repair

Project Manager: D. Johnson

Location: Meadows Avenue

Description/Justification:

Remove and replace approximately 111 feet of damaged 24' corrugated metal pipe that crosses the Contra Costa Water District's canal access road. Repair work consists of removal of rip rap and other debris, removal, and replacement of new pipe, connecting to City's existing storm drain manhole 2802. The current cost estimate for this project is \$115,000.

Railroad Ave and Civic Ave Bioretention

Project Manager: D. Johnson

Location: Railroad Ave and Civic Ave

Description/Justification:

Construct vegetated bioretention / swales alongside the northern portion of Civic Avenue at City Park and along Railroad Avenue to receive and treat surface stormwater runoff for treatment. The current cost estimate for this project is \$635,000.

Riverview Park Green Infrastructure

Project Manager: D. Johnson

Location: Riverview Park

Description/Justification:

The project will incorporate vegetated swales and bioretention areas to receive surface stormwater runoff from adjacent roadways and parking areas. The current cost estimate for this project is \$945,000.

Storm Drain Repairs on Buchanan Road/ West Leland Road

Project Manager: D. Johnson

Location: Buchanan Road/ West Leland Road

Description/Justification:

Significant settlement is occurring at Buchanan Road east of Harbor Street and at W Leland Road near John Henry Johnson Drive where existing storm drainpipes cross the road. CCTV had identified deficiencies in the storm drainpipe at the Buchanan Road location and the exact cause of the settlement at W Leland is unknown at this time. Work will include investigation, design, and construction for the replacement and/or in-place repair of existing storm drain piping and repair to the roadway surface to correct the settled areas and prevent future settlement. The current cost estimate for this project is \$335,000.



BUILDING

Police Evidence Storage Building

Project Manager: D. Johnson

Location: City Hall

Description/Justification:

This project will involve the design and construction of evidence storage building, including plumbing, electrical, ventilation and security components for the processing and storage of evidence for the Pittsburg Police Department. Building components must comply with various codes, regulations and best practices for law enforcement investigation and safety. The current cost estimate for this project is \$645,000.

Lactation Room at City Hall

Project Manager: D. Johnson

Location: City Hall

Description/Justification:

The existing lactation room at City Hall is unable to provide a comfortable location for employees. Per California Labor Code § 1030 - 1034, employers are required to provide a private location for employees to express milk other than a bathroom. This project will convert an existing area at City Hall to provide an adequate lactation room. The current cost estimate for this project is \$75,000.

Purchase Corp Yard Annex

Project Manager: D. Johnson

Location: 369 East 12th Street

Description/Justification:

The City of Pittsburg currently leases the maintenance shop just east of the Corporation Yard. This project will purchase that land and make it an addition to the City's Corporation yard. The current cost estimate for this project is \$1,650,000.

Civic Center Parking Structure

Project Manager: D. Johnson

Location: City Hall

Description/Justification:

This project will construct a parking structure near City Hall and the Courthouse for use by both facilities. The current cost estimate for this project is 2,280,000.

Downtown Parking Structure

Project Manager: D. Johnson

Location: Downtown Pittsburg

Description/Justification:

This project will construct a new parking lot at East 5th Street to increase available parking for the downtown area. In addition, bioretention treatment areas will be constructed to treat surface stormwater runoff. The current cost estimate for this project is \$5,280,000.



Civic Center Repair

Project Manager: D. Johnson

Location: Civic Center

Description/Justification:

This project will complete major repair projects for the Civic Center that come up including HVAC repair, roof repair, and carpet. The current cost estimate for this project is \$250,000.

Civic Center/ Senior Center EOC Upgrades

Project Manager: D. Johnson

Location: Civic Center & Senior Center

Description/Justification:

This project will complete the required upgrades needed for the City's Emergency Center at both the Civic Center and Senior Center. The current cost estimate for this project is \$85,000.

PARKS

All Abilities Playground

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

This project aims to design and construct an All-Abilities Playground within a city park with amenities accessible and appropriate for use by children of all abilities. The current cost estimate for this project is \$2,238,000.

Buchanan Park Renovations

Project Manager: D. Johnson

Location: Buchanan Park

Description/Justification:

The project would add the following new amenities to the existing Buchanan Park: basketball court, splash pad, public art, and will replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 sf from the current 3,000 sf facility. The outdoor space designated for outdoor recreation and open space at the park comprised more than half of the area of the 16-acre park. The current cost estimate for this project is \$9,140,000.

Buchanan Park School Age Playground

Project Manager: D. Johnson

Location: Buchanan Park

Description/Justification:

This project will install a school age playground to the north of the Buchanan Center building to benefit those families using the facility and the group picnic area. The current cost estimate for this project is \$345,000.



Buchanan Swim Center Improvements/ Solar Heating

Project Manager: D. Johnson

Location: Buchanan Swim Center

Description/Justification:

This project will install a solar system to supplement the heating and improve the parking lot. The current cost estimate for this project is \$330,000.

CASP Accessibility Improvements in Parks

Project Manager: D. Johnson

Location: Citywide Park System

Description/Justification:

This project aims to install, repair, or construct improvements at City owned parks as recommended by Certified Access Specialist Program (CASP) – ADA survey of facilities and prioritized by Public Works staff. The current cost estimate for this project is \$255,000.

DeAnza Park Walkway Rehabilitation and Basketball Court

Project Manager: D. Johnson

Location: Delta DeAnza Park

Description/Justification:

This project aims to rehabilitate/repair/reconstruct deteriorated walkways and to design and construct a basketball court at De Anza Park. It will also include the installation of bioretention treatment areas to treat surface stormwater runoff. The current cost estimate for this project is \$560,000.

Dredge Buchanan Park Pond

Project Manager: D. Johnson

Location: Buchanan Park

Description/Justification:

This project will dredge the 1-acre pond at Buchanan Park to its original design depth of four feet. The current cost estimate for this project is \$260,000.

GENERAL

ADA Transition Plan Update

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

This project will survey current City facilities, including public buildings and curb ramps at intersections, to determine whether they are compliance with the Americans with Disabilities Act (ADA). For facilities not currently in compliance, the transition plan prioritizes, identifies funding for, and may establish a broad timeline for achieving compliance with current ADA requirements. The current cost estimate for this project is \$50,000.



City Limit Entrance Features

Project Manager: D. Johnson

Location: City Entrances

Description/Justification:

This project will construct features at major entrances into the City. The current cost estimate for this project is \$125,000.

East 8th Street Underground Utilities (Railroad Ave to Harbor St)

Project Manager: D. Johnson

Location: East 8th Street

Description/Justification:

This project will remove overhead utilities and place them underground along East Eighth Street and the linear park from Railroad Avenue to Harbor Street. The current cost estimate for this project is \$985,000.

PG&E Street Light Facilities Acquisition

Project Manager: D. Johnson

Location: Citywide

Description/Justification:

This will provide funding to buy out streetlights from PG&E so they can be City owned and maintained, instead of the City paying PG&E for maintenance. There are approximately 3,671 PG&E-owned streetlights in the City. The City currently owns approximately 32%, or 1,163 of the 4,834 streetlights in the City. This project will not only save the City annual operating funds but will allow the Public Works Department to provide improved and more responsive service to street light complaints. The current cost estimate for this project is \$1,050,000.

MARINA

Marina Trail Construction

Project Manager: S. Bellafronte

Location: Sea Point Way

Description/Justification:

This project will remove existing concrete and convert the existing walkway to a trail made of recycled aggregate base. The project limits are on the shoreside of the Mean High Water Line and will not impact the water.

Supplemental Information:

The walkway is in disrepair due to diminishing riprap along the eastern border of Lowy Basin. In association with the Waterfront Breakwater Maintenance Project, this project aims to convert the walkway into a trail and manage the large scenic tree at the northernmost end of the walkway. Options for managing the tree to provide public safety include trimming or removal. In 2022, project costs were estimated at \$195,000. This project was not included in the Waterfront or Marina budgets for FY 24.



Appendix A



Glossary of Funding

This document includes various funds, their names, descriptions, what type of projects they are used for and the sources of these funds.

2005 Water Bond (2005 WBond)

On December 5, 2005, the City Council adopted Resolution 05-10440 authorizing a bond purchase contract for funding of several water projects.

298 American Rescue Plan Act (ARPA)

This bill provides additional relief to address the continued impact of COVID-19 (i.e., coronavirus disease 2019) on the economy, public health, state and local governments, individuals, and businesses.

621 Building Maintenance Fund (BMF)

The City's Building Maintenance Fund covers ongoing maintenance of City-owned buildings.

Community Development Block Grant (CDBG)

The Community Development Block Grant (CDBG) Program supports community development activities to build stronger and more resilient communities. To support community development, activities are identified through an ongoing process. Activities may address needs such as infrastructure, economic development projects, public facilities installation, community centers, housing rehabilitation, public services, clearance/acquisition, microenterprise assistance, code enforcement, homeowner assistance, etc.

110 General Fund

The General Fund's major revenue sources include property and sales taxes, franchise taxes, other taxes, and intergovernmental revenue, permits, licenses and fees.

General Fund Surplus

A General Fund surplus is the amount of revenue available for new spending commitments after paying for the costs of programs under current law.

Highway Safety Improvement Program (HSIP)

The Highway Safety Improvement Program (HSIP) is a core Federal-aid program with the purpose to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned roads and roads on tribal land. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads with a focus on performance.

203 Highway User Tax Account Gas Tax Fund (HUTA)

The state of California imposes per-gallon excise taxes on gasoline and diesel fuel, sales taxes on gasoline and diesel fuel and registration taxes on motor vehicles with allocations dedicated to transportation purposes.

Infrastructure Repair and Replacement Fund (IRRF)

On January 22, 2013, the City Council adopted Ordinance 12-1363, also known as the Fiscal Sustainability Ordinance. This ordinance established minimum balances for financial reserves used to stabilize the City's budget and created an Infrastructure Repair and Replacement Fund that receives a portion of funds that exceed the required reserve amount. This fund may be used for repairs and capital improvements projects related to the City's infrastructure including streets, roads, parking lots, and storm drains.

590 Pittsburg Power (PPC) and 580 Island Energy Funds (IE)



The Pittsburg Power Company (PPC) is a municipal utility formed under the California Constitution. The PPC does business in the City of Pittsburg and as Island Energy (IE) on Mare Island located in Vallejo, California. PPC develops revenue streams for the City of Pittsburg while retaining existing businesses and attracting new business. Island Energy distributes natural gas and electricity to the industries, schools, businesses, and residents on Mare Island. Island Energy's focus is to build capital asset value and income for the City of Pittsburg as Mare Island is redeveloped over time.

Kirker Creek Drainage Fund (KCDF)

The Kirker Creek Drainage Fund was established to provide for improvements to the drainage area due to impacts from new development. This fee is charged only for new development within the Kirker Creek watershed. Currently the fee is \$1.14/sf of impervious area for the development. This fund can be used for construction of drainage improvements within the Kirker Creek watershed.

Local Traffic Mitigation Fund (LTMF)

In order to implement the goals of the circulation element of the city's general plan and, more specifically, the transportation improvements contained in the capital improvement program, and to mitigate the transportation impacts caused by new development in the city, certain public road improvements must be or had to be constructed. The city council has determined that a transportation mitigation fee is needed to finance these public improvements and to pay for new development's fair share of the construction costs of these improvements.

204 Measure J (MJ)

In 2004, Contra Costa County voters approved Measure J, which continued the ½ cent sales tax that funds transportation projects in the county through March 31, 2034. Pittsburg's Measure J funds are used for street pavement projects as funding is available. However, using this fund only for street pavement projects reduces funds available for other eligible projects, such as traffic signals. In addition, the City currently uses Measure J Funds to help fund the Public Works Department's Street operations and maintenance (O&M) to off-set General Fund revenues.

Measure M (MM)

In 2012, 73 percent of Pittsburg voters approved an increase to the local sales tax for 10 years to fund local Pittsburg services. Known as Measure P, it added a half-cent sales tax for five years to local purchases, amounting to an extra 50 cents on a \$100 purchase. The sales tax was planned to decrease to one-quarter-cent sales tax in 2017, and then expire in 2022. The sales tax revenue is a guaranteed funding source for essential city services, including public safety, code enforcement, the Senior Center and support for job programs that benefit local residents. Measure M will extend the current half-cent sales tax to 2035 and continue to support these programs, plus youth services, road repairs and services for victims of domestic violence. The measure continues an existing tax at its current level.

Measure M Surplus

Measure M surplus is the amount of revenue available for new spending commitments after paying for the costs of programs.

207 National Pollutant Discharge Elimination System (NPDES)

The NPDES Program is a federal program which has been delegated to the State of California for implementation through the State Water Resources Control Board (State Water Board) and the nine Regional Water Quality Control Boards (Regional Water Boards), collectively Water Boards. In California, NPDES permits are also referred to as waste discharge requirements (WDRs) that regulate discharges to waters of the United States.



One Bay Area Grant (OBAG)

The One Bay Area Grant, now in its third iteration, guides how MTC distributes federal transportation funding from the Federal Highway Administration to projects and programs that improve safety, spur economic development, and help the Bay Area meet climate change and air quality improvement goals.

304 Park Dedication Fees (PDF)

Park Dedication Fees are collected from developers to provide for construction of new parks and recreation facilities. Fees are collected based on the market value of the property, size of development, and number of units.

PG&E Rule 20A & 20B (Credits)

- Rule 20A projects are 100 percent ratepayer-funded but must meet public interest criteria. The utilities annually allocate Rule 20A work credits (or “work credits”) to cities and unincorporated counties (hereafter, “communities”) to redeem for their undergrounding project costs. Under Rule 20A Section 2, 50 percent of the work credit allocation is based on the ratio of overhead meters in a community relative to the total utility overhead meters. The other 50 percent is based on the ratio of total meters (both overhead and underground-served meters) relative to the utility total system meters. Rule 20A work credit allocations are established through the electric utilities’ General Rate Cases. A community may “borrow” up to five years of future work credits to fund an undergrounding project.
- Rule 20B projects may be for any undergrounding purpose but must consist of a minimum of 600 feet. Ratepayers fund around 20 to 40 percent of the costs of these projects. The applicant bears the balance of the project cost. Local government applicants may request the utility initially fund their Rule 20B project’s engineering and design costs and reimburse the utility later provided that the project goes forward.

Pittsburg Regional Transportation Development Impact Mitigation Fee (PRTDIM)

The cities of Antioch, Brentwood, Pittsburg, and Oakley together with the county of Contra Costa, entered into an agreement pursuant to California Government Code Section 6500 et seq., entitled “East Contra Costa Regional Fee and Financing Authority Joint Exercise of Powers Agreement” (the “agreement”), which provides for the creation of a separate joint powers agency (“ECCRFFA”), to assist in the establishment of a uniform regional development fee program and the funding and implementation of transportation improvement projects in the east county area. The four cities listed above, and the county are the “member agencies” of ECCRFFA.

Pittsburg Regional Traffic Mitigation Fund (PRTMF)

These fees are collected from developers to pay for developer’s share of regional projects to mitigate impacts to streets and traffic flow. These funds are restricted to projects that are included in the current regional fee program.

228 Gas Tax Road Maintenance and Rehabilitation Account (RMRA)

Senate Bill 1, the Road Repair and Accountability Act of 2017, was signed into law on April 28, 2017. SB 1 increased the per gallon fuel excise taxes; increased the diesel fuel sales taxes and vehicle registration fees; and provides for inflationary adjustments to tax rates in future years. This legislative package invests \$54 billion over the next decade to fix roads, freeways, and bridges in communities across California and puts more dollars toward transit and safety. These funds are split equally between state and local investments.



Safe Routes to BART Grant (SR2B)

Safe Routes to BART (SR2B) is a grant program sponsored by BART using voter-approved Measure RR capital funds. SR2B is designed to help local agencies improve access for BART customers traveling to BART stations by walking and biking. Grants to local jurisdictions in Alameda, Contra Costa and San Francisco Counties using Measure RR capital funds will help our partner agencies deliver capital projects for the streets, sidewalks, trails, and plazas that serve riders on their way to and from BART.

Safe Routes to School Grant (SR2S)

The Safe Routes to School (SR2S) Needs Assessment is a comprehensive assessment of existing SR2S projects and programs occurring throughout Contra Costa County. The purpose was to understand SR2S activities throughout Contra Costa County, estimate funding needed to support future SR2S capital improvements and programs, provide resources to local communities as they plan, design, and implement improvements, and offer technical assistance to school sites.

Sewer Facility Reserve Fund (SFR)

The Sewer Facility Reserve is funded by a one-time charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution No. 05-10291 and as amended by 05-10372). The average fee for a new residential unit is \$3,753. This fund is used for expansion and upgrade of the sewer system to account for increased usage with new development.

521 Sewer Operations Fund (SOF)

The Sewer Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by property use. For example, a residential property is charged a flat rate of \$15.79/month and non-residential is charged \$1.61 per CCF, or 100 cubic feet (748 gallons), of water usage/month. These funds are used for installing, upgrading, and maintaining the City's sewer system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.

210 Solid Waste

Under the Recycling Center and Transfer Stations (RCTS) operating agreement with the Contra Costa Waste Service, Inc. (CCWS), the City receives a Recycling and Inspection Fee of a flat rate (\$1.91/ton effective October 2018) plus annual CPI adjustment on all solid waste and recycled material accepted at the transfer station. Solid Waste Management creates and implements programs and services for schools, City offices, businesses, and the community by promoting waste prevention, reuse, and recycling to meet the state mandated, AB 939 (50 percent waste diversion requirements)

Transportation Development Act (TDA)

Transportation Development Act (TDA) of 1971, this law provides funding to be allocated to transit and non-transit related purposes that comply with regional transportation plans. TDA established two funding sources; the Local Transportation Fund (LTF), and the State Transit Assistance (STA) fund.

Water Facility Reserve Fund (WFR)

The Water Facility Reserve is funded by a onetime charge per residential unit paid by developers. The amount of the fee varies according to the location of the development and is calculated according to a formula described in the fee schedule approved by the City Council (Resolution 05-1029 and as amended by Resolution 12-11778). The average fee for per new residential unit is \$5,807. This fund is used for expansion and upgrade of the water distribution system or treatment plant to account for increased use with new development.

541 Waterfront Grants Fund



Grant funding for waterfront projects.

540 Waterfront Operations (WO) Fund

City's Waterfront Fund: revenues come from industrial Tidelands leases managed by the City. California Senate Bill 551 of 2011 enacted a grant of sovereign tidelands and submerged lands ("Tidelands") within City boundaries to the City of Pittsburg. Prior to 2011, the State Lands Commission had entered into long term leases of Tidelands parcels within City boundaries. With the passage of SB 551, by operation of law, the City became lessor in place of the State of California for all existing leases of Tidelands.

501 Water Operations Fund (WOF)

The Water Fund is maintained by a service charge that is collected in water service bills. Fees collected vary by size of water meter and water use and range from \$29.60/mo for a ¾" meter to \$3,360/mo for a 10" meter. These funds are used for installing, upgrading, and maintaining the City's water system. Per Ordinance 12-1363 a minimum of 30% of annual operating costs shall be maintained in reserve.



Appendix B



ACRONYMS

This document includes numerous abbreviations and acronyms in need of explanation. Thus, a list of acronyms is provided to aid the reader when the context does not define the meaning.

2005 WBond – 2005 Water Bond	MM – Measure M
ADA – Americans with Disabilities Act	MTC – Metropolitan Transportation Commission
AMR – Automatic Meter Reading	NPDES – National Pollution Discharge Elimination System
ARPA – American Rescue Plan Act	OBAG – One Bay Area Grant
B – Building	O&M – Operating and Maintenance
BART – Bay Area Rapid Transit	PDF – Park Dedication Fees
BMF – Building Maintenance Fund	PCI – Pavement Condition Index
CALTRANS – California Department of Transportation	PG&E – Pacific Gas & Electric
CCC – Contra Costa County	PK – Parks
CCWD – Contra Costa Water District	PMP – Pavement Management Program
CCTA – Contra Costa Transportation Authority	PPC – Pittsburg Power Company
CCTV – Closed-Circuit Television	PRTDIM – Pittsburg Regional Transportation Development Impact Mitigation Fee
CDBG – Community Development Block Grant	PRTMF – Pittsburg Regional Traffic Mitigation Fund
CFD – Community Facilities District	RMRA – Road Maintenance and Rehabilitation Account
CIP – Capital Improvement Program	ROW – Right-of-Way
DD – Delta Diablo	S – Signals
ECCRFFA – East Contra Costa Regional Fee and Financing Authority	S&P – Standard and Poor’s Rating Service
FY – Fiscal Year	SB – Senate Bill
G – General	SCADA – Supervisory Control and Data Acquisition
GAAP – Generally Accepted Accounting Principles	SD – Storm Drain
GASB – Governmental Accounting Standards Board	SR2B – Safe Routes to BART Grant
GFOA – Government Finance Officers Association	SR2S – Safe Routs to School Grant
HSIP – Highway Safety Improvement Program	SRF – State Water Resources Control Board Revolving Fund
HUTA – Highway User Tax Account Gas Tax Fund	SFR – Sewer Facility Reserve Fund
IE – Island Energy	SOF – Sewer Operations Fund
IRRF – Infrastructure Repair and Replacement Fund	SS – Sewer
KCDF – Kirker Creek Drainage Fund	ST – Streets
LED – Light-Emitting Diode	TDA – Transportation Development Act
LF – Linear Foot/Feet	VFD – Variable Frequency Drive
LLDA – Landscape and Lighting District Assessment	W – Water
LTMF – Local Traffic Mitigation Fund	WF – Waterfront Fund
M – Marina	WFR – Water Facility Reserve Fund
ME – Marina Operations Fund	WOF – Water Operations Fund
MG – Millions of Gallons	WTP – Water Treatment Plant
MGD – Millions of Gallons Per Day	
MJ – Measure J	

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

May 9, 2023

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Robinson at 7:00 p.m. on Tuesday, May 9, 2023, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Popova, Vice-Chair Kobata, Commissioners Foster, Jackson, Robinson, Smith

Staff: City Attorney Donna Mooney, Director of Community and Economic Development Jordan Davis, Assistant Director of Planning John Funderburg, Associate Planner Alison Hodgkin, Associate Planner Kelsey Gunter, Administrative Coordinator Candace Hatch

PLEDGE OF ALLEGIANCE

Commissioner Foster led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdraws, or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PRESENTATIONS

There were no presentations.

CONSENT

1. Minutes of April 25, 2023

On motion by Commissioner Foster, seconded by Commissioner Robinson to approve the consent items and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Robinson, Smith
NAYES: None
ABSTAIN: None
ABSENT: None

PUBLIC HEARING

2. Modification of Use Permit for Massage Establishment, AP-23-0015 (UP)

A public hearing request to modify the Use Permit approval originally granted by the Planning Commission on December 13, 2022, in Resolution No. 10210 (AP-22-0103 (UP)) allowing a massage therapy establishment within an existing 800 square-foot (sq. ft.) commercial space. The 800 sq. ft. commercial space is within an existing multi-tenant building located at 3815 Railroad Avenue. The property is in the CN (Neighborhood Commercial) District. Assessor's Parcel Number: 088-072-068.

Associate Planner Alison Hodgkin gave a presentation.

Richard Mao spoke on behalf of the project.

Chair Popova opened the public hearing.

There being no one to speak, Chair Robinson closed the public hearing.

On motion by Commissioner Smith to approve the modification to the Use Permit approval originally granted by the Planning Commission on December 13, 2022, allowing a massage therapy establishment within an existing 800 square-foot (sq. ft.) commercial space located at 3815 Railroad Avenue, Resolution No. 10210 (AP-22-0103 (UP)), seconded by Commissioner Foster and carried by the following vote:

AYES: Foster, Jackson, Kobata, Popova, Robinson, Smith

NAYES: None

ABSTAIN: None

ABSENT: None

Commissioner Foster recused herself and left the dais due to a possible conflict of interest and/or real property pertaining to item #3

3. Resolution Recommending City Council adoption of an Ordinance Approving Objective Design Standards 2023, Adding Article XXI to Chapter 18.84 of the Pittsburgh Municipal Code, and amending the Zoning Map, for certain multi-family housing and mixed-use development projects, to further housing production consistent with state law, AP-22-0117 (RZ).

A public hearing requesting for recommendation to the City Council for adoption of an Ordinance Approving Objective Design Standards 2023, Adding Article XXI to Chapter 18.84 of the Pittsburgh Municipal Code, and amending the Zoning Map, for certain multi-family housing and mixed-use development projects, to further housing production consistent with state law.

Mitali Ganguly with Opticos Designs gave a presentation.

Chair Popova opened the public hearing.

Public comment was received by the following:

Sara Foster, Pittsburgh resident.

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

On motion by Commissioner Robison for a recommendation to the City Council to adopt an Ordinance Approving Objective Design Standards 2023, Adding Article XXI to Chapter 18.84 of the Pittsburgh Municipal Code, and amending the Zoning Map, for certain multi-family housing and mixed-use development projects, to further housing production consistent with state law, AP-22-0117 (RZ), seconded by Commissioner Smith and carried by the following vote:

AYES: Jackson, Kobata, Popova, Robinson, Smith

NAYES: None

ABSTAIN: None

ABSENT: Foster [Recused]

Commissioner Foster returned to the dais.

ZONING ADMINISTRATOR REPORTS

4. The Zoning Administrator submitted one notice of intent to exercise delegated design review authority for: 1) This is an application filed by Lauren Richman on behalf of Stratus requesting Administrative Design Review proposing to modify the exterior façade. The proposed façade modifications include a change in the color of the exterior awnings, and the installation of new window striping, consistent with the colors of the future tenants (BMO Harris Bank) branded institution.

COMMISSION CONSIDERATIONS

There were no commission considerations.

STAFF COMMUNICATIONS

Secretary Funderburg provided information materials and discussed the tentative schedule for upcoming meetings.

One (1) item tentatively being presented at special meeting on the May 16, 2023, meeting:

1. Housing Element - The City of Pittsburgh's Housing Element is part of the City's General Plan and lays out a blueprint for how the City will meet its housing goals. At its core, a Housing Element is an opportunity for community members and policy makers to address local housing challenges and find solutions. It contains detailed information on local housing needs, existing resources and constraints, and an inventory of sites that are suitable for new housing. Under State law, each jurisdiction in California must update their Housing Element every eight years. The City is updating its Housing Element for the 2023-2031 cycle.

Two (2) items tentatively being presented at the May 23, 2023, meeting:

1. Harbor Street Painting - Design Review for Harbor Street Painting and this is for a new home improvement business contractors business to construct three (3), premanufactured warehouse structures (4,200 square feet total) on two vacant parcels located at 1000 Harbor Street.

2. Massage Establishment – Use Permit to establish a Massage Business within an existing building located at 1901 Railroad Avenue, Pittsburg, CA. The proposed business will lease out the existing tenant space, Unit “A”, within the existing multitenant building. The proposed business would operate between the hours of 8:00 AM – 8:00 PM, 7 days per week. The proposed use will utilize the parking lot on the project site and there is public parking available in the vicinity.

COMMITTEE REPORTS

There were no committee reports.

ADJOURNMENT

The meeting was adjourned at 9:09 p.m. to May 16, 2023.

Respectfully Submitted,

John Funderburg, Secretary

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

May 16, 2023

A regular meeting of the Pittsburg Planning Commission was called to order by Chair Popova at 7:00 p.m. on Tuesday, May 16, 2023, in the Council Chamber at City Hall, 65 Civic Avenue, Pittsburg, California.

ROLL CALL

Present: Chair Popova, Vice-Chair Kobata, Commissioners Foster, Robinson, Smith

Absent: Commissioner Jackson

Staff: City Attorney Donna Mooney, Director of Community and Economic Development Jordan Davis, Assistant Director of Planning John Funderburg, Senior Planner Maurice Brenyah-Addow, Administrative Coordinator Candace Hatch

PLEDGE OF ALLEGIANCE

Chair Popova led the Pledge of Allegiance.

DELETIONS / WITHDRAWALS / CONTINUANCES

There were no deletions, withdraws, or continuances.

COMMENTS FROM THE AUDIENCE

There were no comments from the audience.

PUBLIC HEARING

1. Housing Element Update for the 2023-2031 Reporting Period (6th Cycle) (AP-23-0021) (GP)

This is a City-initiated update of the City's Housing Element for the reporting period of 2023-2031. The Planning Commission will consider the most recent Draft Housing Element. At this meeting, the Planning Commission will be asked to make a recommendation on the Draft Housing Element to the City Council.

Beth Thompson with De Novo Planning Group gave a presentation.

Chair Popova opened the public hearing.

Public Comment was received by the following:

William Goodwin, Pittsburg resident.

There being no one to speak, Chair Popova closed the public hearing.

On motion by Commissioner Robison for a recommendation to the City Council for the Draft Housing Element Update for the 2023-2031 Reporting Period, 6th Cycle AP-23-0021 (GP), seconded by Chair Popova and carried by the following vote:

AYES: Foster, Kobata, Popova, Robinson, Smith
NAYES: None
ABSTAIN: None
ABSENT: Jackson

COMMISSION CONSIDERATIONS

There were no commission considerations.

STAFF COMMUNICATIONS

There were no staff communications.

COMMITTEE REPORTS

Commissioner Foster provided an update on the May 11, 2023, TransPlan Committee Meeting.

ADJOURNMENT

The meeting was adjourned at 7:51 p.m. to May 23, 2023.

Respectfully Submitted,

John Funderburg, Secretary

**CITY OF PITTSBURG
PLANNING COMMISSION
STAFF REPORT
May 23, 2023**

ITEM: General Plan Annual Progress Report for Calendar Year 2022

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 2022; 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 a Resolution, accepting the APR for Calendar Year 2022 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

BACKGROUND:

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

The purpose of the APR is to provide the City Council, OPR, HCD, and CCTA with a progress report on the current General Plan's implementation status. The APR is also intended to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness. The last APR for calendar year 2021, was reviewed by the Planning Commission on March 22, 2022, and the City Council on April 4, 2022, and submitted to OPR, HCD and CCTA on April 5, 2022.

PROJECT DESCRIPTION:

Staff has prepared the draft General Plan APR for Calendar Year 2022. The APR is provided as Exhibit A of Attachment 1 to this report, and it consists of a detailed table listing each of the adopted General Plan action policies or programs and their implementation status as of December 31, 2022. 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 2022, the area median income (AMI) for a 4-person household in Contra Costa County was

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May 23, 2023

\$142,800. Based on the AMI for 2022, a 4-person household was considered 'very low-income' if their total annual household income was under \$77,150. A four-person household with an income between \$77,150 and \$118,400 was considered 'low-income'. To be considered moderate income, a 4-person household had to earn between \$142,801 and \$171,350.

Income Level		RHNA Allocation	2015-2017	2018	2019	2020	2021	2022	Total Units to Date	Total Remaining
VL	Deed Restricted	392	0	23	0	6	3		32	360
	Unrestricted		0	0	0	0	0			
L	Deed Restricted	254	10	205	3	80	0	14	344	0
	Unrestricted		0	3	6	17	0	6		
M	Deed Restricted	316	0	0	0	0	3		235	81
	Unrestricted		150	48	18	0	0	16		
AM		1,063	570	68	89	98	211	79	1,115	27
Total RHNA		2,025								
Total Units			730	347	116	201	217	115	1,726	441
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)										

Table 1: RHNA Status Update

CODE COMPLIANCE:

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

STAFF ANALYSIS:

Although homebuilding has risen steadily since the end of the Great Recession, it is still nowhere near the levels that state leaders say are needed to fix California's housing crisis. However, during 2022, the City made more progress toward meeting its RHNA targets for the 2015-2023 housing cycle. On January 31, 2021, the Southern California News Group used RHNA data to create its annual housing permit report card for all 539 cities and counties in the state. Only 33 were doing well enough to earn an 'A', while 96 got an 'F'. The average grade was a 'C-minus'. Pittsburg earned a 'B+' which indicates the city is ahead of most jurisdictions in the State when it comes to meeting its housing targets for this cycle.

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Building permits were issued for 115 new residential units in 2022. Of those total permits, 20 were for low income; 16 were for moderate income, and 79 were for above-moderate income units.

ACTION REQUIRED:

Move to adopt a Resolution, accepting the General Plan Annual Progress Report for Calendar Year 2022 and authorizing its submittal to the City Council, OPR, HCD, and CCTA.

ATTACHMENTS:

1. Proposed Resolution
 - a. Exhibit A - General Plan Annual Progress Report for Calendar Year 2022

Prepared by: John Funderburg, Assistant Director of Planning

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Resolution Accepting the General Plan Annual)
Progress Report for Calendar Year 2022 and)
Authorizing Submittal of the Report to the City)
Council, State Office of Planning and)
Research, State Department of Housing and)
Community Development, and Contra Costa)
Transportation Authority)

RESOLUTION NO.

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

Section 1. Background

- A. The Pittsburg General Plan 2020 is a state-mandated and comprehensive planning document intended to guide Pittsburg's long-term physical growth and development. It articulates a shared community vision of the City's future and sets forth broad goals and policies relative to important topics including, but not limited to, land use, economic development, housing, transportation, public safety, and open space. The last comprehensive update of Pittsburg's General Plan was completed in 2001. In 2015, the City Council adopted Resolution No. 15-13033 approving the General Plan Housing Element Update for the 2015-2023 planning period.
- B. Under California Government Code Section 65400, the City is required to prepare a General Plan Annual Progress Report (APR) for submittal to the City Council, Governor's Office of Planning and Research (OPR), and State Housing and Community Development Department (HCD) by April 1st of each year. The purpose of the APR is to provide the City Council, OPR, and HCD with a progress report on the General Plan's implementation status. The APR is also meant to provide the City Council with an opportunity to identify any General Plan modifications that may be necessary to improve its implementation and effectiveness.
- C. The General Plan APR is exempt from the requirements of the California Environmental Quality Act (CEQA) under the general rule of the State CEQA Guidelines, Section 15061, in that there is no possibility that the APR may have a significant negative physical impact on the environment.
- D. On May 23, 2023, the Planning Commission held a meeting during which the General Plan APR for Calendar Year 2022 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 2022," dated May 23, 2023, 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 2022 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 2022, 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 23rd day of May 2023, 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 was adopted by the Planning Commission of the City of Pittsburg on May 23, 2023.

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Exhibit A to Planning Commission Resolution No.

CITY OF PITTSBURG



GENERAL PLAN ANNUAL PROGRESS REPORT (Calendar Year 2022)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on May 23, 2023

GENERAL PLAN ACTION POLICIES

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

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
2-P-1	Review the City's Sphere of Influence every 5 years. Ensure necessary annexation and SOI changes through coordination with the county and LAFCo, in accordance with Figure 2-3.	Implementation Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Voter Measure I amending the ULL to include the property commonly known as Chevron East approved in November 2011. Environmental Impact Report for the proposed James Donlon Boulevard Extension corridor annexation project was certified in September 2014; however, initiation of annexation is still pending. Property owner-initiated annexations of Montreux and Tuscany Meadows properties completed in 2016 and 2017. Property owner-initiated annexation of the SW Hills/Faria property still underway.
2-P-2	Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act. Title 17 further updated to streamline review of tentative maps in 2015. A tree preservation ordinance and wireless telecommunications ordinance, along with a variety of other miscellaneous amendments, adopted in 2015. Ordinances to define and regulate placement of smoke shops and smoking lounges, further update the wireless telecommunications regulations, as well as the retail sale and distribution of marijuana, adopted in 2016. Adopted ordinances in 2017, streamlining the permitting process for accessory dwelling units and expanding the types of businesses allowed in Old Town. In 2018, adopted an ordinance modifying the land use definitions, application process, permit requirements, and enforcement provisions for massage establishments. Adopted ordinances incorporating water-efficient landscaping provisions in 2020.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Regulations incorporated into the Phase 2 Zoning Code Update adopted May 2007.
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-16	Develop criteria and standards for small-lot single-family residential development that: - Promotes design and development flexibility; - Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and - Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007. Staff would like to revisit this policy as part of the General Plan update.

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

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Downtown		
2-P-32	Concentrate all Downtown Commercial activity — which includes specialty retail, professional offices, and personal services, entertainment and other compatible uses — along the Railroad Avenue corridor. (Downtown: 5-P-4)	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018.
2-P-33	Limit commercial uses along the southern side of East Tenth Street to service commercial businesses—including repair and maintenance, retail sales, special trade contracting and other compatible uses. (Downtown: 5-P-8)	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-34	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine Commercial uses — such as specialty retail services, restaurants, marine repair and docking facilities, hotels and other uses listed in Table 5-1 (Downtown Element).	The area has been rezoned to CW (Waterfront Commercial) District as a first step to allowing redevelopment of the property by private developers. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg. This area has also been identified as an opportunity area for the Envision Pittsburg General Plan Update. The Planning Commission and City Council will be considering land use alternatives for the area as part of the update.
2-P-36	Improve the pedestrian path along Marina Blvd. connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with construction of the Marina Promenade completed in 2008. Implementation ongoing as development along Marina Boulevard is proposed. The City has received TDA grant funding to install buffered bike lanes along Marina Boulevard.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Northeast River		
2-P-37	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Loveridge		
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Loveridge.	A bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail as part of the adopted Pittsburg Moves Active Transportation Plan. Implementation is dependent on grant funding.
East Central		
2-P-53	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.	Implemented. Linear park built.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Railroad Avenue		
2-P-55	Pursue the extension of the Railroad Ave. linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor to the Civic Center and City Park.	Supporting policies incorporated into the "Railroad Avenue Specific Plan", adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City contemplates a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. CIP Project ST-2 (Railroad Avenue Class 1 Trail) will construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and is expected to break ground by the end of 2021.
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the City Council in November 2009.
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan," adopted November 2009.
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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 12/31/22)
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by the applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. The BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, provides parking for over 40 bicycles, wide pedestrian pathways with active streetscapes, a new bus turnout and multiple covered waiting shelters to encourage alternative modes of transportation, including BART transit. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue Specific Plan," adopted by the City Council in November 2009.
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Ongoing. Identified as CIP Project ST-2 (BART Pedestrian/Bicycle Connectivity Project). Design for the \$4.5 M trail/path to be completed by Fall 2020 with construction by Fall 2021.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections. A bike/ped connection is proposed between LMC and the Delta De Anza Regional Trail as part of the adopted Pittsburgh Moves Active Transportation Plan. Implementation dependent on grant funding.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Proposed “Standard Oil Avenue” is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: ○ Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; ○ Not result in any net increase of peak-hour stormwater flow; ○ Preserve and enhance existing north-south creeks; and ○ Respect natural topography in the design and construction of new units.	Ongoing as part of development review. Highlands Ranch Park (10.42 acres) was constructed sometime between 1999 and 2002 as part of the Highlands Ranch Subdivision. The Tuscan Meadows Subdivision approved in 2016 will dedicate approximately 12 acres of parkland, some of which will also function as stormwater detention facilities.
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kirker Pass Rd. to destinations east of Pittsburg.	Ongoing. Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Project). The project is still in the design stage with 65% construction drawings complete.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Woodlands		
2-P-76	Ensure that new residential development along Kirker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the stream bank, with continuous multi-use trail access along the west side for the creek.	Implemented as part of development review.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. CIP Project ST-28 (West Leland Street Lighting Project) will provide lighting levels that are up to current standards along W. Leland Road from Railroad Avenue to Burton Avenue. CIP Project ST-34 (West Leland Road Safety Improvements) would prevent errant eastbound vehicles from entering the Contra Costa Canal, construct a concrete barrier along the south side of West Leland Road in front of golf course prior to and along curve to the left, relocate existing sidewalk behind concrete barrier, install large curve warning signage with flashing beacons facing eastbound traffic prior to curve, and restripe center median markings. CIP Project ST-38 (West Leland Road Pavement Markers/Markings and Speed Signage Improvements) would install highly reflective thermoplastic double yellow 4-inch centerline stripes with rumble stripes between Pamela Way and Montevideo Drive. Thermoplastic centerline stripes to be enhanced by placing reflective markers on top of the thermoplastic striping. Project would also install six driver speed feedback signage at locations prior to horizontal curves. CIP Project ST-43 (West Leland Road Pavement Delineation, Warning Signage, High Visibility Crosswalk Improvements and Traffic Signal Modification at Range Road) would occur between Railroad Avenue and Bailey Road. It would install raised pavement markers and reflectors through intersections to ensure proper lane usage; install warning signage and reflectors at horizontal curves; replace existing marked crosswalks with high visibility crosswalks, including advance STOP bars (limit lines); and modify existing traffic signal system at West Leland Road/Range Road/Golf Club Road intersection by adding a left-turn phase for the Range Road approach.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
2-P-82	Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the Delta De Anza trail to Stoneman Park (since renamed John Henry Johnson Park). Additional park improvements may be constructed as part of the Discovery Homes Dream Courts Project, a 40,000 square-foot basketball court facility proposed at John Henry Johnson Park.
2-P-83	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park/John Henry Johnson Park.
Southwest Hills		
2-P-84	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	Partially implemented. West Leland Rd. was extended from Villa Road to Santa Teresa Drive in 2020. The extension of San Marco Boulevard to Bailey Road would occur with the SW Hills/Faria Annexation Project.
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	The City Council adopted the "Pittsburg/Bay Point BART Station Master Plan," October 17, 2011 (Ordinance No. 11-1350) establishing multi-modal and mixed-use development standards for development of properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312), includes residential and commercial uses, a wide and meandering sidewalk next to West Leland Rd., and an internal east/west street with wide sidewalks.
2-P-93	Pursue construction of a landscaped multi-use path along West Leland Road, from Pittsburg/Bay Point BART Station to the proposed San Marco Village. Ensure that design of the linear parkway accommodates bicyclists.	Implementation ongoing. Partially constructed with San Marco Villas Apartments and Toscana frontage improvements. January 2009 master plan approved for Alves Ranch includes a multi-use trail along the site's West Leland Road frontage and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site from the edge of the Pittsburg/Bay Point Master Plan to the starting point of the Toscana frontage improvements.

LAND USE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Northwest River		
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a Great California Delta Trail was included in the Pittsburg Moves Active Transportation Plan and the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008. The plant site is identified as an opportunity area for the Envision General Plan Update. Planning Commission and City Council will consider different land use alternatives for the area as part of the update process.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Regional plan for a Great California Delta Trail was included in the Pittsburg Moves Active Transportation Plan and the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.

GENERAL PLAN ACTION POLICIES

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

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
3-P-3	Work with Contra Costa Transportation Authority (CCTA) and TRANSPLAN to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Staff worked with TRANSPLAN in preparation of the most recent 2017 update to East County Action Plan for Routes of Regional Significance.
3-P-4	Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate. Staff has created a project pipeline list and map detailing the location and vital information regarding pending and recently approved planning projects throughout the City, which is accessible online to the general public. See: http://bit.ly/CORpipeline
3-P-11	Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented (PMC chapter 10.60).
3-P-12	Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented (PMC chapters 15.102 and 15.103).
3-P-13	Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented (PMC chapters 15.102 and 15.103).

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
3-P-15	Prepare, adopt and periodically update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.	The City Council recently adopted an addendum to the City-wide CIP for fiscal years 2019/20 through 2023/24. The CIP categorizes capital improvement projects into ten categories: Streets, Traffic Signals, Water, Sewer, Storm Drainage, Buildings, Parks, General, Pittsburg Power and Marina Projects. The items included in the CIP range from minor to major projects affecting the City's infrastructure.
3-P-16	Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency. Development Review and Design Guidelines updated in November 2010 include policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Also, a 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-17	As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.	Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. A 'Complete Streets' policy was adopted by the City Council in 2013. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities. The City has adopted the Pittsburg Moves Active Transportation Plan which includes recommendations for future bike and pedestrian improvements citywide.

GROWTH MANAGEMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennially as part of the Authority's Growth Management Plan Compliance Checklist.	Ongoing.

GENERAL PLAN POLICY MATRIX

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

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Views, Ridges, and Edges		
4-P-1	Require ridge setbacks for all new hillside development. Building pads should be located at least 150 feet away from the crest of a major ridgeline (measured horizontally from the centerline), as designated in Figure 4-3.	Implemented as part of development review.
4-P-4	Develop and implement use of a “Design Review Checklist” for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburgh General Plan Update.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City’s Capital Improvement Program. Use landscaping, signs, lighting, and other visual features to announce the gateway along regional roadways.	Ongoing. A monument sign with an LED readerboard was installed at the corner of Railroad Ave. and California Ave. as part of the multimodal transfer facility completed in 2018. The electronic readerboard near the eastern end of Buchanan Road was recently repaired.
Hillside Development		
4-P-8	Update the Hillside Planned Development District within the City’s Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburgh General Plan Update.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
4-P-10	Amend the City's Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the Envision Pittsburg General Plan Update.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridgelines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Implemented as part of development review.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Implemented as part of development review.
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Implemented as part of development review.
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Implemented as part of development review. Additionally, the City completed the following trails in 2017 and 2019: 1) Frontage Rd. from Railroad Ave. to Crestview Ave.; 2) Power Ave. from Railroad Ave. to Davi Ave.; and 3) San Marco Blvd. from Santa Lucia Dr. to W. Leland Rd. In 2020, the City completed the trail and pedestrian bridge adjacent to San Marco Blvd. north of Santa Teresa Drive.
Key Corridors		

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the “Railroad Avenue Specific Plan,” adopted by the City Council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State. However, the City is contemplating a Class 1 trail along the west side of Railroad Avenue between SR 4 and Center Drive. It should be noted that CIP Project ST-2 (Railroad Avenue Class 1 Trail) would construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully-funded and is expected to break ground by the end of 2021.
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Ongoing. The Enterprise Zone program was eliminated by the State in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented and ongoing. Bus shelters and median trellises on Railroad Ave. south of Highway 4 are made from common material (metal) with different finishes. “Railroad Avenue Specific Plan,” incorporates policies addressing streetscape improvements. Streetscape improvements built in downtown share a common theme and color scheme. The BART Multimodal Transfer Facility completed in 2018 is consistent with the applicable portions of the RASP Architectural and Design Criteria, utilizes varied materials and colors to provide visual interest, and incorporates outdoor stairs, railings, fences, and other outdoor elements that are decorative and composed of materials that are architecturally compatible with surrounding developments.
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the “Railroad Avenue Specific Plan,” approved November 2009 and the “Old Town Pittsburg Design Guidelines,” approved September 2005.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
		In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Not implemented.
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan." Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program expires on June 30, 2021.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Canal clean ups not implemented. The City does not currently have access to CCWD canal property. However, the City has held several Civic Pride Days in past years to clean up several areas in the community. In May 2019, residents participated in clean ups for Buchanan Park, Riverview Park, MLK Jr. Spillway, Rancho Medanos, and Civic Park. City sponsored clean-ups did not occur during 2020 due to the COVID-19 pandemic.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
4-P-43	Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	Partially implemented. Prior to its dissolution, the Redevelopment Agency provided funding for improvements for a restaurant in the shopping center. In 2015, staff worked with the various property owners to repaint the entire shopping center in a cohesive color scheme. The Planning Division also worked with the multiple property owners to remedy further code violations dealing with signage and site maintenance. Other incentives (streamlined permitting, design assistance) could be made available to property owners pursuing other improvements to other tenant spaces.
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the "Railroad Avenue Specific Plan," approved by the City Council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an	CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on State Route 4 at Range Road. The project would

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
	interchange facility that will accommodate future traffic demands.	significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It would accommodate bicycle facilities where appropriate.
4-P-49	Initiate a tree-planting program along Willow Pass Road. Use a variety of native and locally-recognized trees with low maintenance needs.	Ongoing. Trees along property frontages are planted with new private developments (e.g., Transbay Cable) as they are built.
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Ongoing.
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate.
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-	Not implemented.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
	turn pockets for access to residential neighborhoods.	
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Implemented as part of development review. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by applicable transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing. Caltrans completed landscape right-of-way improvements in the area of Railroad Avenue, Loveridge Road, and Auto Center Drive.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Implemented. Ordinance allowing billboards subject to certain standards adopted in 2015. Due to limitations on the number of available parcels and subsequent billboard location study, this ordinance was further revised in January 2016. In 2020, the Economic Development Department initiated a request to approve a general plan amendment and rezoning of a city-owned parcel and an unmapped portion of an abandoned right-of-way along Frontage Road. If approved, the amendment and rezoning would allow for a variety of commercial uses, including an electronic billboard.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Mixed Use Areas		
4-P-67	Develop land uses in the BART Station Area according to the Pittsburg/Bay Point BART Station Area Specific Plan.	Properties rezoned M-P (Mixed Use with a Master Plan Overlay) District, and the “Pittsburg/Bay Point BART Master Plan,” adopted with City Council adoption of Ordinance No. 11-1350 in October 2011.
4-P-68	Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park and ride lots within a walkable, mixed use village.	Implementation ongoing. Guidance policies for the transit plaza development were incorporated into the “Pittsburg/Bay Point BART Master Plan” adopted by City Council in October 2011. Additionally, the BART Multimodal Transfer Facility, at the corner of Railroad Avenue and California Avenue, will help link BART to bus service, bicycle facilities, and automobiles.
4-P-70	Upon finalization of plans to extend BART to Railroad Avenue, develop a mixed-use, transit-oriented center surrounding the proposed station. Focus redevelopment on higher-end business/office uses, with support retail, restaurant, and residential activities.	Implemented with the adoption of the “Railroad Avenue Specific Plan,” in November 2009 (Ordinance No. 09-1319).
4-P-71	Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: ○ Mixed-use structures; ○ Building design that focuses on street-orientation; ○ Extensive landscaping and street trees;	“Railroad Avenue Specific Plan” adopted by City Council in November 2009.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
	○ Pedestrian furniture (for example, benches and trash cans); ○ Street lighting; and ○ Signage.	
4-P-72	Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Implemented with the adoption of the "Railroad Avenue Specific Plan," in November 2009 (Ordinance No. 09-1319).
4-P-74	Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify exclusively residential development for the general area with a gas station on the northwest corner and a park on the southeast corner of the intersection. There is currently a request to approve plans for the San Marco Commercial Center Project. The project consists of a 29,822-square-foot anchor tenant, a 3,500-square-foot restaurant, and 1,826-square-foot pad building 35,148-square-foot on a 3.69-acre site located at 2011 W. Leland Road. On November 16, 2020, the City Council adopted a resolution amending the General Plan land use designation for the site. The Planning Commission will consider granting design review and use permit approval for the project sometime in March or April 2021.
4-P-76	Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas and Toscana. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property and an eight-foot wide sidewalk that is sufficiently wide for combined use by pedestrians and bicyclists, extending through the center of the site

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
		from the edge of the Pittsburg/Bay Point Master Plan to then starting point of the Toscana frontage improvements.
Neighborhood Design		
4-P-80	Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency's project review to compliance with locally adopted "objective design and development standards." The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg's existing Development Design Standards and specific plans.
4-P-82	Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Development standards not implemented. However, design guidelines to minimize the visual impacts of garage doors are included as part of City Design Review and Development Guidelines adopted November 2010.
4-P-83	As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010 and the City Complete Streets Policy, adopted 2013. Policy 4 under Goal 1 of the Pittsburg Moves Active Transportation Plan requires that development projects "provide a high-degree of street connectivity." It also discourages gated communities and street vacations that result in decreased connectivity between neighborhoods.

URBAN DESIGN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
4-P-84	Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulb-outs and lighted crosswalks. Bulb-outs, raised intersections and a roundabout have been built in various intersections in downtown for traffic calming purposes. Speed humps program incorporated into the Capital Improvement Program. In February 2021, the City Council adopted the Pittsburgh Moves Active Transportation Plan, which includes additional policies related to pedestrian safety.
4-P-85	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Implementation ongoing as development proposals are reviewed. Updated Development Review and Design Guidelines for new construction (adopted November 2010) include policies encouraging safe and unobstructed pedestrian access through neighborhoods. In February 2021, the City Council adopted the Pittsburgh Moves Active Transportation Plan, which includes additional policies related to pedestrian safety.

GENERAL PLAN POLICY MATRIX

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

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburg Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Implementation ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006. Ordinance to consolidate the CP-1 and CP-2 sub-districts to provide more flexibility related to the allowable uses within the CP District adopted in 2018. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program is set to expire on June 30, 2021.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission previously approved a façade update and restoration of the California Theater, to support re-establishment of the use as an entertainment facility. Rehabilitation of the California Theater commenced in 2010 and was completed in 2012. Further restoration and updates to the California Theater were completed in 2016. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street are being spent on the renovation of the balcony at the California Theater.
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-8	Limit commercial uses along the southern side of East 10 th Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East 10th Street, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Pittsburg Seventh Day Adventist Church.	Not implemented. Property owner not pursuing development of the site at this time.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements on East 10 th Street, between Railroad Avenue and Black Diamond Street, completed in 2010 as part of a CIP project. New sidewalk will be installed along the northern side of E. 10 th Street between Cumberland St. and Los Medanos St. as part of the Veterans Square Apartments Project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties were rezoned CW (Waterfront Commercial) District in anticipation of private redevelopment of the site. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg. This area has been identified as an opportunity zone for the Envision Pittsburg General Plan Update. The Planning Commission and City Council will consider different land use alternatives for the area as part of the update process.
5-P-14	Develop a detailed design plan for the City's new Marine Commercial center, featuring: mixed-use village atmosphere; walkable layout, with pedestrian amenities; public access to the shoreline and views of Browns Island; and focus on visitor attractions, as well as traditional marine services.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. A majority of the 18-acre property is owned by one party (Third Street Pittsburg) with a portion owned by the City of Pittsburg.

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

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-25	Improve streetscaping along West 10 th Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Implemented. Construction completed in 2010 on City capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.
Design and Development		
5-P-26	Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.	Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements included new trees, on-street diagonal parking stalls and raised intersections.
5-P-27	Encourage the repetition of key historical architectural features—such as windows and displays, cornice details, and roofline/pitch elements—in the redevelopment of commercial structures in Downtown.	Design standards and policies adopted with the “Old Town Design Guidelines” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-29	Ensure that new construction and remodeling throughout Downtown (including the New York Landing Historical District) are reviewed for design compatibility by the Planning Commission.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review.
5-P-31	Design and implement a gateway project at the Railroad Avenue overpass between Central Avenue and Tenth Street, providing an identifiable gateway into the downtown.	Old Town entry sign and public announcement reader-board constructed at Railroad Avenue and East 10 th Street in 2009.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-32	Develop a “way-finding” system for Downtown Pittsburg. Install uniform signage and banners informing visitors of major attractions, including directions to Downtown from the Highway and to the waterfront from Downtown.	In progress. Informational signage placed in Old Town Plaza near Railroad Avenue at East 5 th Street. Additional signage identifying public parking lots has been contemplated but not installed.
5-P-35	During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.	Implemented with the approval/construction of the Railroad Avenue streetscape improvements, the Vidrio and Siena Court projects, and various façade remodels (Mechanics Bank/Steeltown Coffee and Lumpy’s Diner). In 2019, the City completed CIP Project ST-13 (Railroad Avenue 3 rd to 5 th Street Sidewalk Improvement) which replaced the aging and deteriorating paver system in the downtown sidewalks with concrete and pavers at the corners of 3 rd , 4 th , and 5 th streets.
5-P-39	Extend the historical flavor of architectural features within the New York Land Historical District to the intersection of Railroad Avenue and Tenth Street.	Design standards and policies adopted with the “Old Town Design Guidelines,” in September 2005. Implementation and application of standards and policies ongoing as part of project review. In 2020, the Planning Commission approved plans to rehabilitate the historic Demetrakopoulos and Royce Buildings. The rehabilitation project will further enhance the district’s historic character.
5-P-40	Pursue acquisition of the Railroad Avenue terminus by transferring existing private recreation facilities due west of the adjacent Medium Density Residential neighborhood. Redesign the public plaza to ensure that both visual and physical access from Downtown is achieved.	Not implemented.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-41	Encourage design of the Harbor Street terminus to provide an unobstructed view of New York Slough and a 30-foot wide promenade to the waterfront. This linear park/promenade should function as a public square, with buildings oriented toward it and pedestrian amenities leading from East Third.	Multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3 rd Street to a new waterfront lookout point.
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Partially implemented with completion of the Marina Master Plan and the Marina Promenade project.
Access and Parking		
5-P-44	Provide public parking lots within downtown, and limit private, single-user parking areas. However, ensure the provision of off-street parking facilities in periphery Downtown areas to encourage pedestrian movement.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP (Pedestrian Commercial) District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor, and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005, which lowered the residential parking requirement to 1.5 spaces per unit within the Downtown Subarea. Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court, Almenara, and Veterans Square apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Not implemented.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.

DOWNTOWN ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include bulb-outs and raised intersections on Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.	Implemented. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	The City Council adopted the Pittsburgh Moves Active Transportation Plan (ATP) in February 2021. The ATP recommends Class II bikeways along Harbor Street between E. 8 th Street and E. 3 rd Street; and a parallel, off-street multipurpose pathway will also be built along the western half of Harbor Street.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. The Pittsburgh Moves Active Transportation Plan recommends a new Class IV bikeway along Railroad Avenue between the Civic Center and Downtown.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade. Additionally, several pedestrian and bicycle improvements are recommended as part of the adopted Pittsburgh Moves Active Transportation Plan.

GENERAL PLAN POLICY MATRIX

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

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
6-P-5	Undertake a detailed study to assess the true costs of development and establish an appropriate impact fee schedule to ensure that new development “pays its own way” with respect to infrastructure and servicing.	In September 2018, the City contracted with Willdan Financial Services to conduct a cost allocation plan and comprehensive user fee study to update the City’s Master Fee Schedule. Willdan completed their review and provided the City with a detailed comprehensive report and recommendations. The results of the study were incorporated into the amended Master Fee Schedule which was adopted by the City Council on February 3, 2020.
6-P-9	Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	The California Enterprise Zone program ended in 2014. However, Contra Costa County has designated 17 ‘Opportunity Zones’ (OZs) under a new federal program that offers capital gains tax relief to qualified investments within them. Contra Costa’s Zones are in the cities of Richmond, San Pablo, El Cerrito, Concord, Antioch, and Pittsburg, and the communities of Bay Point and North Richmond. Other programs in place to help new and existing businesses include the Workforce Development program (funded by the County), the California Competes program (funded by the State) and the Pittsburg Chamber of Commerce, which has a small business program that is currently free of charge for businesses in town.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. On February 3, 2020, the City Council approved a Fee Reduction Pilot Program to encourage new construction for certain business uses within three commercial corridors in the City, including Railroad Avenue. Eligible business uses include hospitals, restaurants, grocery stores, labs, medical offices, auto dealerships, and

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	hotels. Under the program, certain planning, building, and engineering fees have been reduced to \$100. The program is set to expire on June 30, 2021.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburgh to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented.
6-P-14	Establish an inventory of ready-to-go non-residential sites, complete with zoning, infrastructure, and environmental clearances. If necessary, acquire or assemble sites to ensure availability of sites of adequate size to attract industry clusters that meet the City's development objectives.	Partially implemented. The City has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. GIS zoning and General Plan land use information is available to the public, and the public can contact city staff for more information. In 2016, the City launched ThinkPittsburg.com to provide prospective businesses with an inventory of commercial and industrial sites, as well as demographic information and comparisons to nearby jurisdictions.
6-P-16	Consider the feasibility of establishing a convention or performing arts center, amphitheater, or other public cultural amenity in or linked to the Downtown or waterfront, or in another appropriate location.	Implemented. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town (at John Buckley Square) was completed in 2010, in accordance with the CIP. Restoration of the California Theatre was completed in late 2012 and has since been available for use as an event venue.

ECONOMIC DEVELOPMENT ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
6-P-17	Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	Implementation ongoing. Prior to the COVID-19 pandemic, annual and seasonal events included Fourth of July fireworks, weekly Farmer's Market (summer and fall months), Seafood Festival, and Car Shows during summer months. Events have also been held periodically in the California Theatre since its reopening in January 2013. In 2016, the City hosted a weekly "Off The Grid," event, a food truck pop-up series popular throughout the Bay Area, at John Buckley Square in Downtown Pittsburg. The City continued to host weekly Off The Grid events throughout 2017. In 2020, the City sponsored a similar weekly pop-up called "Eats & Beats" at Ray Giacomelli Park.
6-P-18	Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implementation ongoing with the Marina Master Plan, Phase 2 Zoning Update.

GENERAL PLAN POLICY MATRIX

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TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis through conditions of approval.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Fees updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. In 2018, the City received \$203,000 in CMAQ funding for school area safety improvements and \$1.3 M for the multimodal transfer facility.
7-P-6	Design roadway improvements and evaluate development proposals based on Level of Service standards set forth in Goal 7-G-1.	Implemented as part of development review.
7-P-10	Require mitigation for development proposals which result in projected parking demand that would exceed the proposed parking supply on a regular and frequent basis.	Implemented as part of development review.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Final environmental impact report certified in 2014. Identified as CIP Project ST-36 (James Donlon Extension Design and Construction).
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. CIP Project ST-54 (Avila Road Widening) and ST-55 (W. Leland Road Extension Phase 2) would: 1) widen Avila Road to four lanes; and 2) extend W. Leland Road from San Marco Boulevard to Avila Road. The new extension would be four lanes with a raised median and sidewalks. The project would accommodate bicycle facilities where appropriate.
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Implementation ongoing. CIP Project ST-1 (Range Road Overcrossing) would include planning, design, and construction of an overcrossing on SR 4 at Range Road. This project would significantly improve the level of service of the overcrossings at Railroad Avenue and Bailey Road. It will accommodate bicycle facilities where appropriate.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. As part of the SW Hills/Faria Annexation Project, San Marco Boulevard would be extended from its southern terminus to Bailey Road.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project would accommodate bicycle facilities where appropriate.
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented. City has an established process for evaluating speed hump requests from residents and pursues grant funding for other traffic calming measures such as roundabouts and bulb-outs.
Transit and Public Transportation		
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implemented as part of development review.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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/Armory St; Hanlon Way/Cove Way; Railroad Ave/8th St; Black Diamond/10th St; Range Rd/Ackerman Ave; Rio Verde Dr./Pillar Ridge Dr.; Railroad Ave/E 17th; and Yosemite Dr./Hillview Jr. High School. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. The Pittsburg Moves Active Transportation Plan adopted by City Council in February 2021 also recommends additional safe routes to school improvements.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implemented as part of development review.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.	Implemented. The Traffic Division of the Development Services Department serves this function.
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan.' Development Review and Design Guidelines updated in November 2010 include policies and suggestions to encourage bicycle/pedestrian connectivity. Additional improvements are recommended in the Pittsburg Moves Active Transportation Plan.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.	Implementation ongoing. In 2016, the Planning Commission, as part of its approval of the BART Multimodal Transfer Facility, adopted a condition of approval requiring the installation of high-visibility markings and countdown signals at the intersections of: 1) Railroad Avenue and California Avenue; 2) Railroad Avenue and Center Drive; 3) the westbound on-ramp at Railroad Avenue north of State Route 4; 4) the eastbound on-ramp at Railroad Avenue south of State Route 4; and 5) the Railroad Avenue off-ramp south of State Route 4. CIP Project ST-30 (Signal at Railroad Avenue/School Street) would design and construct a fully actuated traffic signal at the intersection of Railroad Avenue and School Street. CIP Project ST-67 (School Area Pedestrian Countdown Signals) would install pedestrian countdown signal heads at 18 signalized intersections with a high pedestrian volume located near target schools. This project also includes an educational outreach program for student pedestrians and parents to suggest routes to and from eight elementary schools and two junior high schools. Additional improvements are recommended in the Pittsburgh Moves Active Transportation Plan.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. CIP Project ST-15 (E. 3rd Street Streetscape Improvements) would design and construct streetscape improvements along E. 3rd Street. Portions of the roadway would need to be widened, while a “road diet” would be performed on other sections with a reduction from four through lanes, parking lanes and median to two through lanes, turning lanes, parking lanes and Class 2 bicycle lanes. Sidewalk would be widened and installed. Bus pull-outs and curb “bulb-outs” would also be included to enhance the area’s walkability and promote alternative modes of transportation.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	In February 2021, the City Council adopted the Pittsburg Moves Active Transportation Plan (city-wide pedestrian and bicycle master plan). City continues to pursue opportunities to install bicycle facilities, through grants, local funding mechanisms (e.g., development mitigation fees) and project-specific conditions of approval. Additionally, the City has previously worked with the County to help develop the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	Ongoing. The Pittsburg Moves Active Transportation Plan includes the proposed alignment for the Great California Delta Trail.
7-P-49	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Ongoing. CIP Project ST-25 (Rebuild Range Road/Willow Pass Road Interchange) would construct a four-lane arterial roadway facility with associated turning lanes to replace the Willow Pass Road/Range Road/ North Parkside Drive interchange structure and provide for safer turning movements for vehicles moving between streets. Project will accommodate bicycle facilities where appropriate.
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Ongoing. CIP Project ST-2 (Railroad Avenue Class 1 Trail) will construct a Class 1 trail along the west side of Railroad Avenue between The Delta De Anza Trail to SR 4. This project is fully funded and is expected to break ground by the end of 2021.

TRANSPORTATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Ongoing. The Pittsburgh Moves Active Transportation Plan includes new bikeway alignments along arterial roadways. The alignments will be built with future grant funding. The City will also require developers to incorporate bikeway segments into their frontage improvements.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007. The standard details may need to be updated upon adoption of the Pittsburgh Moves plan.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the City to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX

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OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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 12/31/22)
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not implemented
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.
Trails and Open Space		
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not implemented. However, in 2018 the City worked with EBRPD and the Delta Protection Commission on a grant to provide an educational program with kayak excursions. The City was not awarded the grant, but the application process resulted in more collaboration with both entities.
8-P-18	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Ongoing. New bikeway "Bay to Black Diamond" alignments have been mapped as part of the Pittsburg Moves Active Transportation Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
8-P-20	Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-way including: ○ Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. ○ Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. ○ PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	Ongoing. New Class 1 trail alignments along Contra Costa Canal and parts of the PG&E utility right-of-way have been mapped as part of the Pittsburg Moves Active Transportation Plan.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Standards implemented with Phase 2 Zoning Update and Marina Master Plan.

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES		STATUS (AS OF 12/31/22)
8-P-26	Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: ○ Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. ○ Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. ○ Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. ○ Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	Ongoing. Marina Promenade constructed in 2008. Additionally, multiple parcels at the terminus of Harbor Street were acquired by the former Redevelopment Agency. The parcels were sold to the Making Waves Foundation for future construction of a sports facility to support the Making Waves Academy which was to be constructed on the former Johns Manville site starting in 2019. Proceeds from the sale were to be used to construct a public trail from E. 3rd Street to a new waterfront lookout point, but the project was cancelled by the owner/developer in late 2019.
Recreational and Cultural Programs		

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
8-P-28	Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including: ○ Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. ○ Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. ○ Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders.	Ongoing. Ambrose Park Aquatic Center was reopened in 2017. City currently leases buildings at City Park to STS Academy, who operates a variety of childcare and teen programs out of the facility. CIP Project PK-14 (Skateboard Park at Stoneman North) would provide for an approximately 10,000-square-foot skateboard park. The park may include prefabricated jump ramps, bleachers, fencing, lighting, and drinking fountain. This project would be close to parking, restrooms and a bus stop. CIP Project PK-26 (Buchanan Park Renovations) would add the following amenities to the existing Buchanan Park: basketball court, splash pad, public art, and would replace the existing community center with a larger LEED certified center, replace deteriorated pedestrian walkways with pervious pathways and expand and resurface parking areas. The community center is proposed to be an expansion to 8,000 square feet from the current 3,000-square-foot facility.
8-P-31	Improve public cultural facilities, including community centers, theaters, and libraries. Cooperate with Los Medanos Community College to provide City residents with access to local cultural facilities.	Ongoing. Rehabilitation of the California Theatre was completed in 2012. Proceeds from the sale of city-owned parcels at the northern terminus of Harbor Street will be spent on the renovation of the theatre's balcony. An expansion of the Pittsburg Library was completed in 2013. Los Medanos Community College has been renovated and expanded. In 2016, the college renovated its gymnasium and resurfaced its tennis courts. New physical education and student union buildings were constructed in 2019.
8-P-33	Provide incentives to encourage investments in public art on historic properties.	Ongoing. Policies adopted in the "Railroad Avenue Specific Plan" support and incentivize public art. Mural projects for individual sites around the city (Cardenas Grocery Store and Ramar Foods International) supported through conditions of approval, where building architecture necessitates such installations.
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	

OPEN SPACE YOUTH AND RECREATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Educational Facilities		
8-P-42	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.	Implementation ongoing. Developer-built public park now operational adjacent to Delta View Elementary in the San Marco Development, with the City and Mt. Diablo Unified School District sharing ongoing maintenance costs under a joint-use agreement. A joint City/school district project to improve an existing playfield at Hillview Junior High commenced in 2010 and was completed in 2011. The City Council has established subcommittees to meet regularly with PUSD and MDUSD board members to discuss ongoing opportunities for city/district cooperation.
8-P-44	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college board to allow public access to recreational facilities and programs.	Implementation ongoing.

GENERAL PLAN POLICY MATRIX

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

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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.	Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the policy development for the Envision Pittsburg General Plan Update.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. The City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution Nos. 08-11133 and 11-749) to evaluate the potential for a land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.

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

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing as a component of the NPDES education and outreach program.
Historical and Cultural Resources		
9-P-35	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and re-modelings in the Historical District should be transferred to the Planning Commission.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-37	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.

RESOURCE CONSERVATION ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as “important” or “unique” to local community, ethnic, or social groups.	Partially implemented with the adoption of the “Old Town Design Guidelines.”

GENERAL PLAN POLICY MATRIX

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

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900-foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: ○ Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. ○ Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. ○ Ensure revegetation of cut-and-fill slopes to control erosion. ○ Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints. The City Council will have an opportunity to revisit this topic as part of the policy development for the Envision Pittsburgh General Plan Update.

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

HEALTH AND SAFETY ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. In 2017 the City was awarded a \$300,000 Community-wide Environmental Assessment Grant from the US Environmental Protection Agency. As part of the grant, five Phase-I and two Phase-II preliminary cleanup assessments have been made on five properties. Other activities completed under this grant include site specific environmental work like Sampling and Analysis Plans, Soil Management Plans, and community outreach strategy development for specific industrial areas of the City.
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. Contra Costa County responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Ongoing. The CARE program distributes information to schools about shelter-in-place procedures. Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) Program, which trains first responders in the event of major emergencies.

GENERAL PLAN POLICY MATRIX

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

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

PUBLIC FACILITIES ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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 12/31/22)
11-P-28	Cooperate with CCCFPD in obtaining a site for a new fire station (or relocation of Station 86) south of State Route 4 and west of Bailey Road.	Ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: - Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. - Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network.	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburg Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX

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

NOISE ELEMENT		
ACTION POLICIES		STATUS (AS OF 12/31/22)
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, 2022 – December 31, 2022

Table 1: Housing Development Applications Submitted in 2022

Address	Project Name	Tracking ID	Categ.	Total Units	VL (R)	VL (U)	L (R)	L (U)	M (R)	M (U)	AM
420 East 3rd Street	Harborview	AP-22-0007	SFD	207	0	0	0	0	0	207	0
420 East 3rd Street	Harborview	AP-22-0007	2 to 4	20	0	0	20	0	0	0	0
Civic Avenue	Civic Station	AP-22-0031	5+	81	0	0	0	0	0	81	0
Totals:				308							
Notes: AMI = Area Median Income (for 2022, the AMI for a 4-person household in Contra Costa County was \$142,800) 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 2022

Address	Project Name	Tracking ID	Categ.	Total Entitled	VL (R)	VL (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
W. Leland Road Road at Alves Ranch Road	Alves Ranch Subdivision	AP-18 AP- 18-1384	SFD	364	-	-	-	-	-	-	48
W. Leland Road at Alves Ranch Road	San Marco Villages	PD-1270	SFD	202	--	-	-	-	-	-	29
					-	-	-	-	-	-	-
Totals:				566	-	-	-	-	-	-	77
Notes: AMI = Area Median Income (for 2021, the AMI for a 4-person household in Contra Costa County was \$142,800) 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 2022

Address	Project Name	Tracking ID	Categ.	Total Permits Issued	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
ADU (Various)	ADU (Various)	Family Names	SFD	17	-	-	-	6	-	9	2
San Marco Blvd. and West Leland Road	San Marco Villages	PD-1270	SFD	29		-	-	-	-	-	29
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision (Vista Del Mar II)	AP-18-1384	SFD	39	-	-	-	-	-	-	39
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision (Vista Del Mar II)	AP-18-1384	ADU	9	-	-	-	-	-	-	9
SFR (Various)	SFR (Various)	Family Names	SFD	7	-	-	-	-	-	7	—
493 and 495 West 10 th Street	Beacon Villas	BP-20-0186	5+	14	-	-	14	-	-	--	-
Totals:				115	-	-	-	-	-	-	-
Notes: AMI = Area Median Income (for 2021, the AMI for a 4-person household in Contra Costa County was \$142,800) 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											

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Table 4: Annual Building Activity Report Summary – Final Inspections Completed in 2022

Address	Project Name	Tracking ID	Categ.	Total Finals	VLI (R)	VLI (U)	LI (R)	LI (U)	MI (R)	MI (U)	AMI
San Marco Blvd. and West Leland Road	San Marco Villages	PD-1270	SFD	29	-	-	-	-	-	-	29
W. Leland Road at Alves Ranch Road	Alves Ranch Subdivision (Vista Del Mar II)	AP-18-1384	SFD/ ADU	48	-	-	-	-	-	-	48
Totals:				77	-	-	-	-	-	-	-
Notes: AMI = Area Median Income (for 2021, the AMI for a 4-person household in Contra Costa County was \$142,800) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI) (R) = Deed Restricted (U) = Unrestricted											

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

Income Level		RHNA Allocation	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date	Total Remaining
VLI	Deed Restricted	392	-	-	-	23	-	6	3	-	-	32	360
	Unrestricted		-	-	-	-	-	-	-	-	-		
L	Deed Restricted	254	2	2	6	205	3	80	-	14	-	324	-
	Unrestricted		-	-	-	3	6	17	-	6	-		
M	Deed Restricted	316	-	-	-	-	-	-	3	-	-	219	97
	Unrestricted		150	-	-	48	18	-	-	16	-		
AM		1063	252	171	147	68	89	98	211	79	-	1036	27
Total RHNA		2025											
Total Units			404	173	153	347	116	201	217	115		1,726	441
Notes: AMI = Area Median Income (for 2021, the AMI for a 4-person household in Contra Costa County was \$142,800) VL = Very low-income (households earning 0-50% of AMI) L = Low-income (households earning 50-80% of AMI) M = Moderate income (households earning 80-120% of AMI) AM = Above-moderate income (households earning above 120% of AMI)													

Program Implementation Status

Program	Objective	Timeframe	Status of Program Implementation
Housing Supply			
Goal 1. Foster development of a variety of housing types, densities and prices to balance the City's housing stock and meet the City's regional fair share housing needs for people of all incomes.			
13-P-1.1	Ensure there is an adequate supply of mixed use and residentially zoned land of appropriate densities to accommodate existing and anticipated housing needs through 2022.		
13-P-1.1.A	Conduct periodic inventories of vacant and underutilized land to determine their suitability for more intense residential use. Maintain a list for distribution to interested homebuilders.	Quarterly	The Successor Agency to the City of Pittsburgh Redevelopment Agency (Successor Agency) staff maintains a list of City and Successor Agency-owned parcels that is available to the public upon request and posted on the City's website. In addition, all City employees have access to an online Geographic Information System (GIS) web page that contains up-to-date property information, which staff can provide to the public upon request. In 2017, the City expanded its GIS program to provide additional information regarding the City's land inventory and current zoning and made zoning information and aerial imagery publicly accessible online. In 2020, the City's vacant and underutilized lands inventory was updated as part of the Envision Pittsburgh General Plan Update.

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

Program	Objective	Timeframe	Status of Program Implementation
	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.		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. In 2020, the City approved the Atchison Mixed-Use Development along Railroad Avenue. The site is about half-a-mile south of the Pittsburg Center BART Station. The project will include 202 affordable apartment units, and 13,659 square feet of commercial space. The project took advantage of a density bonus and several incentives/concessions.
13-P-1.1.E	Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, offering new recreational opportunities, and/or increasing the supply of affordable housing.	Upon request by developers or as deemed appropriate	The City has utilized the PD District zoning to allow for higher density mixed-use development as well as high-density, luxury apartments in the hills. In 2016, 2018, and 2019 the City approved the Waterstone, Liberty, and Alves Ranch subdivisions, which included requests for Planned Development (PD) zoning to allow the development of 485 units, plus 20 accessory dwelling units which are affordable by design. Each subdivision utilizes innovative site plans to help maximize the number of units on these infill sites. In 2020, the City approved the 270-unit San Marco Villas III Apartments Project on a site with PD zoning.
13-P-1.1.G	Continue to permit projects up to a density of 40 d.u./ac within the RH District that meet a community objective (affordable housing).	Ongoing; implement as development projects are proposed	In 2007, the City Council adopted Ordinance No. 07-1284, to allow an incremental increase in density proportionate to the increase in affordable units within the High Density Residential (RH) District. Specifically, for each 2 percent increase in deed-restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre. No projects requesting to utilize the above-referenced section of the Zoning Ordinance have been proposed during the current Housing Element Cycle (2015-2023).

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

Program	Objective	Timeframe	Status of Program Implementation
	views and amenities throughout the city to increase economic activity within these areas.		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 City also approved the 62-unit Edgewater Apartment Project in 2018. Construction of the Waterstone Subdivision was completed in 2019. Construction of the Liberty Subdivision began in 2019 and is near completion. The Edgewater Apartments Project was completed in 2019. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development which will significantly increase the number of moderate- and above moderate-income multi-family units in the City. This project is still on hold. In 2019, the City approved the Alves Ranch Subdivision, which included a request to rezone the site from a combination of High Density Residential (RH-P) and Office Commercial (CO-P) to Planned Development (PD) and Community Commercial (CC) in order to allow a single-family residential project with 346 units, plus six accessory dwelling units. Construction of the Alves Ranch Subdivision is still underway. In 2020, the City approved San Marco Villas III. The Villas project will provide 270 additional market-rate apartment units near the northwest corner of W. Leland Road and San Marco Boulevard.
13-P-1.4	Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.		

Program	Objective	Timeframe	Status of Program Implementation
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 is designed at a density of 11.5 d.u./ac, and is located within a ½ mile radius of the BART station at the intersection of Railroad Avenue and SR 4. In 2017, the City approved the Esperanza Apartments, a 318-unit multi-family development approximately one mile west of the Pittsburg/Bay Point BART Station. In 2019, the City approved the Alves Ranch Subdivision, a 346-unit single-family subdivision approximately ½-mile west of the Pittsburg/Bay Point BART Station. In 2020, the City approved the Atchison Mixed-Use Development along Railroad Avenue. The site is about half-a-mile south of the Pittsburg Center BART Station. The project will include 202 affordable apartment units, and 13,659 square feet of commercial space. The project took advantage of a density bonus and several incentives/concessions.
13-P-1.4.B	If deemed necessary by the City Engineer, research and implement Transportation Demand Management (TDM) strategies, such as parking	Ongoing; review annually or as development	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

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

Program	Objective	Timeframe	Status of Program Implementation
	utility installations for accessory dwelling units.		work was approved by City Council in 2020. City Staff anticipates that this will be available for the public to use in Summer of 2023.
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2015	
13-P-1.6	Meet Pittsburg’s fair share regional housing needs.		
13-P-1.6.A	Endeavor to facilitate the production of a minimum of 2,025 housing units between January 1, 2014, and June 30, 2022, including at least 392 units serving extremely low- and very low-income households, 254 units serving low-income households, and 316 units serving moderate-income households through implementation of the policies and actions identified in this element.	2014-2022	During 2020, the City made more progress toward meeting its RHNA targets for the 2015-2023 housing cycle. As of the end of last year, the City has achieved seven percent of its very low; 127% of its low; 68% of its moderate; and 77% of its above-moderate income RHNA targets through issuance of building permits (see Tables 1-5 above). On February 1, 2021, the Southern California News Group used RHNA data to create its second annual housing permit report card for all 539 cities and counties in the state. Only 33 were doing well enough to earn an A, while 96 got an F. The average grade was a C-minus. Pittsburg earned a B+ which indicates the city is ahead of most jurisdictions in the State when it comes to meeting its housing targets for this cycle. The City approved two large residential projects in 2020 – San Marco Villas III, a 270 apartment unit complex near the northwest corner of W. Leland Road and San Marco Boulevard; and the Atchison Mixed-Use Development, a transit-oriented 202 apartment unit complex at 2575 Railroad Avenue. Building permits were issued for 201 new residential units in 2020 (up from 116 permits issued the previous year). Of those total permits, six were for very low income; 97 were for low-income, none were for moderate income, and 98 were for above-moderate income units.
13-P-1.6.B	Monitor the City’s inventory of sites appropriate to meet housing at all income levels and ensure that adequate sites remain available throughout the planning	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
	period, in compliance with 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 2019-2020, the Housing Authority received \$16,330,675. These funds were used to subsidize 948 Section 8 recipients and 185 Veteran Affairs Supportive Housing (VASH) vouchers (this is 10 additional vouchers than the previous calendar year). For the same calendar year, a total of \$23,910 was expended under the Housing Rehabilitation program to sustain the existing housing stock, much of which is occupied by low-income residents. As of the 2021, the City will no longer have this program.
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low-income households for identified special needs	Funding will be prioritized annually.	During 2018-2019 fiscal year, \$101,541 of CDBG funds was expended for the Veterans Square Project. During the 2019-2020 fiscal year, the Housing Authority issued a \$780,000 loan for the same project. The developer has agreed to dedicate and restrict thirteen (13) of the one-bedroom units and one (1) of the two-bedroom units in the Development, for a total of 14 units to very low-income veterans and their families.

Program	Objective	Timeframe	Status of Program Implementation
	groups described in Policy 2.1.		
13-P-2.1.C	Provide fee waivers and allow fee deferrals until issuance of a Certificate of Occupancy for developers constructing affordable housing developments and/or developers providing housing and programming serving identified special needs populations described in Policy 2.1. Investigate the possibility of extending fee deferrals beyond issuance of a Certificate of Occupancy to allow developers of affordable housing to amortize the fees over a longer period of time.	Ongoing; implement as affordable housing projects are proposed	Between 2015 and 2019, the Planning Commission entitled 523 new residential units as part of the Greystone, Waterstone, Liberty, and Alves Ranch projects. The development agreements for these projects require construction of 24 attached accessory dwelling units (ADUs) for lower-income households. They also require the City to waive the impact fees for the ADUs.
13-P-2.1.D	Assist nonprofit developers in seeking utility fee credits when redeveloping sites for affordable housing and/or housing developments serving an identified special needs population as described in Policy 2.1.	Ongoing; provide assistance as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Previously, the City's Engineering Division has worked with nonprofit developers to identify utility, traffic mitigation, and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Veterans Square Apartments, and La Almenara.
13-P-2.1.E	Give priority in processing to project applications with an affordable housing component and/or serving	Ongoing; Review annually and implement as	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

Program	Objective	Timeframe	Status of Program Implementation
	an identified special needs population described in Policy 2.1.	development project applications are received	including a mixed-use component, a structured garage and a rooftop garden) obtained planning entitlements and engineering and building permits and broke ground on construction within approximately 18 months (June 2008 to December 2010). La Almenara (20-unit multi-family affordable development) obtained planning entitlements and engineering and building permits and broke ground on construction within seven months (February 2010 to September 2010). More recently, Greystone Place, which included the construction of four affordable ADUs, obtained approvals and began construction in less than 20 months (February 2014 to November 2015). Waterstone, which included the construction of eight affordable ADUs, obtained approvals and began construction in less than a year (September 2015 to August 2016). Liberty, which included the construction of six affordable ADUs, obtained approvals and began construction in less than two years (February 2017 to September 2019). Alves Ranch, which includes the construction of six ADUs, obtained approvals and began construction in less than two years (June 2018 to February 2020). The Atchison Mixed-Use Development, which will include 202 affordable units, obtained approvals and was issued permits in 12 months (January 2020 to January 2021).
13-P-2.1.F	Support density bonuses and other incentives above those required in the State mandated Density Bonus Law for mixed-income housing projects which address the housing needs of an identified population described in Policy 2.1.	Review annually and implement as development projects are proposed	Implemented on a case-by-case basis as affordable housing projects are proposed. Since 2010, the Planning Commission approved Siena Court, an affordable housing development for seniors, and Veterans Square Apartments, both with approximately 50 percent density bonuses. The density bonuses granted by the City for these projects are significantly higher than the maximum density bonus called for under state law (35 percent).
13-P-2.1.G	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/fa) to construct affordable housing projects and/or residential developments that serve an identified	Annually communicate with nonprofit developers and annually, depending on state funding cycles, submit	In 2015, the City applied for several County and State grant funding programs to support affordable housing. The City received a \$20,000 grant from the San Francisco Foundation. The Housing Authority of the City of Pittsburg has agreed to provide a loan agreement for up to \$947,000 for the financing of Veteran's Square through Resolution No. 15-288 dated June 15, 2015. In April 2016, the developer was notified that the Veteran's Square project will be receiving an award of over \$3 Million in state Veterans Housing and Homeless

Program	Objective	Timeframe	Status of Program Implementation
	special housing needs population described in Policy 2.1.	applications for funding.	Prevention Program funds and the project was invited to submit a full application for the state Affordable Housing and Sustainable Communities Program. On August 12, 2019, the Housing Authority committed funding for (29) units which includes (19) VASH Vouchers under the Project-Based Voucher Program reserved for the Veteran's Square project. On October 13, 2020, the Housing Authority entered into an AHAP Contract with SAHA to begin construction of the project. The City will continue to apply for County and State funding in the coming years.
13-P-2.1.H	Facilitate the development of onsite childcare space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site childcare.	Review annually and implement as development projects are proposed.	PMC section 18.50.010, "Land Use Regulations for All Residential Districts," allows General Day Care uses as a permitted use in medium and high-density residential districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a childcare center within this reporting period. The City's Municipal Code currently allows small family day cares as a permitted use in all residential zones. In March 2017, the City Council adopted an ordinance amending Title 18 of the PMC to permit large family daycare homes of up to 14 children, with limitations related to noise, parking, and spacing/concentration, consistent with state law. The ordinance also streamlined the permitting process and minimized processing fees for large daycare homes.
13-P-2.2	Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.		
13-P-2.2.A	Continue to implement a Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes. Advertise the loan program through flyers, online materials, and outreach at	Ongoing; distribute flyers and update outreach materials annually or as needed	During the 2020-2021 fiscal year, \$43,966 was expended under the Housing Rehabilitation program which \$10,000 was funded by CDBG funds and \$100,000 was funded by Successor Agency funds.

Program	Objective	Timeframe	Status of Program Implementation
	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. The conditions of approval for the Tuscany Meadows Residential Project approved in 2016 require that at least 15% of all units in the subdivision be constructed as single-story structures, consistent with this housing element policy.
13-P-2.3	Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.		
13-P-2.3.A	Coordinate with the County and local non-profits to identify and address the housing and social service needs of the local homeless.	Annually	During the 2020-2021 fiscal year, the City provided \$69,999 in CDBG funds to local non-profit programs that provide services to the local homeless population. The programs that received funding include Coordinated Outreach, Referral, and Engagement (CORE), Winter Nights Rotating Family Shelter, Loaves and Fishes, and St. Vincent de Paul RotaCare. CORE teams work to identify, engage, stabilize and house chronically homeless individuals and families. The outreach teams provide basic needs supplies, counseling, benefits assistance, linkages to healthcare, shelter placement, and referrals and transportation to C.O.R.E. Centers. The Winter Nights Rotating Family Shelter is a project of the Interfaith Council of Contra Costa County that provides emergency shelter, food, tutoring, transportation, case management, housing placement assistance and more to homeless families living primarily in East and Central County. Loaves and Fishes provides hot meals Monday through Friday and St. Vincent de Paul RotaCare provides a free medical clinic for low income and uninsured Pittsburg residents. The City is actively engaged in the Contra Costa County of Continuum of Care (CoC) which is governed by the Contra Costa Council on Homelessness (Council). The Council provides a forum for communication and coordination about the implementation of the County's strategic plan to prevent and end homelessness, and for orchestrating a vision

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 2020-2021 fiscal year, the City provided \$22,237 in CDBG funds to the St. Vincent De Paul RotaCare clinic that is operated at the St. Vincent De Paul facility in Pittsburg. This program not only offers free medical care for the uninsured but also serves as a daytime shelter for homeless families. A feeding program is also within walking distance from the facility and offers hot meals for these families. Additionally, the City provided \$23,184 in CDBG funds to CORE and the Winter Nights Rotating Shelter. The Housing Authority of the City of Pittsburg applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Ten (10) additional vouchers were awarded in Summer 2018 and another five (5) for March 2019.
13-P-2.3.C	Amend the Zoning Ordinance to redefine supportive and transitional housing to be consistent with Health and Safety Code Sections 50675.2 and 50675.14. In accordance with more recent interpretations of Senate Bill	2015-2016	Not yet implemented.

Program	Objective	Timeframe	Status of Program Implementation
	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 2019-2020, the Successor Agency has allocated \$10,000 for PCSI's efforts. During the 2019-2020 fiscal year, the City provided \$10,000 in CDBG funds to Contra Costa Senior Legal Services, to support legal counseling, advice, representation, and litigation services to seniors in connection with housing issues.
13-P-2.3.E	Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.	Annually	This program has not been implemented.
13-P-2.3.F	Continue to support community-based job training programs to help individuals learn necessary skills to attain higher paying jobs and transition out of the Section 8 program.	Ongoing	Ongoing. Future Build provides pre-apprenticeship training for low-income residents in East Contra Costa County. Training is offered in the building trades, solar theory and installation, construction, and hazardous waste. The program also provides post-graduate services including job coaching, referrals, and assistance from workforce investment job placement specialists. Successful graduates have been hired at Plumbers Local 159, Iron Workers Local 378, Laborer's Local 324, Solar City, Aerotec, and Tesla. Opportunity

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 2020-2021 fiscal year, \$10,000 of CDBG and \$100,000 of Successor Agency 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	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
	or other regional agencies on additional funding for a region-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	Currently, the Housing Authority of the City of Pittsburg staff provides individual counseling on eligibility requirements, credit issues and pre- & post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.

Program	Objective	Timeframe	Status of Program Implementation
		basis or as appropriate	
13-P-2.4.G	Amend the City's inclusionary housing ordinance to allow inclusionary units to count towards density bonuses.	2017	Not yet been implemented.
13-P-2.4.H	Review the appropriateness and feasibility of the City's inclusionary housing regulations as they relate to new and existing for-sale and rental housing development. Evaluate fluctuations in market-rate home sale and rental prices, income trends, and other relevant data, as well as recent case and state law as it relates to the City's adopted policy. If appropriate, consider adopting a revised inclusionary policy for new development in which fee payment (such as an affordable housing linkage fee) is the primary form of compliance for various types of development. Identify appropriate strategies for working with owners and occupants of	2017	This program has not been implemented during the current Housing Element cycle.

Program	Objective	Timeframe	Status of Program Implementation
	existing inclusionary units depending on the results of the analysis.		
13-P-2.4.I	Support the development of homes affordable to low- and moderate-income households and developed by nonprofit organizations citywide. Support should include, but not be limited to, technical/staff assistance for grant and tax credit applications as well as incentives, credits and fee deferrals, and flexible development standards in accordance with the State-mandated Density Bonus Law. Prioritize partnerships with nonprofit developers that have a proven track record in developing successfully in the city.	Ongoing; implement as development projects are proposed by nonprofit organizations	Implemented on a case-by-case basis as applications are submitted. City staff provides technical assistance and finding application assistance as requested by developers of affordable housing.
13-P-2.4.J	Create a list of publicly owned land, update the list on a quarterly basis, and make the list available to developers upon request. Prioritize partnerships for the disposition of publicly owned land with nonprofit developers that have a proven track record in	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.

Program	Objective	Timeframe	Status of Program Implementation
	developing successfully in the city.		
13-P-2.4.K	Pursue federal resources to acquire foreclosed properties for the rehabilitation and re-tenanting of very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburg when administering the program.	Ongoing; pursue federal resources and institute a local preference policy by 2017	No federal resources to acquire foreclosed properties were obtained during the reporting period. The Successor Agency for the Redevelopment Agency of the City of 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. A working relationship is established between the homeowner and lender and so as to determine the best relief measures.
13-P-2.5	Increase the supply of rental housing available and affordable to extremely low-, very low-, low-, and moderate-income households, and in particular large families.		
13-P-2.5.A	Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	Ongoing	The Housing Authority of the City of Pittsburg continues to provide rental housing assistance to approximately 948 Section 8 voucher holders, which includes 185 Housing Choice Vouchers for homeless veterans in Contra Costa County. In 2017, the Housing Authority of the City of Pittsburg opened the Housing Choice Voucher Wait List and conducted a lottery. In 2020, HA Staff began purging the Wait List in preparation in assisting applicants who were selected for consideration when funding is available. In October, the HACP Staff applied for additional funding for Housing Choice Vouchers (Veterans' Affairs Supportive Housing Vouchers aka VASH Vouchers) for homeless veterans in Contra Costa County. Additional VASH vouchers were awarded in Summer 2018 & Spring 2019.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.5.B	Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.	Ongoing	The Housing Authority continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website.
13-P-2.5.C	Provide support for the development of rental units for extremely low-, very low-, low-, and moderate-income households that are developed by nonprofit organizations by offering technical assistance, funding application assistance, fee waivers and deferrals, and financial assistance if and when available.	Ongoing	Implemented on a case-by-case basis as affordable housing projects are proposed.
13-P-2.6	Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.		
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 2020-2021 fiscal year, \$10,000 of CDBG and \$100,000 of Successor Agency 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, \$43,966 was expended under the Housing Rehabilitation program and assisted 2 Pittsburg residents with the renovation of their homes.
13-P-2.6.B	Create incentives such as a density bonus or priority	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
	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.		
13-P-2.6.C	Work with public and private financing entities to develop a grant or long-term loan program fund to fund the installation of solar panels on single-family and multifamily residential developments to reduce energy consumption and provide savings to property owners. Examples of such partnerships include but are not limited to Pittsburgh Power Company, California FIRST Energy Savings Financing, Figtree PACE Program and expansion of the City's involvement into the HERO Program to include residential uses.	2015-2020	This program has not been implemented.

Program	Objective	Timeframe	Status of Program Implementation
13-P-2.6.D	Utilize efficient design principles in the site planning of new subdivisions to enhance the quality of life of Pittsburgh residents. Closely follow the guidelines set forth in the adopted Green Building Development Review Design Guidelines and ensure that the City's Climate Action Plan includes neighborhood, site, and building design to maximize energy efficiency and smart growth principles and an incentive process to comply with the adopted Green Building Development Review Design Guidelines (see also Program 2.6.B).	2015-2022	Implemented on a case-by-case basis as development projects are proposed.
Eliminating Discrimination			
Goal 3. Eliminate housing discrimination.			
13-P-3.1	Promote fair housing opportunities for all people.		
13-P-3.1.A	Prohibit housing discrimination on the basis of age, race, ethnic or national origin, physical or psychological special need, religion, sex, sexual orientation, familial status, or source of income in all	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.

Program	Objective	Timeframe	Status of Program Implementation
	projects which receive local public funds.		
13-P-3.1.B	Amend the Zoning Ordinance to include a definition of employee housing as defined in Health and Safety Code Section 17021.5 and 17008 and to allow such housing for six or fewer residents in residential districts subject only to restrictions applicable to other residential uses of the same type in the same zone.	2015-2017	This program is not yet completed.
13-P-3.1.C	Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of impediments to Fair Housing Choice.	Adhere to the time frame established in the Analysis of Impediments to Fair Housing Choice	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.
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	Annually	Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling. This program will continue to be implemented on an ongoing basis depending on the availability of funding.

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

Program	Objective	Timeframe	Status of Program Implementation
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. 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 2020-2021 fiscal year, \$152,000 in CDBG funds was allocated to Code Enforcement activities to investigate complaints and take appropriate action involving residential code violations.
13-P-4.1.B	Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.	Ongoing	During the 2020-2021 fiscal year, \$10,000 of CDBG and \$100,000 of Successor Agency 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, \$43,966 was expended under the Housing Rehabilitation program and assisted 2 Pittsburg residents with the renovation of their homes.
13-P-4.1.C	Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other	Ongoing; utilize funds annually or as funds become available; institute a	Currently, the Housing Authority of the City of Pittsburg staff provides counseling on eligibility requirements, credit issues, and pre- and post-homeownership on an individual basis. Though no activities were funded by CDBG during the Program Year, the Successor Agency for the Redevelopment Agency of the City of Pittsburg, partnered up with Pacific Community Services Inc. (PCSI), a non-profit organization that assists troubled homeowners at no charge. PCSI services include confidential counseling to

Program	Objective	Timeframe	Status of Program Implementation
	resources made available through CDBG and other sources. Institute a local preference policy for residents and those who work and/or study in Pittsburgh when administering the program.	local preference policy by 2017	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 2020-2021 fiscal year \$10,000 of CDBG and \$100,000 of Successor Agency 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, \$43,966 was expended under the Housing Rehabilitation program and assisted 2 Pittsburgh residents with the renovation of their homes.
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	Start two years before expiration date for each development	The Successor Agency to the City of Pittsburgh (former Redevelopment Agency) is responsible for the ongoing monitoring of units that are at risk of conversion to market rate. Redevelopment staff maintains lists of all deed-restricted housing units and monitors the status of the units. Units at risk of conversion would be eligible for rehabilitation grants and loans in exchange for maintaining deed restrictions on the units. Affordable units at risk of converting for the 2015-2023 Housing Element reporting period include: Lido Square Townhomes, East Santa Fe Avenue Apartments, and the Woods Grove Apartments (formerly Woods Manor).

Program	Objective	Timeframe	Status of Program Implementation
	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.		The deed restriction for the Woods Grove Apartments was set to expire on January 1, 2019. However, the apartments were purchased by a third party and are undergoing substantial rehabilitation. The affordability covenants for this property has also been extended for an additional 55 years. The Woods Grove Apartments contains a total 80 affordable units. Sixty-nine units were to be set aside for low income and 11 units were to be set aside for very low-income households.
13-P-4.2.C	Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.	Ongoing on case-by-case basis	Implemented on a case-by-case basis as restricted units become available for sale.

Program	Objective	Timeframe	Status of Program Implementation
Neighborhood Design Quality			
Goal 5. Enhance the visual quality of Pittsburg’s residential neighborhoods.			
13-P-5.1	Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.		
13-P-5.1.A	Conduct a comprehensive update of the Development Review Design Guidelines to require a high quality of design for new and existing residential development. Ensure that the guidelines require that a certain percentage of new homes within new subdivisions be limited to one story in height and/or regulate second-story elements to provide increased variety in building planes on all building elevations.	2017-2020	This program to further update the DRDG has not yet been implemented. In November 2010, the Planning Commission adopted Resolution No. 9864, amending the Development Review Design Guidelines to include “Green Building Design Guidelines.” Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian-friendly principles. In 2017, Senate Bill 35 (SB 35) established a mandated, streamlined ministerial review process for multifamily residential projects that pay prevailing wage for construction labor. The intent of this law is to exempt qualifying projects from environmental review under the California Environmental Quality Act (CEQA) and limit the local government agency’s project review to compliance with locally adopted “objective design and development standards.” The City has received a \$103,333 grant to cover the cost of a professional design consultant to develop the objective design standards from Pittsburg’s existing Development Design Standards and specific plans. This work is underway and will be adopted by the Planning Commission and City Council in 2022. .
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.

Program	Objective	Timeframe	Status of Program Implementation
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
May 23, 2023**

ITEM: 1901 Railroad Avenue Massage Therapy, AP-23-0003 (UP)

ORIGINATED BY: Ruyun Chen and Jimmy Phanthavong, (209) 988-6484,
phanthavongjimmy@yahoo.com

SUBJECT: This is a request for Use Permit approval to establish a massage therapy business within Unit A of a multitenant building at 1901 Railroad Avenue. The property is located within the Railroad Avenue Specific Plan. Assessor's Parcel Number: 086-190-004.

RECOMMENDATION:

Staff recommends the Planning Commission adopt a Resolution approving Use Permit Application No. AP-23-0003 (UP), subject to conditions.

BACKGROUND:

The multitenant building on the parcel located at 1901 Railroad Avenue was constructed in 1946 and contains four tenant spaces. The project is located within the Railroad Avenue Specific Plan- Planned Development District, adopted in 2009. Additional information regarding the project's zoning district is included in the Code Compliance section of this Staff Report.

PROJECT DESCRIPTION:

Existing Conditions: The multitenant building is located along the southern boundary of the project site with a 0' setback from the property line along Railroad Avenue, and 15' setback from the property line along Oak Place. The proposed Massage Establishment would operate within an existing 715-square-foot tenant space, identified as "Unit A".

Other tenants currently operating within the multitenant building at 1901 Railroad Avenue include: "IStyle Hair 4Flair" (Unit "C"), and "Hoduchibi Acupuncture" (Unit "B").

Surrounding Land Uses:

North:	TOD-M (Transit Oriented Development – Medium Density) parcels
West:	RS-6 (Single Family Residential, 6,000 Square Foot Minimum) parcels, Cornwall Subdivision
South:	TOD-M (Transit Oriented Development – Medium Density) parcels, Contra Costa County Fire Protection District Station 84
East:	PUSD (Pittsburg Unified School District) Offices, Pittsburg City Hall, Pittsburg Superior Court

A map of surrounding land uses is included as Attachment 2 to this Staff Report.

Proposed Project: The proposed massage establishment would occupy the existing 715 square-foot tenant space within the multitenant building at 1901 Railroad Avenue. The proposed business would operate between the hours of 8:00 AM – 8:00 PM, 7 days per week. The proposed use will utilize the parking lot on the project site and the public parking available in the vicinity. There are no exterior changes proposed. There are minor interior alterations proposed, which include the installation of a washer and dryer.

The project's floor plan is included as Attachment 3 to this Staff Report.

CODE COMPLIANCE:

Pittsburg General Plan 2020: The project site is designated as "Mixed Use" in the 2020 Pittsburg General Plan of the General Plan. The proposed project is consistent with GP Land Use Goal 2-G-7, in that the proposed project would promote flexibility and diversity in land use arrangements. The proposed massage establishment is a personal service business located within an existing shopping center and no massage establishments currently exist in the vicinity. Additionally, the proposed project complies with GP Land Use Goal 2-G-3, in that it is located in an area where existing commercial development is concentrated within a multi-tenant building in a small shopping area, rather than sporadically spread in linear commercial strips throughout the City.

Pittsburg Municipal Code: The project site is located within the Railroad Avenue Specific Plan (RASP), which was adopted in 2009. The RASP established a Planned Development District, which governs the project site. The project site has a RASP Land Use Designation of TOD-M (Transit Oriented Development – Medium). Chapter four of the RASP states that allowable land uses in the TOD-M District are the same as those of the M (Mixed Use) District as specified in Title 18 of the PMC. Massage Establishments are conditionally permitted in the M District subject to an approved business permit (PMC 5.64.030(B)(3)) and Use Permit (PMC 18.53.020). The proposed project, if approved, would provide an additional personal services use in the RASP boundaries, which is located along the Railroad Avenue commercial corridor.

Required Findings – Use Permit: Pursuant to PMC section 18.16.040, in order to approve the Use Permit for the proposed Massage Establishment, the Planning Commission must find that the proposed project:

- A. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
- B. is not detrimental to the health, safety, and general welfare of the City;
- C. will not adversely affect the orderly development of property within the City;
- D. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;

- E. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
- F. will not create a nuisance or enforcement problem within the neighborhood;
- G. will not encourage marginal development within the neighborhood;
- H. will not create a demand for public services within the City beyond that of the ability of the City to meet in the light of taxation and spending restraints imposed by law; and
- I. is consistent with the City's approved funding priorities.

Environmental: The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, "Existing Facilities," of the CEQA Guidelines, section 15301. The proposed project qualifies for a Class 1 categorical exemption because the project site is an existing, private structure and the applicant is not proposing any expansion of the existing structure. Therefore, the project will not have a significant effect on the environment and is exempt from the provisions of CEQA.

If the project is approved, Planning Staff will file a Notice of Exemption with the Governor's Office of Planning and Research (OPR) State Clearinghouse and Contra Costa County Clerk-Recorder's Office.

Public Notice: On or before May 12, 2023, a notice of the May 23, 2023, public hearing for the project was posted at City Hall and at or near the project site; was delivered for posting at the Pittsburg Library; was posted on the "Public Notices" section of the City's website and was mailed via first class or electronic mail to the applicant, to the property owner, to all owners of property within 300 feet of the project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with PMC section 18.14.010 and Government Code section 65091. In addition, a copy of the notice was posted on www.nextdoor.com ("Nextdoor") and was sent directly to all subscribed residents in the "Navy Street", "Harbor and School Street" and "Power Avenue" neighborhoods.

See Attachment 4 for the Public Hearing Notice.

ANALYSIS:

Staff believes that the Planning Commission can make the required findings to grant Use Permit approval for the proposed project, as it would provide a new commercial business within the City and occupy a tenant space that could otherwise remain vacant. Approval of the proposed project would provide a personal service business that would

serve local residents, including surrounding residential developments within the Railroad Avenue Specific Plan.

Staff recommends key conditions of approval be incorporated into the attached Resolution intended to meet requirements in PMC 5.64 related to Massage Establishments including:

- The hours of operation for the business shall be limited to 8:00 a.m. to 8:00 p.m., seven days per week, as specified in PMC section 5.64.070(A)(5).
- Comply with all Building Division and Contra Costa County Fire Protection District Conditions of Approval, as specified in the attached Resolution.
- All massage therapists employed by the business shall maintain and keep publicly-displayed valid massage therapy licenses issued by the State of California.
- The business owner/operator and all massage therapists shall adhere to all requirements of the California Massage Therapy Council (CAMTC) pursuant to PMC section 5.64.030(A).
- The business owner/operator maintain exterior video cameras at the front and back doors of the business location, and that the cameras encompass the parking lot in front of the business, the front public entrance, the rear emergency exit, and the parking lot behind the business.
- The business owner shall install and maintain a video surveillance system in the common areas of the business with at least 90 days of video retention. The cameras shall be web-based, and the business owner shall provide the Pittsburg Police Department with the cameras' internet protocol (IP) addresses.
- The business owner/operator shall ensure that front windows and separate entrance doorways to each suite are not screened or tinted, and allow for visibility into the business.
- The business owner/operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence or indecent acts that adversely impact the safety of the community. Should the business owner/operator fail to control loitering, noise, public disturbances or incidents of violence or indecency, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner/operator to provide additional public safety measures, including but not limited to, additional video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by

the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.

In addition, the business owner/operator and all massage therapists would be required to obtain and maintain active business licenses with the City of Pittsburgh. Prior to issuance of a Business License, each applicant would be required to submit to the Chief of Police, or his designee, an application which must include, among other things: 1) fingerprints and recent photographs of the applicant; 2) proof that the applicant is a certified massage practitioner and member of a qualified massage association; 3) the applicant's birth certificate or other acceptable proof that the applicant is over 18 years of age; 4) a photograph identification card; 5) a statement that the applicant understands that the application shall be considered by the City only after a full background investigation has been made by the Chief of Police; and 6) any other information reasonably required by the Chief of Police.

ACTION REQUIRED:

Move to adopt a Resolution approving Use Permit Application No. 23-0003 (UP), subject to conditions.

ATTACHMENTS:

1. Proposed Resolution
2. Surrounding Land Uses
3. Project Floor Plan
4. Public Hearing Notice

Prepared by: Kelsey Gunter, Associate Planner

BEFORE THE PLANNING COMMISSION OF THE CITY OF PITTSBURG

In the Matter of:

Approving a Use Permit to allow a Massage)
Therapy Business, located at 1901)
Railroad Avenue, Unit A, AP-23-0003 (UP))

RESOLUTION 23-

The Planning Commission DOES RESOLVE as follows:

Section 1. Background

- A. On January 5, 2023, Ruyun Chen and Jimmy Phanthavong filed Planning Application No. AP-23-0003 (UP), requesting approval of a Use Permit to establish a massage therapy business within an existing 715 square-foot commercial space located at 1901 Railroad Avenue, Unit A. The project site is located within the Railroad Avenue Specific Plan (RASP) and is designated TOD-M (Transit Oriented Development – Medium). Assessor’s Parcel Number: 086-190-004.
- B. The project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) under Class 1, “Existing Facilities,” of the CEQA Guidelines, section 15301.
- C. On or before May 12, 2023, a notice of the May 23, 2023, public hearing for the project was posted at City Hall and at or near the project site; was delivered for posting at the Pittsburg Library; was posted on the “Public Notices” section of the City’s website and was mailed via first class or electronic mail to the applicant, to the property owner, to all owners of property within 300 feet of the project site, to local service agencies expected to provide services to the business, and to individuals who had previously filed written request for such notice, in accordance with Pittsburg Municipal Code (PMC) section 18.14.010 and Government Code section 65091. In addition, a copy of the notice was posted on www.nextdoor.com (“Nextdoor”) and was sent directly to all subscribed residents in the “Navy Street”, “Harbor and School Street” and “Power Avenue” neighborhoods.
- D. PMC Section 18.16.040 specifies that the following findings must be made before approval of a Use Permit. The Planning Commission may grant approval of a use permit if the proposed use:
1. is in accord with the objective of the Zoning Ordinance, the purposes of the land use district in which it is located and is appropriate to the specific location;
 2. is not detrimental to the health, safety, and general welfare of the City;
 3. will not adversely affect the orderly development of property within the City;
 4. will not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City;

5. is consistent with the objectives, policies, general land uses and programs specified in the general plan and applicable specific plan;
 6. will not create a nuisance or enforcement problem within the neighborhood;
 7. will not encourage marginal development within the neighborhood;
 8. will not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law; and,
 9. is consistent with the City's approved funding priorities.
- E. On May 23, 2023, the Planning Commission held a public hearing on Planning Application No. 23-0003 (UP), at which time oral and/or written testimony was considered.

Section 2. Findings

- A. Based on the Planning Commission Staff Report entitled, "1901 Railroad Avenue Massage Therapy, AP-23-0003 (UP)" dated May 23, 2023, and based on all the information contained in the Planning Division files on the project, incorporated herein by reference and available for review in the Planning Division located at 65 Civic Avenue in Pittsburg, and based on all written and oral testimony presented at the meeting, the Planning Commission finds that:
1. All recitals above are true and correct and are incorporated herein by reference.
 2. The proposed massage therapy use will:
 - a) be in accordance with the objectives of the Zoning Ordinance, the purposes of the land use district in which it is located, and will be appropriate to the specific location, in that the underlying land use designation is TOD-M, which follows the Mixed-Use Zoning District for property development rules and regulations, which conditionally permits massage establishments within the classification. Approval of the requested Use Permit allowing a massage therapy business would provide a personal service use in an area in which a similar service does not currently exist.
 - b) not be detrimental to the health, safety, and general welfare of the City, if the following Conditions of Approval are incorporated into the adopted Resolution: 1) the business owner, operator, and all massage therapists employed by the business undergo thorough background checks conducted by the Pittsburg Police Department; 2) the business owner install cameras at all entrances and exits of the tenant space; and 3) that the front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business. In addition, the use will be required to meet health and safety requirements of the California Massage Therapy Council, the Pittsburg Community and Economic Development

Department, the Contra Costa County Fire Protection District, and the Environmental Health Division of Contra Costa Health Services.

- c) not adversely affect the orderly development of property within the City, in that the proposed use will occupy an existing commercial space that has other personal service uses within the multitenant building, and the applicant is not proposing any building additions or exterior alterations.
- d) not adversely affect the preservation of property values and the protection of the tax base and other substantial revenue sources within the City, as the continued occupancy of empty tenant spaces throughout town will increase surrounding property values.
- e) be consistent with the General Plan in that the project site has General Plan land use designation of *Mixed Use*, which is intended to allow for greater flexibility of land uses around and accessible by transit. The proposed massage establishment is within one-quarter mile of the Pittsburg Center BART (Bay Area Rapid Transit) Station.
- f) not create a nuisance or enforcement problem within the neighborhood, if the project is conditioned with the following: 1) the business owner, operator, and all massage therapists employed by the business undergo thorough background checks conducted by the Pittsburg Police Department; 2) the business owner install cameras at the all entrances and exits of the tenant space; and 3) that the front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business. In addition, the use will be required to meet health and safety requirements of the California Massage Therapy Council.
- g) not encourage marginal development within the neighborhood, in that the business will occupy a space located within an existing commercial shopping center, and does not involve construction of a new building or building addition.
- h) not create a demand for public services within the City beyond that of the ability of the City to meet in light of taxation and spending restraints imposed by law, in that any such use will operate in a building that has been designed to utilize existing infrastructure. Additional proposed Conditions of Approval state that the Pittsburg Police Department reserves the right to require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police, at the business owner's sole expense to ensure that the Pittsburg Police Department can adequately address potential public safety concerns. Further, the proposed project is located on private property and will be maintained privately.
- i) not be inconsistent with the City's approved funding priorities, in that the proposed use is on private property, to be maintained privately, and does not propose or require any City funding.

- B. The staff report entitled, "1901 Railroad Avenue Massage Therapy, AP-23-0003 (UP)," dated May 23, 2023, is referenced hereto as additional support for the findings.

Section 3. Decision

- A. Based on the findings set forth above, the Planning Commission hereby approves Planning Application No. 23-0003 (UP), subject to the following conditions:

Planning Conditions of Approval:

1. The approved use shall be operated substantially as presented to the Planning Commission in the staff report identified in Section 2 of this resolution, except as may be modified by the conditions below. Operation of the approved use in a manner inconsistent with this use permit shall be grounds for revocation of the use permit.
2. The hours of operation for the business shall be limited to 8:00 a.m. to 8:00 p.m., seven days per week, as specified in PMC section 5.64.070(A)(5).
3. The business owner and all massage therapists shall adhere to all requirements of the California Massage Therapy Council (CAMTC).
4. All massage therapists employed by the business shall maintain and keep displayed valid Massage Therapy Licenses issued by the State of California.
5. The business owner, operator, and all massage therapists employed by the business shall maintain and keep displayed active Business Licenses issued by the City of Pittsburg. Pursuant to PMC section 5.64.040, prior to issuance of a Business License to the business owner or an individual massage therapist, each applicant shall be required to submit to the Chief of Police or his designee an application which shall include the following:
 - a) A list stating the number of massage therapists and other employees the applicant intends to employ at the massage establishment, the full name, date of birth, current address, and telephone number of each employee, the identification number and expiration date of each massage therapists' CAMTC certificate, and how many massage therapists the applicant intends to be working on site performing massages simultaneously. The business shall also provide a copy of each massage therapist's unexpired CAMTC certificate and identification card;
 - b) A list providing the complete name, address, and telephone number of each owner and operator of the proposed business;
 - c) Proof that an owner or operator is a CAMTC certificate holder, through submission of a copy of the owner's or operator's valid, unexpired CAMTC certificate and CAMTC identification; or the applicant may submit an application for a background check filed, under penalty of perjury, by each individual owner and operator of the massage establishment containing the following:

- i. Each individual owner and operator of the massage establishment's full legal name and any other names used by the individual;
 - ii. The individual's height, weight, and color of eyes and hair;
 - iii. The business name, address and telephone number of the proposed massage establishment for which the business permit is sought;
 - iv. The current residential address and telephone number of the individual, and two previous residential addresses and business addresses, if any;
 - v. A copy of a valid and current Driver's License and/or identification issued by a state or federal government agency or other photographic identification bearing a bona fide seal by a foreign government showing, to the satisfaction of the City, that the individual is at least 18 years of age;
 - vi. The individual's business, occupation or employment history for the five years immediately preceding the date of the application;
 - vii. The name and address of any massage establishment or similar business owned or operated by the person whether inside or outside the City or state;
 - viii. The massage or similar Business License history of the individual, including whether such person, in previously operating in this City or another City, county or state under a license or permit, has had such license or permit revoked or suspended, and the reasons and dates for any such revocation or suspension;
 - ix. All criminal convictions, except infractions for traffic violations;
 - x. Two identical passport photos;
 - xi. The individual shall be fingerprinted, and such fingerprints shall be submitted to the Department of Justice for a criminal background check; and
 - xii. A statement that the applicant understands that the application shall be considered by the City only after a full background investigation has been made by the Chief of Police;
- d) A statement as to whether the proposed business intends to provide massage services off site;
- e) Information demonstrating that the proposed business is consistent with the applicable land use designation and the City's Zoning Code;

- f) A floor plan showing the layout of the massage establishment, to the specifications required by the finance department;
 - g) A statement of the nature and character of the business and of any other business conducted or proposed to be conducted at the same location, if applicable;
 - h) An acknowledgment signed by the applicant and each owner and operator of the massage establishment that:
 - i. all information contained in the application is true and correct;
 - ii. the applicant and each owner and operator have read this chapter and are familiar with state and local requirements for massage establishments;
 - iii. the applicant and all owners and operators shall be jointly responsible for all conduct of the business and its employees; and
 - iv. the failure of the business, applicant, any owner, any operator, or any employee to comply with California Business and Professions Code Section 4600 et seq. and any local, state, or federal law, including CAMTC rules or regulations and the provisions of this chapter, may result in immediate suspension or revocation of the business permit.
 - i) A statement that the applicant understands and agrees that any business or activity conducted or operated under any permit issued under such application shall be operated in full conformity with all state and local laws and regulations, and that a violation of any such laws or regulations may render any permit subject to immediate suspension or revocation;
 - j) A statement that the applicant has read the provisions of PMC Chapter 5.64, and particularly the provisions of PMC section 5.64.070, and understands and agrees to abide by all rules and regulations contained in PMC Chapter 5.64; and
 - k) Any other information reasonably required by the Chief of Police.
6. The business owner shall abide by the operational requirements contained within PMC section 5.64.070. In the event of a conflict between the conditions of approval contained within this resolution and the operational requirements contained within PMC section 5.64.070, the more restrictive requirement, as determined by the City Planner, shall rule.
7. The business owner shall install and maintain a video surveillance system in the common areas of the business with at least 90 days of video retention. The cameras

shall be web-based, and the business owner shall provide the Pittsburg Police Department with the cameras' internet protocol (IP) addresses.

8. The business owner shall ensure that front windows are not screened, tinted, or otherwise obscured, and allow for visibility into the business.
9. The business operator shall maintain unobstructed access and visibility between the main entrance and the rear exit of the tenant space, and shall not construct or install any doors, walls, curtains, or similar screening mechanisms in the Hallway/Reception Area of the business. Doorways leading to private massage rooms shall not be lockable.
10. Exterior signage is not approved at this time. No signs shall be installed until plans are reviewed and approved by the Planning Division under a separate sign permit application.
11. Illuminated window signage shall be prohibited.
12. The business operator shall ensure that there is no loitering on the sidewalks, rear or side yards, or streets surrounding the business tenant space, or within the nearby parking lots, during operating hours and within one (1) hour of business closing. If the business operator observes loitering, the Pittsburg Police Department shall be notified immediately.
13. The business operator shall be responsible for maintaining the peace and order on the premises. All necessary steps shall be taken to ensure that the customers refrain from incidents of violence that adversely impact the safety of the community. Should the business operator fail to control loitering, noise, public disturbances or incidents of violence, and in the event that the business necessitates an increased police presence, the Chief of Police may require the business owner to provide additional public safety measures, including but not limited to, video cameras, additional exterior lighting, hiring licensed and bonded security guards approved by the Police Department, or such other measures as determined necessary by the Chief of Police. Any such required additional measures shall be at the business owner/operator's sole expense.
14. The site shall be kept clean and free of all litter, debris, and refuse at all times. For the cleanup of trash and leaf debris on and around the premises, the applicant shall ensure that dry cleanup methods such as sweeping are used whenever possible, in lieu of hosing the area down with water. There shall be no outside storage of materials, supplies, bins, or other equipment related to the business operation.
15. The business owner shall practice dry clean-up methods for outdoor sidewalk and patio surface areas, in accordance with the guidelines established by the Bay Area Stormwater Management Agencies Association (BASMAA).
16. The business owner shall ensure employees collect and dispose of water and cleaning liquids to the sanitary sewer, not the exterior storm drain inlets/catch basins.

17. The business owner shall ensure detergents/degreasers are never used in the process of outdoor cleaning.

Building Conditions of Approval:

18. All new businesses must acquire a Certificate of Occupancy permit prior to opening any business in the City of Pittsburg.
19. On the cover sheet, please indicate the building Design Codes applicable to this project. The City of Pittsburg has adopted and enforces the following building Design Codes: 2022 California Administrative Code (CAC), 2022 California Building (CBC), 2022 California Historical Building Code (CHBC), 2022 California Existing Building Code (CEBC), 2022 California Green Building Standards Code (CGBSC), 2022 California Mechanical Code (CMC), 2022 California Plumbing Code (CPC), 2022 California Electrical Code (CEC), 2022 California Energy Code (CEC Part 6), 2022 California Fire Code and the Pittsburg Municipal Code (RMC). Reference CBC Sec. 107.
20. On the cover sheet, please verify the Drawing Index includes all plan sheets. Reference CBC Sec. 107.
21. On the cover sheet, provide or verify the Code Analysis includes the proposed tenant's Use, Occupancy Group, Type of Construction, Separated or Nonseparated Mixed Occupancies, whether or not the building is Fire Sprinkled, Floor Area (S.F.), Number of Stories and Occupant Load. Reference CBC Sec. 111, 302.1, 401, 503, 508, 601, 903 and 1004.1.
22. The preparation of plans or specifications for commercial buildings and tenant improvements shall be performed by a licensed architect or engineer (Exception: Interior alterations that involve only non-bearing partitions). The licensed architect or engineer shall affix a stamp to the plans as evidence of the person's responsibility for the documents. Licensed Mechanical, Plumbing and Electrical Contractors may design the systems that they are to install.
23. The Site Plan shall include code compliant accessible parking spaces and access aisles, and an accessible route from accessible parking spaces to all entrances and exterior ground floor exits. The clear width for sidewalks and walks shall be 48" minimum. The slope of the accessible route shall not exceed 1:20 (5%) in the direction of travel for walking surfaces, 1:12 (8.3%) in the direction of travel for ramps, and the cross slope shall not exceed 1:48 (2%). The slope of curb ramps shall not exceed 1:12 (8.3%). Where the accessible route crosses onto a vehicular route of travel, provide a 36" long continuous detectable warning mat where the pedestrian path crosses or adjoins the vehicular way, such as a driveway, to warn of potential hazards.
24. At least one accessible route shall be provided within the site from accessible parking spaces and accessible loading zones; public streets and sidewalks; and public transportation stops to the accessible building or facility entrance they serve. Where more than one route is provided, all routes must be accessible.

25. At least one accessible route shall connect accessible buildings, accessible facilities, accessible elements, and accessible spaces that are on the same site.

Contra Costa County Fire Protection District Conditions of Approval:

26. If the project requires plans to be submitted to Building Department for review, also submit to Fire District.

Standard Conditions of Approval:

27. The Standard Conditions of Development as adopted by the Pittsburg Planning Commission by Resolution No. 8931 shall apply as conditions of approval for this project as applicable. Where there is a conflict between the Standard Conditions of Development and the project-specific conditions identified in this resolution, the specific conditions of this resolution shall govern.
28. The business owner shall comply with all the requirements of the City's Community and Economic Development Department, Contra Costa County Fire Protection District, the Environmental Health Division of Contra Costa Health Services, the California Massage Therapy Council, and all other applicable local, state and federal agencies. It is the responsibility of the business owner to contact each local, state, or federal agency for requirements that may pertain to this project.
29. Business owner agrees to indemnify, defend, and hold harmless the City, its officials, officers, employees, agents and consultants from any and all administrative, legal or equitable actions or other proceedings instituted by any person challenging the validity of this project approval, subsequent project approval, or other action arising out of, or in connection with, this project approval. The parties shall cooperate in defending such action or proceeding. The parties shall use reasonable efforts to select mutually agreeable defense counsel but, if the parties cannot reach agreement, City may select its own legal counsel at applicant's sole cost and expense. Business owner may select its own legal counsel to represent business owner's interests at business owner's sole cost and expense. Business owner shall pay for City's costs of defense, whether directly or by timely reimbursement to City on a monthly basis. Such costs shall include, but not be limited to, all court costs and attorneys' fees expended by City in defense of any such action or other proceeding, plus staff and City Attorney time spent responding to and defending the claim, action or proceeding.
30. This use permit will expire on May 23, 2024, unless the use has been legally established prior to the expiration date, or a written request for an extension is filed with the Planning Division prior to the expiration date and subsequently approved by the Planning Commission.

Section 4. Effective Date

This resolution shall take effect immediately upon its adoption.

On motion by Commissioner _____, seconded by Commissioner _____, the foregoing resolution was passed and adopted the 23rd day of May 2023, 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. was adopted by the Planning Commission of the City of Pittsburg on May 23, 2023.

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Attachment 2 – Surrounding Land Uses

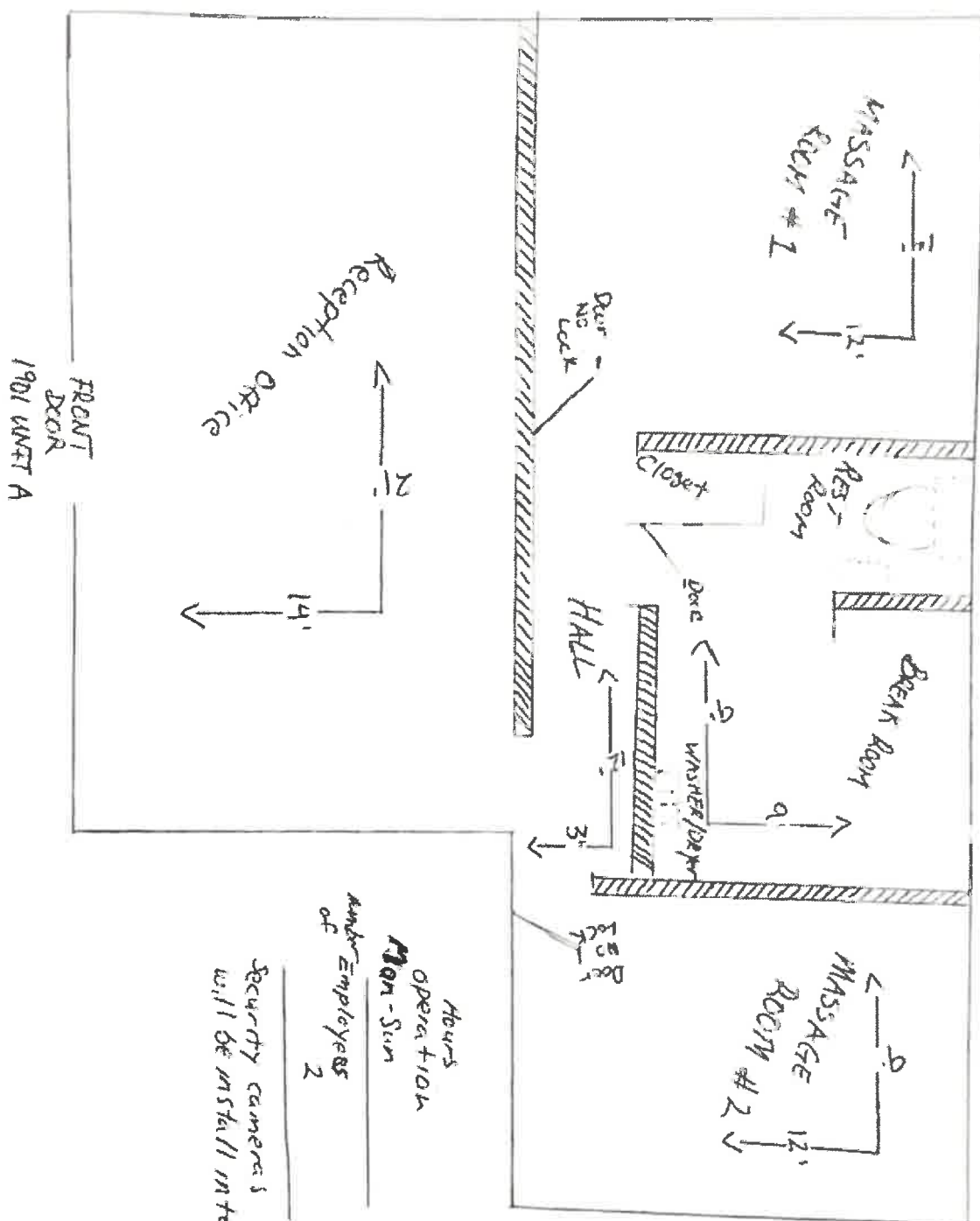
AP-23-0003 (UP) 1901 Railroad Avenue, Unit A, Massage Therapy



Date: 2/20/2025

MAUDE AND SHUP
1901 RAILROAD AVE
DARTMOUTH, NH 05565
Floor Plan

1901 RAILROAD UNIT A



Hours
Operation
Mon-Sun
Ambly Employees
2

Security cameras
will be install interior & exterior



City of Pittsburg

Community and Economic Development Department – Planning Division

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

NOTICE OF PUBLIC HEARING

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

DATE: May 23, 2023
TIME: 7:00 p.m.
PLACE: City Council Chamber at City Hall
65 Civic Avenue, Pittsburg, California

Concerning the following matter:

1901 Railroad Avenue Massage Therapy, AP-23-0003 (UP)

Proposed Project:

This is an application filed by Ruyun Chen and Jimmy Phanthavong requesting approval of a Use Permit to establish a Massage Establishment within the existing building located at 1901 Railroad Avenue, Pittsburg, CA. The proposed business will lease out the existing tenant space, Unit "A", within the existing multitenant building. The proposed business would operate between the hours of 8:00 AM – 8:00 PM, 7 days per week. The proposed use will utilize the parking lot on the project site and there is public parking available in the vicinity. There are no exterior changes proposed. There are minor interior alterations proposed (e.g., installation of a washer and dryer). The property is in the PD-1319 (Planned Development) District with the Railroad Avenue Specific Plan land use designation of TOD-Medium. Assessor's Parcel Number: 086-190-004

Environmental Determination:

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

You are invited to submit comments regarding any aspect of this matter in writing before the public hearing, or verbally at the public hearing. If you challenge the above matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Planning Commission at, or prior to, the public hearing. For further details on this matter, please contact Kelsey Gunter, Associate Planner, via mail at 65 Civic Avenue, Pittsburg, CA, by telephone at (925) 252-4824, through e-mail at kgunter@pittsburgca.gov, or by fax at (925) 252-4814.

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

JOHN FUNDERBURG, SECRETARY
PITTSBURG PLANNING COMMISSION

Project Title: 1901 Railroad Massage Therapy; AP-23-0003 (UP)
Location: 1901 Railroad Avenue, Unit A, Pittsburg, CA 94565

