City of Pittsburg
Planning Department
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September 18, 2007

To: Ms. Cathy Creswell
California State Department of Housing and Community Development (HCD)
Division of Housing and Community Development
1800 3rd Street, Room 430
Sacramento, CA 95814

HOUSING POLICY
DEVELOPMENT, HCD
SEP 24 2007

State Clearinghouse
P.O. Box 3044
1400 Tenth St., Suite 222
Sacramento, CA 95814

RE: **General Plan Annual (Status) Report – FY 2006-07**

Dear Ms. Creswell/State Clearing House staff:

Pursuant to Government Code Section 65400 (b) (1), I am providing herewith a copy of the General Plan Annual (Status) Report) prepared for the City of Pittsburg for fiscal year 2006-07. The report shows the City's status of progress in implementing the various programs and action policies listed in each element of the General Plan, including its efforts to remove constraints to the maintenance, improvement and development of housing. This report was first submitted to and accepted by the City of Pittsburg Planning Commission and City Council, respectively.

Before preparing this report, I confirmed with HCD staff that Government Code Section 65400 (b)(2) notwithstanding, there are no official forms or definitions adopted by HCD that cities are to use in preparing this report. Please review the attached table listed as Attachment 2 to this report for information on the City's progress in meeting its share of regional housing needs through June 2007.

If you have any questions pertaining to the information provided in this report, please feel free to contact me by phone at (925) 252-6933, by e-mail at mayres@ci.pittsburg.ca.us or by fax: (925) 252-4814.

Sincerely,

Melissa Ayres

MELISSA AYRES
Planning Director

Enc: General Plan Annual Status Report – FY 2006-07

GENERAL PLAN POLICY MATRIX

LAND USE ELEMENT

ACTION POLICIES	STATUS	
• 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.	2-P-1	Ongoing. LAFCO is in the process of conducting a Municipal Service Review for all cities within CC County – should be completed in 08'.
• 2-P-2 Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	2-P-2	Phase 1 & 2 Zoning Updates are completed. Title 17 (subdivision ordinance) update in progress.
• 2-P-13 Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	2-P-13	Implemented with the Phase 2 Zoning Update.
• 2-P-15 Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	2-P-15	Implemented with the Phase 2 Zoning Update.
• 2-P-16 Develop criteria and standards for small-lot single-family residential development that: o Promotes design and development flexibility; o Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and o Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages.	2-P-16	Implemented with the Phase 2 Zoning Update.
• 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.	2-P-18	Implemented with the Phase 2 Zoning Update.
• 2-P-19 Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	2-P-19	Subdivision Ordinance Update is in progress.
• 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.	2-P-20	Partially Implemented. Screening of equipment is required, but under-grounding is not required.
• 2-P-21 Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	2-P-21	Hillside Zoning Study is in progress.
• 2-P-22 Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	2-P-22	Ongoing.
• 2-P-24 Prohibit new development on designated ridgelines. Ensure that	2-P-24	Ongoing. Implemented on a case-by-case basis. Also,

ACTION POLICIES	STATUS	
residential developers cluster housing units to reduce both environmental and visual impact of hillside development.		a Hillside Zoning Study is in progress.
• 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.	2-P-26	Ongoing. Also, a Hillside Zoning Study is in progress.
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)	2-P-32	Implemented with the adoption of the CP District.
• 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)	2-P-33	Implemented with the Phase 2 Zoning Update.
• 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).	2-P-34	In progress. A Unified Development Area has been established and the area has been rezoned to Marine Commercial & Park.
• 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.	2-P-36	Implemented (Marina Promenade).
Northeast River		
• 2-P-37 Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	2-P-37	Implemented with the Phase 2 Zoning Update.
• 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.	2-P-42	Implemented with the Phase 2 Zoning Update.
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.	2-P-50	Implemented
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.	2-P-53	Implemented

ACTION POLICIES	STATUS	
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.	2-P-55	The 'Civic Center Master Plan' & the 'Railroad Avenue BART Specific Plan' are both in progress.
• 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.	2-P-56	The 'Railroad Avenue BART Specific Plan' is in progress.
• 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	2-P-57	The 'Railroad Avenue BART Specific Plan' is in progress.
• 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.	2-P-58	Implemented with the Phase 2 Zoning Update.
• 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.	2-P-59	The 'Railroad Avenue BART Specific Plan' is in progress.
• 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.	2-P-60	Implemented with the Phase 2 Zoning Update.
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.	2-P-61	The 'Railroad Avenue BART Specific Plan' is in progress.
• 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 Ave. BART station.	2-P-62	Ongoing. Projects reviewed on a case-by-case basis.
• 2-P-63 Participate in the development of a specific plan for the proposed Railroad Ave. BART station. Ensure that all uses with ½-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	2-P-63	The 'Railroad Avenue BART Specific Plan' is in rogress.
• 2-P-64 Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	2-P-64	The 'Railroad Avenue BART Specific Plan' is in progress.
• 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).	2-P-65	Implemented.

ACTION POLICIES	STATUS	
• 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.	2-P-66	Not implemented.
Buchanan		
• 2-P-71 New residential development south of Buchanan Rd. should: o Ensure that adequate acreage is dedicated for an elementary school and community park directly adjacent to Buchanan Rd.; o No result in any net increase of peak-hour stormwater flow; o Preserve and enhance existing north-south creeks; and o Respect natural topography in the design and construction of new units.	2-P-71	Ongoing. School District has stated that a school site is not needed.
• 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.	2-P-72	Identified in the 5 year CIP. Surveys and EIR in progress.
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.	2-P-76	Ongoing. Implemented on a case-by-case basis. Also, a Hillside Zoning Study is in progress.
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.	2-P-78	Not implemented. Continue to explore feasibility, opportunities and alternatives.
West Leland		
• 2-P-81 Undertake a streetscape enhancement program for West Leland Rd. focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	2-P-81	Identified in the 5 year CIP.
• 2-P-82 Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	2-P-82	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park.
• 2-P-83 Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	2-P-83	Partially Implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park. The Contra Costa Canal is a formidable barrier for new pedestrian/bike facilities.
Southwest Hills		
• 2-P-84 Ensure extension of West Leland Rd. and San Marco Blvd. through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	2-P-84	Partially implemented (West Leland has been extended to San Marco). On-going
• 2-P-91 Consider the development of a specific plan for the High Density	2-P-91	Not implemented

ACTION POLICIES	STATUS
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.	
• 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.	2-P-93 In design.
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.	2-P-96 Ongoing. City working with Senator Torlakson to create the California Delta Trail.
• 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.	2-P-97 In progress. Application submitted to LAFCO.
• 2-P-99 Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	2-P-99 Mirant Annexation application in progress.

GROWTH MANAGEMENT ELEMENT

ACTION POLICIES	STATUS
• 3-P-5 Prepare, adopt and implement a Transportation Systems Management (TSM) ordinance, with the purpose of ensuring attainment of adopted traffic LOS standards.	3-P-5 Implemented.
• 3-P-6 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.	3-P-6 Implemented.
• 3-P-8 Prepare and adopt a five-year CIP that describes City-sponsored capital projects necessary to maintain and improve traffic operations within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP. Update the CIP every five years.	3-P-8 Implemented.
• 3-P-12 Review and update the City's development impact fee schedule to ensure that new development pays its proportional share of the costs associated with the provision of facilities for police, fire, parks, water, sewer, storm drainage, and schools.	3-P-12 Implemented.
• 3-S-5 Pursue appropriate sites as needed to construct fire stations for efficient emergency response to all city residents.	3-S-5 Partially implemented. New sites approved for stations #84 and #85.
• 3-S-7 Pursue the development of park and recreation facilities within	3-S-7 Ongoing.

reasonable walking distance of all residences. • 3-S-14 Design and construct sewer mains to act at 60% capacity, and trunklines at 100% capacity.	3-S-14 Ongoing.

URBAN DESIGN ELEMENT

ACTION POLICIES	STATUS
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.	4-P-1 Ongoing. Implemented on a case-by-case basis. Also, a Hillside Zoning Study is in progress.
• 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.	4-P-4 Hillside Design Guidelines in progress.
• 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.	4-P-5 Not implemented - Identified in the 5 year CIP
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.	4-P-8 Hillside Zoning Study is in progress.
• 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.	4-P-10 Hillside Zoning Study is in progress.
• 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.	4-P-11 Ongoing. Also, a Hillside Zoning Study is in progress.
• 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.	4-P-13 Handled through the grading ordinance. Hillside Zoning Study is in progress.
• 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).	4-P-16 Ongoing. Implemented on a case-by-case basis. Also, a Hillside Zoning Study is in progress.
• 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.	4-P-30 Ongoing. Also, a Hillside Zoning Study is in progress.
Key Corridors	

ACTION POLICIES	STATUS
• 4-P-33 Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	4-P-33 The 'Civic Center Master Plan' is in progress and linear park is also identified in the 5 year CIP.
• 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.	4-P-34 Ongoing.
• 4-P-35 Create a sense of identify along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	4-P-35 The 'Railroad Avenue BART Specific Plan' is in progress.
• 4-P-36 Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	4-P-36 The 'Railroad Avenue BART Specific Plan' is in progress.
• 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-38 Identified in the 5 year CIP.
• 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.	4-P-41 The 'Railroad Avenue BART Specific Plan' is in progress.
• 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.	4-P-42 Not implemented.
• 4-P-43 Pursue private investment in the redevelopment of the Railroad Square shopping center. Consider development of a community or recreational facility on this property.	4-P-43 Not implemented.
• 4-P-44 Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	4-P-44 The 'Railroad Avenue BART Specific Plan' is in progress.
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.	4-P-45 Not implemented.
• 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.	4-P-46 Not implemented.
• 4-P-48 Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	4-P-48 Over crossing construction identified in the 5 year CIP (project ST-1).
• 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.	4-P-49 Trees planted with new private developments.
• 4-P-51 Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	4-P-51 Ongoing.

ACTION POLICIES	STATUS
• 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.	4-P-52 Identified in the 5 year CIP (project ST-25).
• 4-P-53 Reconstruct the interchange/underpass between Willow Pass Road, Range road, North Parkside Dr., and the BNSF Railroad tracks to improve accessibility, by installing City Signage and safety features (for example, stop or yield signs).	4-P-53 Not implemented.
Leland Road	
• 4-P-56 Construct a center median along West Leland Road, with trees and landscaping, from Railroad Ave. 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-56 Not implemented.
• 4-P-57 Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	4-P-57 Implemented.
• 4-P-58 For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	4-P-58 Not implemented.
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.	4-P-64 Ongoing.
• 4-P-65 Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	4-P-65 Ongoing.
• 4-P-66 Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	4-P-66 Sign Ordinance Update in progress.
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.	4-P-67 Not implemented
• 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.	4-P-68 Ongoing.
• 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.	4-P-70 The 'Railroad Avenue BART Specific Plan' is in progress.
• 4-P-71 Upon finalization of plans to extend BART to Railroad Avenue, work with BART to develop a Railroad Avenue BART Station Area Specific Plan that addresses: o Mixed-use structures;	4-P-71 The 'Railroad Avenue BART Specific Plan' is in progress.

ACTION POLICIES	STATUS
o Building design that focuses on street-orientation; o Extensive landscaping and street trees; o Pedestrian furniture (for example, benches and trash cans); o Street lighting; and o Signage.	
• 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	4-P-72 The 'Railroad Avenue BART Specific Plan' is in progress.
• 4-P-74 Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	4-P-74 Not implemented.
• 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.	4-P-76 In design.
Neighborhood Design	
• 4-P-80 Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	4-P-80 Partially implemented – Residential Design Guidelines exist; however, there is no checklist.
• 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.	4-P-82 Not implemented.
• 4-P-83 As part of the City subdivision regulations, establish street connectivity requirements.	4-P-83 Subdivision Ordinance Update in progress.
• 4-P-84 Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	4-P-84 On-going.
• 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.	4-P-85 Partially implemented.

DOWNTOWN ELEMENT

ACTION POLICIES	STATUS
Development Strategies	
• 5-P-1 Develop and adopt downtown Zoning District to address specific land use and development standards for Downtown area, based on Tables 5-1 and 5-2.	5-P-1 Implemented – Phase 2 Zoning Update.
• 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	5-P-3 Ongoing

ACTION POLICIES	STATUS
envisioned for Downtown.	
• 5-P-4 Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other uses listed in Table 5.1 - along the Railroad Avenue corridor.	5-P-4 Implemented with the adoption of the CP District.
• 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.	5-P-6 Ongoing (RDA has initiated projects to rehabilitate the California and the Enean theaters).
• 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).	5-P-7 Implemented with the adoption of the CP District.
• 5-P-8 Limit commercial uses along the southern side of East Tenth Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other uses listed in Table 5-1.	5-P-8 Implemented with the Phase 2 Zoning Update.
• 5-P-9 Permit mixed-use projects with service commercial uses on street frontage along the northern side of East Tenth, to provide a transition to Downtown residential areas.	5-P-9 Implemented with the Phase 2 Zoning Update.
• 5-P-10 Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	5-P-10 In progress – Unified Development Area established for East 10th Street area, which includes this parcel.
• 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.	5-P-12 Partially Implemented with the Gateway Mixed-Use building improvements.
• 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 as listed in Table 5-1.	5-P-13 Ongoing (properties have been rezoned as Marine Commercial & Park and a Unified Development Area has been established).
• 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.	5-P-14 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.	5-P-15 Partially implemented.
• 5-P-16 Encourage redevelopment of the Johns Manville property (designated Marine Commercial). Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	5-P-16 Properties rezoned for residential and commercial development and buildings have been removed.
• 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.	5-P-18 Ongoing
• 5-P-21 Provide flexible small-lot single-family (SLSF) development	5-P-21 Implemented with the Phase 2 Zoning Update.

ACTION POLICIES	STATUS
standards in the City's Zoning Ordinance.	
• 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.	5-P-22 Park designation has been removed.
• 5-P-25 Improve streetscaping along West Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	5-P-25 Identified in the 5 year CIP.
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.	5-P-26 Downtown (Railroad Ave.) Streetscape Master Plan is in progress.
• 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.	5-P-27 Implemented with Old Town Design Guidelines.
• 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.	5-P-29 Implemented with Old Town Design Guidelines.
• 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.	5-P-31 Not Implemented.
• 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.	5-P-32 In progress.
• 5-P-35 During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eight Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.	5-P-35 Partially implemented with the Vidrio Project and Phase 2 Zoning Update.
• 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.	5-P-39 Implemented with Old Town Design Guidelines.
• 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.	5-P-40 Partially implemented. Visual access enhanced.
• 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.	5-P-41 Properties rezoned to move park designation to the northern terminus of Harbor & Third.
• 5-P-42 Improve the pedestrian path along Marina Boulevard, connecting	5-P-42 Implemented (Marina Master Plan and the Marina

ACTION POLICIES	STATUS
the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Promenade).
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.	5-P-44 Implemented.
• 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.	5-P-45 Partially implemented with Phase 1 Zoning Update (required 1.5 spaces per unit).
• 5-P-46 Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	5-P-46 Downtown (Railroad Ave.) Streetscape Master Plan in progress.
• 5-P-47 Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	5-P-47 Downtown (Railroad Ave.) Streetscape Master Plan in progress.
• 5-P-48 Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	5-P-48 Downtown (Railroad Ave.) Streetscape Master Plan in progress.
• 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.	5-P-49 Downtown (Railroad Ave.) Streetscape Master Plan in progress.
• 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.	5-P-50 Not implemented.
• 5-P-51 Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	5-P-51 Not implemented.
• 5-P-52 Create pedestrian and bike path linkages between existing Downtown parks.	5-P-52 Partially implemented.

ECONOMIC DEVELOPMENT ELEMENT

ACTION POLICIES	STATUS
• 6-P-2 Establish an implementation program that specifically outlines tasks to be undertaken, timeframes for completion, resources to be allocated, monitoring, and annual evaluation to ensure the overall success of the initiatives proposed in the Economic Development Strategy.	6-P-2 Implemented. Updated annually.
• 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.	6-P-5 Implemented. Updated as needed.

• 6-P-9 Establish Economic Opportunity Areas in Pittsburg, as indicated in Table 6-3 and Figure 6-2. Development in these areas must reflect both current and future trends, maximize revenue-generating opportunities for the City, and provide for economic diversity.	6-P-9	The City has an enterprise zone around the Downtown to offer businesses incentives to improve their properties. The City has also established a Recycling Market Zone. Both zones are administered by the Economic Development Department.
• 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.	6-P-11	Implemented. Strategy is outlined in the Economic Development plan.
• 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.	6-P-12	Implemented. Strategy is outlined in the Economic Development plan.
• 6-P-13 Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburg to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	6-P-13	Not implemented. There currently is very little R&D space available in the City. R&D and class A office space is in the planning stage, so this will happen as space becomes available.
• 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.	6-P-14	Partially implemented. The Economic Development Department has developed a GIS web site listing available commercial properties. This site is up dated monthly and is available to the public on the city's web site; however, the GIS program has been expanded to contain zoning and other information like utilities and other infrastructure information.
• 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.	6-P-16	A complete marketing plan has been approved by the City Council that includes extensive plans for cultural and arts events. The City has also recently hired an Arts and Cultural staff person to implement programs.
• 6-P-17 Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront.	6-P-17	Ongoing. Year round event schedule is monitored and implemented by the Old Town Events Coordinator.
• 6-P-18 Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	6-P-18	Implemented with the Marina Master Plan and Phase 2 Zoning Update.

TRANSPORTATION ELEMENT

ACTION POLICIES	STATUS
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	7-P-1 Ongoing. Implemented on a case-by-case basis.

ACTION POLICIES	STATUS
capacity to meet cumulative demand.	
• 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.	7-P-2 Ongoing. Updated annually.
• 7-P-3 Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	7-P-3 Implemented with new Engineering Standard Details.
• 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.	7-P-4 Ongoing. Traffic Division reviews consultant selection.
• 7-P-5 Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	7-P-5 Implemented. City received a $540,000 grant to repave Harbor Street (SR 4 to E. Third St.)
• 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-6 Ongoing. Implemented on a case-by-case basis.
• 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.	7-P-10 Reviewed on a case-by-case basis.
• 7-P-12 Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	7-P-12 Study in progress. Identified in the 5 year CIP.
• 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.	7-P-16 Ongoing – Identified in the 5 year CIP.
• 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-17 Identified in the 5 year CIP
• 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,	7-P-18 Not Implemented. Dependent upon future development applications.

ACTION POLICIES	STATUS
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-19 Identified in 5 year CIP budget.
• 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-23 Implemented.
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.	7-P-26 Reviewed on a case-by-case basis.
• 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.	7-P-29 Ongoing. Implemented on a case-by-case basis.
• 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.	7-P-32 Ongoing.
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.	7-P-35 In progress.
• 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-36 Ongoing.
• 7-P-37 Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburg.	7-P-37 Implemented - the Traffic Division of the Engineering 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.	7-P-38 The 'Downtown Streetscape Master Plan' and the 'Railroad Avenue BART Specific Plan' are both in progress.
• 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-42 Ongoing
• 7-P-43 Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	7-P-43 Ongoing. Various project identified in the CIP.

ACTION POLICIES	STATUS
• 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.	7-P-44 Implemented. An update to the "Countywide Bicycle and Pedestrian Plan" is currently underway.
• 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.	7-P-47 In progress.
• 7-P-49 Pursue construction of a bicycle path connecting Railroad Ave. to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	7-P-49 Civic Center Master Plan in progress.
• 7-P-50 Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Ave./Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	7-P-50 Implemented.
• 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-51 Railroad Avenue Specific Plan in progress.
• 7-P-52 Require that new arterial and collector streets accommodate bicyclists.	7-P-52 Ongoing.
• 7-P-53 Require than any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	7-P-53 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.	7-P-54 Implemented.
Transportation Demand Management	
• 7-P-58 Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	7-P-58 Implemented

OPEN SPACE YOUTH AND RECREATION ELEMENT

ACTION POLICIES	STATUS
Parks	

ACTION POLICIES	STATUS
• 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.	8-P-5 Partially implemented. City does not collect fee for commercial development
• 8-P-6 Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: o Designed such that 80 percent of the site has slopes of less than 3 percent that are suitable for active recreational play; o Size according the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); o Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and o A minimum of 2 contiguous acres in new residential neighborhoods.	8-P-6 Subdivision Ordinance Update (Title 17) is in progress.
• 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.	8-P-10 Parks & Streetscape Master Plan in Progress
• 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.	8-P-14 Ongoing. Voters approved increase in LLAD assessment for residential property in 2007. City established LLD 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.	8-P-15 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.	8-P-17 Not Implemented.
• 8-P-18 Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	8-P-18 Not Implemented.
• 8-P-20 Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-ways including: o Kirker Creek. The Kirker Creek easement could be developed as a	8-P-20 Not Implemented.

ACTION POLICIES	STATUS
creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. o Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. o PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access.	
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. • 8-P-26 Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including: o Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. o Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. o Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. o Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities.	8-P-23 Implemented with Phase 2 Zoning Update & Marina Master Plan. 8-P-26 The Marina Master Plan is completed. The Marina Promenade construction is completed.
Recreational and Cultural Programs.	
• 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	8-P-28 Partially Implemented. A skateboard park is identified in the 5 year CIP.

ACTION POLICIES	STATUS
skateboarders.	
• 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.	8-P-31 In progress – RDA is rehabilitating the Enean & the CA theaters.
• 8-P-33 Provide incentives to encourage investments in public art on historic properties.	8-P-33 Not implemented.
• 8-P-34 Explore and develop new funding options for maintenance of public art, in partnership with private developers.	8-P-34 Not implemented.
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.	8-P-42 Ongoing.
• 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.	8-P-44 Not Implemented.

RESOURCE CONSERVATION ELEMENT

ACTION POLICIES	STATUS
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.	9-P-2 Implemented on a case-by-case basis
• 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.	9-P-3 Implemented – City has adopted HCP.
• 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.	9-P-4 In progress – Hillside Zoning Study underway.
• 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.	9-P-5 Ongoing. City has adopted HCP
• 9-P-9 Establish creek setbacks along riparian corridors, extending a	9-P-9 Ongoing. Implemented on a case-by-case basis.

ACTION POLICIES	STATUS
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	Also, a Hillside Zoning Study is in progress.
• 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.	9-P-13 Not Implemented – no new development has occurred. Implementation will occur through CEQA application for 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.	9-P-15 Ongoing. Implemented on a case-by-case basis through CEQA and Design Review process.
• 9-P-16 Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: o Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. o Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction.	9-P-16 Hillside Zoning study in progress – also added as conditions of approvals on a case by case basis (where applicable).
• 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.	9-P-18 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.	9-P-19 Not implemented.
• 9-P-20 As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.	9-P-20 Not implemented.
• 9-P-21 As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and city storm-water facilities impacted by potential project runoff.	9-P-21 Ongoing.

ACTION POLICIES	STATUS
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.	9-P-22 Ongoing.
• 9-P-23 Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.	9-P-23 Ongoing. Implemented through 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.	9-P-26 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.	9-P-27 Ongoing. Implemented through Standard Conditions of approval
• 9-P-28 Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	9-P-28 Implemented.
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.	9-P-35 Partially implemented. Historic Resource Update is in progress. Development review already transferred to Planning Commission.
• 9-P-37 Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	9-P-37 Historic Resource Update is in progress.
• 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.	9-P-40 Ongoing. Implemented through Standard Conditions of Development
• 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.	9-P-41 Ongoing. Implemented through Standard Conditions of Development
• 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.	9-P-42 Partially implemented with the adoption of the 'Old Town Design Guidelines'

ACTIONS POLICIES	STATUS	
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).	10-P-2	Ongoing.
• 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.	10-P-3	Ongoing. Also, a Hillside Zoning study is in progress.
• 10-P-6 Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	10-P-6	Ongoing.
• 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.	10-P-7	Ongoing. Also, a Hillside Zoning study is in progress.
• 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.	10-P-11	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.	10-P-12	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.	10-P-14	Hillside Zoning Study in progress.
• 10-P-15 Develop standards for adequate setbacks from potentially active	10-P-15	The potential 'Pittsburg Fault' has been removed

ACTIONS POLICIES	STATUS
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.	from City maps after extensive trenching revealed it didn't exist.
• 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.	10-P-17 Ongoing.
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.	10-P-18 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.	10-P-20 Implemented for Kirker Creek.
• 10-P-22 Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.	10-P-22 Ongoing. Reviewed during plan check review.
Hazardous Materials	
• 10-P-32 Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	10-P-32 Partially Implemented. The Redevelopment Agency has identified sites and set aside money for site clean up.
• 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.	10-P-34 Implemented. The Municipal Code identifies routes for the transportation of hazardous materials. The County typically responds to hazardous materials spills.
Emergency Management	
• 10-P-37 Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	10-P-37 Partially Implemented. CARE program distributes information to schools (shelter-in-place).

PUBLIC FACILITIES ELEMENT

ACTION POLICIES	STATUS
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.	11-P-2 Identified in the 5 year CIP.
• 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.	11-P-7 Ongoing. Water System Mast Plan, Amendment # 3 approved and revised facility reserve charges.
• 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.	11-P-8 Implemented.
Waste Water Collection and Treatment	
• 11-P-11 Work with DDSD in planning the expansion of the wastewater treatment plant.	11-P-11 Ongoing. There is no City money involved with this project.
• 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-12 Identified in the 5 year CIP.
• 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-13 Ongoing.
• 11-P-18 Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	11-P-18 Implemented
• 11-P-17 Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	11-P-17 Ongoing.
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.	11-P-22 Ongoing. Distributed by Public Works & the Neighborhood Improvement Team.
• 11-P-23 Encourage Builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	11-P-23 Ongoing. Implemented through development review process.
Fire Protection	
• 11-P-24 Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for	11-P-24 Subdivision Ordinance Update is in progress.

ACTION POLICIES	STATUS
projects in high and extreme hazard areas.	
• 11-P-26 Cooperate with Contra Costa County Fire Protection District (CCCFPD) 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.	11-P-26 Ongoing. The CCCFP received design review approval to relocate two fire stations within the City Limits.
• 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.	11-P-28 Implemented. A new location has been aquired.
• 11-P-29 Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	11-P-29 Ongoing. Implemented through subdivision review process.
Public Utilities	
• 11-P-32 Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	11-P-32 Ongoing. Implemented through subdivision review process.
• 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.	11-P-31 Not implemented.
• 11-P-33 As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	11-P-33 Ongoing. Implemented as a standard conditions of approval (PC Reso No. 8931).

NOISE ELEMENT

ACTION POLICIES	STATUS - 2007
• 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.	12-P-4 Ongoing
• 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-8 Not implemented.
• 12-P-9 Limit generation of loud noises on construction sites adjacent to existing development to normal business hour between 8am and 5pm.	12-P-9 Implemented with the Phase 2 Zoning Update.
• 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.	12-P-10 Partially implemented.

ACTION POLICIES	STATUS
Housing Supply	
• 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 2020.	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.	A. On going.
B Rezone Vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	B. Implemented with the Phase 2 Zoning Update.
C. Amend the zoning ordinance to allow multi-family uses as a permitted use on surplus Public/Institutional designated lands to streamline future permitting process, in the event the properties are sold.	C. Implemented with the Phase 1 Zoning Update.
D. Allow residential units above ground floor commercial uses on all commercial designated land.	D. Implemented with the Phase 2 Zoning Update.
E. Support annexation of vacant land that is appropriate for residential use and/or mixed-use developments, when adjacent to City limits.	E. Ongoing.
F. Support the use of Planned Development zoning for projects, when utilized to accommodate innovative site plans aimed at preserving open space, new recreational opportunities, and/or the supply of affordable housing.	F. Ongoing.
G. Re-evaluate the density ranges in the General Plan Land Use Element and/or the way density is computed to facilitate a range of housing types in various land use classifications without sacrificing desired street standards and pedestrian amenities.	G. Not Implemented
H. Amend the zoning ordinance to eliminate single-family detached residential uses as a permitted use in High Density and Downtown High Density districts.	H. Implemented with the Phase 1 Zoning Update.
I. As part of the comprehensive update of the zoning code, incorporate all provisions of Exhibit D of the Interim Zoning Ordinance No. 04-1215.	I. Implemented.
J. As part of the comprehensive update of the zoning code, clarify that 40 du/ac are permitted within the RH District in projects which meet a community objective (affordable housing).	J. Implemented
K. If sites L and O as shown on Figure 3-2 of the Housing Element are not designated surplus sites by the Pittsburg Unified School District by September 2005, the City shall expeditiously zone adequate land, suitable for high density residential development, to RH (High Density Residential) District, or other appropriate zoning designation, to accommodate the remaining regional fair share need for lower income households.	K. Implemented.
• 13-P-1.2 Ensure the construction of larger, high end housing in the southern foothills to provide move-up housing opportunities within the community.	13-P-1.2

ACTION POLICIES	STATUS
A. Establish minimum lot sizes when pre-zoning 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. B. Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes. 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.	A. Implemented (flexible lots) with HPD pre-zoning in the southern hills. Hillside Zoning Study in progress. B. Ongoing. Also, a Hillside Zoning Study is in progress. C. Implemented on a case-by-case basis.
• 13-P-1.3 Encourage the development of small-lot single-family in-fill developments suitable for first-time homebuyers, empty nesters, and single-parent households.	13-P-1.3 Implemented on a case-by-case basis.
• 13-P-1.4 Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.	13-P-1.4
A. Adopt a specific plan for the Pittsburg-Baypoint BART Station area that includes a high-density housing component. Offer an incentive package for projects that provide a long-term affordable housing component.	A. Not implemented.
B. Amend the zoning ordinance to reduce parking requirements for small-lot single-family in-fill developments and multi-family projects, when within walking distance of BART and other transit facilities.	B. Implemented with Phase 1 Zoning Update.
• 13-P-1.5 Encourage the construction of second family units.	13-P-1.5
A. Adopt revised second family unit ordinance consistent with State law. Incorporate text on City web site.	A. Implemented.
B. Develop a second unit brochure and make it available for distribution at permit center and web site.	B. Not implemented.
• 13-P-1.6 Continue to permit manufactured homes in single-family residential districts, subject to design review approval.	13-P-1.6
A. Maintain provisions for manufactured homes in subsequent comprehensive zoning code updates.	A. Ongoing.
• 13-P-1.7 Develop an adequate housing supply Downtown to support ground floor neighborhood serving retail and service establishments along Railroad Avenue.	13-P-1.7
A. Continue to assemble and market vacant and underutilized land in the downtown that is suitable for housing to homebuilders, while maintaining the residential densities called for in the land use element of the general plan.	A. Ongoing.
B. Amend zoning ordinance to reduce parking requirements for residential units in mixed-use projects in the downtown commercial area of New York Landing Historical District.	B. Implemented.
C. Amend zoning ordinance to encourage development of live work or loft residential units in downtown New York Landing Historical District commercial areas.	C. Implemented
• 13-P-1.8 Meet the City's fair share regional housing needs.	13-P-1.8
A. Endeavor to facilitate the production of at least a minimum of 2,513 housing units between January 1, 1999 and June 30, 2006, including at least 534 units serving very low-income households, 296 units serving low-income households, and 696 serving moderate-income households through implementation of the policies and	A. Partially implemented. City approved 3,949 units during 1999-2006 reporting period, including 287 units serving very low-income households, 384 units serving

ACTION POLICIES	STATUS
actions identified in this element.	low income households, and 772 units serving moderate income households.
Affordable Housing/Special Needs Housing	
• 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, large families 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. Set aside 20-40% of the City's annual Community Development Block Grant (CDBG) funds and a portion of the City Redevelopment Agency's annual funds for affordable housing projects and programs.	A. Ongoing.
B. Streamline review process, including utilizing Class 32, "Categorical Exemption for Infill Developments", under California Environmental Quality Act, when appropriate.	B. Implemented on a case-by-case basis.
C. Give priority in processing to project applications with an affordable housing component and/or serving an identified special housing needs population.	C. Ongoing.
D. Provide one or more incentives for projects processed under State density bonus law, including but not limited to fee waivers/reductions and flexible development standards.	D. Implemented on a case-by-case basis.
E. 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 identified special needs households.	E. Implemented on a case-by-case basis.
F. Provide in-lieu parkland dedication credits for multi-family projects with an affordability component, when at least 25% of the units are 3+ bed-room units and more than the normally required on-site active recreation amenities for resident children are provided.	F. Implemented on a case-by-case basis.
G. Assist in the parcel aggregation of high density designated properties within any given block listed in Table 13-6.5 (Underutilized Parcel Inventory), upon request by an interested developer, in return for the developer entering into a development agreement which will assist the City in meeting its regional fair share affordable housing allocation.	G. Ongoing.
H. Eliminate the City requirements for a Conditional Use Permit to process requests for density bonus and/or affordable housing incentive agreements for construction of Low/Moderate income housing or senior housing under State Density Bonus Law.	H. Implemented.
I. Amend General Plan policy 5-P-24 to read: "Limit multi-family development in the West Tenth Street neighborhood to sites more than two acres, and/or sites which encompass all High Density designated land in a given City block. Require all new multi-family residential projects to have a minimum of 30 units, unless the High Density designated land in a given block is not adequate in size to support that number of units, or unless the City determines that less units, sized to	I. Implemented.

ACTION POLICIES	STATUS
accommodate large family households, better serves the public interest. In such cases, there shall be no less than 20 units within the project".	
• 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. Require all new housing units designated for senior households be handicapped accessible.	A. Ongoing.
B. Develop/distribute flyer to promote the use of the City Home Rehabilitation Loan Program to very low and low -income senior and disabled households to make their existing homes more handicap accessible.	B. Ongoing.
C. Expand the City Home Rehabilitation Loan Program to provide grants to extremely low, very low and low-income senior and disabled households to increase the handicap accessibility of their homes.	C. Not Implemented.
D. Revise the zoning ordinance to streamline zoning approvals for senior housing developments with ancillary on-site assisted care units.	D. Implemented.
E. Continue to enforce the State Handicapped and Accessibility and Adaptability Standards.	E. Ongoing.
F. Consider revising adopted design review guidelines to encourage a percentage of new homes within new subdivisions to be limited to one-story in height.	F. Not implemented.
G. Analyze and remove constraints to development, maintenance, and improvement of housing accessible to persons with disabilities, where feasible, consistent with SB 520. Specifically address development of Group Residential facilities.	G. Implemented.
• 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.	A. Ongoing.
B. Assist non-profit organizations identify land suitably zoned for homeless shelters and transitional housing developments.	B. Ongoing.
C. Continue to fund operations of the permanent homeless shelter in Central Contra Costa County using CDBG and other funds targeted to serve lower income households.	C. Ongoing.
D. Review zoning ordinance regulations pertaining to the placement of homeless shelters and transitional housing and consider revisions to increase flexibility and/or streamlining the processing time for project approvals.	D. Implemented.
E. Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.	E. Ongoing.
• 13-P-2.4 Increase homeownership opportunities for very low, low and moderate income households.	13-P-2.4
A. Continue to provide financial support for the development of homes for low and very low income households under sweat equity programs such as Habitat for Humanity.	A. Implemented on a case-by-case basis.

ACTION POLICIES	STATUS
B. Support continuation of the County MCC Tax Credit program benefiting new low and moderate-income homeowners and make information about it available at permit counter and on City website.	B. Ongoing.
C. Establish a First-time homebuyer program within the City for the benefit of Low and Moderate- income households. Explore utilization of the East Bay-Delta Lease Purchase Homeownership Program to provide lease-purchase homeownership opportunities. Also consider establishment of a First-time Homebuyer program utilizing Section 8 vouchers. Consider giving preference to persons who live or work within the City.	C. Implemented
D. Provide information to local 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.	D. Ongoing.
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.	E. Ongoing.
F. Co-sponsor homeownership/credit preparation classes within the community.	F. Implemented through Pittsburg Economic and Housing Development Corporation.
G. Explore the possibility of pre-approving two affordable house plan packages (including floor plans, elevations, sections, building materials, details and landscape/irrigation plans) and make them available for a nominal fee to non-profit agencies, low and moderate income households and persons who desire to construct one of the homes on existing vacant lots in the City for the long-term occupancy of Low and Moderate income households.	G. Not implemented.
H. Consider requiring all single-family housing projects approved for construction to include a minimum 15 percent affordable housing component that is affordable to Low and/or Moderate Income households.	H. Implemented through the Inclusionary Housing Ordinance.
I. Consider requiring that a certain percentage of homes in new single-family small lot developments be limited in size in an attempt to make them more "affordable by design" for first-time homebuyers and single parent households.	I. Implemented on a case-by-case basis.
J. Develop an inclusionary housing ordinance governing private development projects with an option for an in-lieu fee payment or donation of finished lots.	J. Implemented.
K. Advocate for reasonable reform through the State Legislature to address construction defect litigation issues and create an environment in which insurers and builders are willing to reenter the condominium market.	K. Implemented.
L. Provide financial support for the development of homes for Low to Moderate-income households, which are developed by non-profit organizations.	L. Implemented on a case-by-case basis.
M. Provide priority to non-profit housing developers in the disposition of Redevelopment Agency housing sites where such priority is likely to result in the development of quality affordable housing.	M. Implemented on a case-by-case basis.
• 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

ACTION POLICIES	STATUS
A. Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.	A. On going.
B. Send a letter to owners of both single-family and multi-family rental properties in the City introducing them to the Housing Choice Voucher Program/benefits, encouraging their participation and directing them where to obtain additional information about it.	B. Ongoing
C. Consider requiring all new multi-family housing projects approved for construction to include a minimum 15 percent long-term affordable housing component that is affordable to Extremely Low, Low and/or Moderate Income households, with 1/3 of the long-term affordable units (that are not in senior only projects) sized to accommodate large family households.	C. Implemented through the Inclusionary Housing Ordinance.
D. Develop and publicize potential public affordable housing funding resources to non-profit and for profit-home builders.	D. Identified in Housing Element.
E. Provide financial support for the development of rental units for very low, and extremely low income households, which are developed by non-profit organizations.	E. Implemented on a case by case basis.
• 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. Evaluate new subdivisions for passive solar and cooling opportunities, consistent with the Subdivision Map Act.	A. On going.
B. Continue to enforce the State Energy Conservation Standards for new residential construction and additions to existing structures.	B. On going.
C. 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.	C On going. 7 loans approved in FY 2006-07.
D. Support the use of solar heating and other environmentally sound, energy efficient methods for heating and cooling homes, consistent with adopted building, mechanical and plumbing codes.	D. On going.
Eliminating 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, emotional or mental disability, religion, sex, sexual orientation, familial status, or source of income in all projects which receive local public funds.	A. On going.
B. Continue to allocate funds to local non-profit organizations that provide fair housing counseling, investigation, education and outreach services.	B. On going.
C. Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of impediments to Fair Housing Choice.	C. On going. Case-by-case basis.
D. Continue to fund tenant-landlord counseling services to help resolve problems and conflicts that occur in tenant/landlord relationships.	D. On going.
E. Develop a preference program which favors persons who live and/or work within	E. Implemented

ACTION POLICIES	STATUS
the City of Pittsburg in the purchase or rental of local price restricted housing units constructed and/or acquired with local affordable housing funds, if legally permissible.	
Housing Stock Preservation	
• 13-P-4.1 Support the conservation and rehabilitation of the existing housing stock (including mobile homes) through a balanced program of code enforcement and property improvements, when and where appropriate.	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.	A. On going.
B. Utilize assessment funds collected from mobile home parks to fund a mobile home inspection program.	B. 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 which remediate lead paint, eliminate building code violations, and result in more energy efficient homes.	A. Ongoing.
B. Continue to set aside a portion of the City Redevelopment Agency's annual funds for housing programs, including preservation of units at risk of conversion to market rate, when feasible and appropriate.	B. On going.
C. Support developer and non-profit applications for other State and Federal funds available to them for the preservation of units at risk of conversion and rehabilitation of the existing housing stock.	C. On going.
D. Continue to monitor rent restricted units at-risk of conversion to market rate and meet with property owners to explore possible options/incentives to retain the units in the affordable housing stock. Facilitate preservation of at-risk units through cooperative partnerships with non-profit housing provider(s), when feasible and appropriate.	D. On going.
E. Lobby State legislatures to credit rehabilitated units which are newly rent restricted toward meeting the City's regional fair share housing requirements for very low, low and moderate-income households.	E. Not implemented.
F. Provide a City assisted Rehabilitation Program that is user friendly and fundamentally sound.	F. Ongoing.
• 13-P-5.1 Utiliize smart growth principles in the site planning of new subdivisions to enhance the quality of life of Pittsburg residents.	13-P-51
A. Incorporate smart growth site planning principles into the adopted Design Review Guidelines and utilize them in evaluating the acceptability of new development applications during the subdivision review and design review processes.	A. Not implemented.

ACTION POLICIES	STATUS
• 13-P-5-2 Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment. A. Update the City's Design Review Guidelines and Standard Conditions of Approval. Use them as a tool to evaluate and upgrade the quality of new home designs and room additions during the design review process. B. Update the City's Design Review Guidelines to encourage a percentage of new homes within new subdivisions to be limited to one-story in height and/or regulate second story elements to provide increased variety in building planes on all building elevations. • 13-P-5-3 Enhance the built environment through implementation of a street tree program. A. Continue to require developers to install street trees in the front yards of homes. B. Expand the street tree program in existing neighborhoods where street trees are scarce, as funds become available.	13-P-5-2 A. Not implemented. B. Not implemented. 13-P-5-3 A. Ongoing. B. Implemented.

City of Pittsburg General Plan
Amendments Adopted during the 2006/2007 Fiscal Year

Amendments to the General Plan

Date Adopted	Resolution No.	Description
December 18, 2006	06-10685	Amendments to the General Plan Land Use Diagram; Chapter Two: Land Use Element; Chapter Five: Downtown Element; and Chapter Eight: Open Space, Youth and Recreation Element for the East Third Street Amendments
January 16, 2007	07-10700	Amendments to the General Plan Land Use Diagram; Chapter Two: Land Use Element; Chapter Three: Growth Management Element; and Chapter Eight: Open Space, Youth and Recreation Element related primarily to the City of Pittsburg Voter Approved Urban Limit Line and Prezoning Act and associated Memorandum of Understanding
May 21, 2007	07-10779	Amendments to the General Plan Land Use Diagram; Chapter Two: Land Use Element; Chapter Five: Downtown Element; Chapter Eight: Open Space, Youth and Recreation Element; Chapter Ten: Health and Safety Element; and Chapter Thirteen: Housing Element in conjunction with Phase II of the Comprehensive Zoning Code Update

Regional Fair Share Housing Allocations 1999-2006 – Status Update

	Very Low	Low	Moderate	Above Mod	Total
Needs:	534	296	696	987	2,513
*Approved:	287	384	772	2,506	3,949
Net Need:	247	0	0	0	247

* 1999- 2006

***Residential Projects Approved Since Adoption of Housing Element (units included in table above, but not in Housing Element Table 13.6-2)**

St. Vincent de Paul Subdivision	35 SFR	(35 AM)
Bailey Estates	249 SFR+12	(249 AM)+12 accessory du
East Leland Sub.	100 SFR	(100 AM)
Willowbrook	60 SFR	(51 AM, 9 M)
Bancroft Gardens II	28 SFR	(28 AM)
10th /RR Ave.	28 MFR	(28 Low)
Vista Del Mar (Alves)	540 SF/560 MFR	(935 AM, 99 M, 66 VL)
14th St MS	3 SFR	(3 VL)
Rose Glen Sub	7 SFR	(6 AM, 1 M)
Mariner Walk	123 SFR	(103 AM, 20 M)
Black Diamond	195 MFR	(165 AM, 30 M)
Mercy Housing	64 MFR	(17 EL, 29 VL, 17 L + manager unit)
K&B E. Leland Sub II	60 SFR	(60 AM)
San Marco Villas	330 MFR	(M)

Purchased Covenants in Existing Units (very low income units included in table above)

Approved:

Marina Heights	200 MFR	(20 VL, 180 M)
Fountain Plaza	224 MFR	(23 VL, 200 M)