



City of Pittsburg

Development Services Department – Planning Division
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March 28, 2011

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit
P.O. Box 3044
Sacramento, CA 95812-3044

HOUSING POLICY
DEVELOPMENT, HCD

MAR 29 2011

Department of Housing and Community Development
Housing Policy Department
1800 3rd Street
Sacramento, CA 95811-6942

**RE: Submittal of Annual Progress Report on the Implementation of the
Pittsburg General Plan and Housing Element**

To Whom It May Concern:

Pursuant to the requirements of Government Code section 65400, enclosed is a copy of the annual progress report on the implementation of the city of Pittsburg General Plan and Housing Element for the calendar year 2010. The attached report was accepted by the Pittsburg Planning Commission at a public meeting held on March 8, 2011, and was subsequently submitted to the members of the City Council on March 28, 2011.

Questions on the attached report can be directed to me via email at dhoggatt@ci.pittsburg.ca.us, or by telephone or fax at the numbers above.

Sincerely,

Dana Hoggatt
Planning Manager

Enclosures: General Plan Policy Implementation Tables for Calendar Year 2010
Housing Element Policy Implementation Tables for Calendar Year 2010
Regional Fair Share Housing Allocation – Status Table for 2007-2014
Reporting Period

CITY OF PITTSBURG



HOUSING ELEMENT
IMPLEMENTATION STATUS

Reporting Period: January 1, 2010 – December 31, 2010

Table A

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

Housing Development Information										Housing with Financial Assistance and/or Deed Restrictions		Housing without Financial Assistance or Deed Restrictions
1 Project Identifier (may be APN No., project name or address)	2 Unit Category	3 Tenure R=Renter O=Owner	4 Affordability by Household Incomes				5 Total Units per Project	5a Est. # Infill Units*	6 Assistance Programs for Each Development See Instructions	7 Deed Restricted Units See Instructions	8 Note below the number of units determined to be affordable without financial or deed restrictions and attach an explanation how the jurisdiction determined the units were affordable. Refer to instructions.	
			Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income						
Siena Court	5+	R		111			111	111	RDA; HCD IIG Grant			
(9) Total of Moderate and Above Moderate from Table A3					0		74					
(10) Total by income Table A/A3				111			74	185				
(11) Total Extremely Low-Income Units*												

* Note: These fields are voluntary

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

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

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

* Note: This field is voluntary

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

No. of Units Permitted for Moderate	1.	2.	3.	4.	5.	6.	7.
	Single Family	2 - 4 Units	5+ Units	Second Unit	Mobile Homes	Total	Number of Infill units*
No. of Units Permitted for Above Moderate	74					74	

* Note: This field is voluntary

Table B

Regional Housing Needs Allocation Progress

Permitted Units Issued by Affordability

Enter Calendar Year starting with the first year of the RHNA allocation period. See Example.		2007	2008	2009	2010	2011	2012	2013	2014	Year 9	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Income Level	RHNA Allocation by Income Level	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Year 8	Year 9		
Very Low	Deed Restricted		64								64	258
	Non-deed restricted											
		322										
Low	Deed Restricted				111						111	112
	Non-deed restricted											
		223										
Moderate	Deed Restricted		67								67	108
	Non-deed restricted		21	25							121	
		296	75	21	25							
Above Moderate		558	8	100	74						740	191
Total RHNA by COG. Enter allocation number:		1,772										
Total Units		633	160	125	185						1,103	669
Remaining Need for RHNA Period												

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

Table C

Program Implementation Status

Housing Programs Progress Report - Government Code Section 65583.
 Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.1	<i>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.</i>		
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.	Ongoing	Redevelopment Agency staff maintains a list of City and Agency-owned parcels that is available to the public upon request. In addition, all City employees have access to an online Geographic Information Systems (GIS) webpage that contains up to date property information, which staff can provide to the public upon request. This program will continue to be implemented on a case by case basis.
13-P-1.1.B	Rezone vacant/underutilized land as deemed appropriate for mixed use or residential/higher residential use.	Ongoing	The City Council adopted Ordinance No. 07-1284 on May 21, 2007 amending the zoning ordinance to include the M (Mixed Use) District, and rezoning approximately 75-acres throughout the City to the M District. Development standards for the M District are determined through the Design Review process. On April 14, 2010, the Planning Commission approved La Almenara, an affordable multi-family residential development, in the M District along the West 10 th Street corridor at a density of 27 units per acre. On November 2, 2009, the City Council adopted Ordinance No. 09-11303 re-zoning approximately 1,075 acres around the future eBART Station to PD (Planned Development) District and adopted the Railroad Avenue Specific Plan. The Specific Plan contains development standards allowing residential development up to 65 units per acre (not including density bonuses) in the area adjacent to the future eBART Station. This program will continue to be implemented on a case by case basis.
13-P-1.1.C	Continue to facilitate the development of multifamily uses on identified Public/Institutional lands to streamline future permitting process, in the event the properties are deemed surplus.	Ongoing	Implementation ongoing on a case-by-case basis. In 2009, a portion of Los Medanos Village Family Apartments, a 71-unit affordable multi-family development was constructed on surplus public land.

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.1.D	Continue to allow residential units above ground floor commercial uses on all commercially designated land, and continue to provide incentives such as an increase in floor area ratio (FAR) to encourage such development.	Ongoing	<p>On October 15, 2010, an application for Community Estates, a 52 unit senior housing development was submitted for a vacant seven-acre, publicly-owned property. The application is currently undergoing environmental review.</p> <p>In 2009, the Railroad Avenue Specific Plan, was adopted by the City Council and contained eight publicly-owned parcels that were identified for future mixed use development at densities between 20 and 65 units per acre. This program will continue to be implemented on a case by case basis.</p> <p>In 2004, the General Plan was amended to allow residential uses above the ground floor in each commercial land use designation. To incentivize mixed use development, the City Council adopted a policy to increase the maximum Floor Area Ratio (FAR) in each commercial land use designation by 0.25 FAR to accommodate a residential component.</p> <p>On December 12, 2005, the City Council adopted Ordinance No. 05-1257 amending the Zoning Ordinance to permit multi-family residential housing residential units above or adjacent to ground floor commercial uses with an additional 0.25 FAR above the maximum FAR permitted in the base commercial district.</p> <p>Since 2005, three mixed use projects have been approved under these regulations including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable, multi-family apartments above 8,000 square feet of quasi-public uses); and, Siena Court (111 affordable, senior apartments above 10,300 square feet of commercial development). Vidrio and Entrata were constructed and are currently inhabited; Siena Court is currently under construction. This program will continue to be implemented on a case by case basis.</p> <p>There are three Priority Development Areas (PDAs) in the City of Pittsburg. The PDAs include: Downtown Pittsburg (309 acres), the Railroad Avenue Specific Plan (1,075 acres) and a shared PDA between the City of Pittsburg and Contra Costa County around the existing Pittsburg Bay Point BART Station, 125 acres of which are located within the City of Pittsburg.</p> <p>Several mixed use and high density residential projects were approved and constructed within the Downtown PDA in the past several years</p>
13-P-1.1.E	Encourage residential and mixed use development within the Urban Limit Line to meet regional fair share housing goals by focusing residential and mixed use development on sites that have been designated within Priority Development Areas (PDAs) under the MTC/ABAG FOCUS program. Assist non-profit and for profit developers to obtain grants and other capital improvement funds offered to	Ongoing	

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.1.F	<p>PDAs to develop and improve those infill sites.</p> <p>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.</p>	Ongoing	<p>including Vidrio (75 multi-family residential condominiums above 11,558 square feet of commercial development); Entrata (28 affordable, multi-family apartments above 8,000 square feet of commercial and quasi-public uses); and, Siena Court (1111 affordable, senior apartments above 10,300 square feet of commercial development). City Planning staff also provided grant application assistance to Domus Development, the non-profit developer of Entrata and Siena Court, who obtained State Housing and Community Development (HCD) IIIG grant funds for the Siena Court project. High Density Residential projects within the Downtown PDA include La Almenara, a 20-unit affordable multi-family infill residential development that was entitled in April 2010, and is currently under construction. Planning staff assisted the Redevelopment Agency in acquiring approximately 1.5 million dollars from the federal Neighborhood Stabilization Program (NSP) for construction of the project.</p> <p>With regard to the Railroad Avenue Specific Plan PDA, the City Council adopted Ordinance No. 09-11303 approving the Railroad Avenue Specific Plan on November 2, 2009. The Plan allows densities up to 65 units per acre in areas closest to the planned eBART station. Since 2007, Los Medanos Village Apartments (71 unit affordable multi-family residential development) were constructed within the Railroad Avenue Specific Plan PDA.</p> <p>With regard to the Pittsburg Bay Point BART Station PDA, Planning staff is currently developing a Master Plan to allow high density mixed use development on approximately 50 acres of vacant and underutilized land adjacent to the BART Station. The Master Plan is funded with planning grant funds from the Metropolitan Transportation Authority (MTC) and the Contra Costa Transit Authority (CCTA) and is slated for adoption in summer 2011.</p> <p>Since 2007, the City has utilized the PD District zoning to allow for higher density mixed use development as well as high density, luxury apartments in the hills.</p> <p>Siena Court is a 111-unit affordable mixed use development which included flexible development standards, a green roof atop a podium parking garage that could also be used for recreational purposes, and flexible parking standards.</p> <p>In 2009, the City Council adopted an ordinance re-zoning</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.1.G	Continue to permit projects up to a density of 40 du/ac within the RH District that meet a community objective (affordable housing).	Ongoing	<p>approximately 1,075 acres within the Railroad Avenue Specific Plan to PD District to accommodate development standards to support high density mixed use transit oriented development on certain properties nearest the planned eBART Station. The Railroad Avenue Specific Plan also contains density bonuses for projects that incorporate an affordable housing component.</p> <p>In 2008, the San Marco Villas were constructed within the large-scale San Marco PD District. The development resulted in 330 market-rate, luxury multi-family apartments at the western foothills of the City and dramatically increased the number of rental units available to moderate and above moderate income families. This program will continue to be implemented on a case by case basis.</p> <p>On May 21, 2007, the City Council adopted Ordinance No. 07-1284 to allow an incremental increase in density proportionate to the increase in affordable units within the RH District. Specifically, for each two percent increase in deed restricted lower-income unit offered above that required by the Inclusionary Housing Ordinance (Chapter 18.86), lot area per unit may be reduced 100 square feet per unit and minimum lot area may be reduced 2,000 square feet for a maximum density of 40 units per acre.</p> <p>Currently, the City is processing Design Review Application No. 11-742 for the Los Medanos Apartments, a 30-unit, affordable multi-family residential development on a 0.49-acre infill lot within the RH-D (Downtown High Density Residential) District. Developments that have been recently constructed within or on portions of land designated RH District include the Los Medanos Village Apartments (total of 71 affordable, multi-family units on 3.25 acres); and, East Leland Family Apartments (total of 63 affordable, multi-family units and a childcare center on 3 acre site).</p> <p>In 2009, the City Council adopted Resolution 08-1312, approving a Master Plan for the Alves Ranch property. The Master Plan covers approximately 32 acres of land that is zoned RH (High Density Residential) District and approximately 14 acres of commercially zoned land. The Master Plan contains a combination of high density apartments, townhomes, and small lot single family homes with an approved range of development from 504 to 560 housing units (with portions of the site developed at up to 36 units per acre). This program will continue to be implemented on a case by case basis.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.2	<i>Ensure the construction of high end housing in the southern foothills, downtown, along the waterfront, and throughout Pittsburgh, to provide moderate income housing opportunities within the community, and to increase economic activity within the city.</i>		
13-P-1.2.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 densitybonus and long-term affordable housing agreement.	Ongoing	Developable areas within the southern foothills have been prezoned as HPD (Hillside Planned Development) District and upon annexation into the City, HPD District regulations would apply. The HPD District does not establish minimum lot sizes; however, the allowable density for new single-family residential development is identified as a range from 0.2 to 4.5 units per acre depending upon the average natural slope of a property. This type of density range would be conducive to large lot and large home development.
13-P-1.2.B	Ensure subdivisions in the foothills include an adequate supply of estate-sized lots for estate size homes.	Ongoing	This provision is implemented on a case by case basis. Development in hillside areas is subject to the base density calculations set forth in the HPD District development regulations, which allows for flexible lot sizes in accordance with the surrounding topography and development. The base density calculations allow a range from 0.2 to 4.5 dwelling units per acre. Such a density range would be conducive to a subdivision development of estate homes; however, no development in the southern foothills has been proposed to date. In addition, General Plan policy 2-P-94 allows an overall maximum density of three dwelling units per acre within the low density residential areas south of the San Marco Planned Development, which would allow for estate-sized lots for estate sized homes.
13-P-1.2.C	Ensure that at least half the homes approved and constructed on estate size lots in the foothills are over 3,000 square feet (net garage) in size.	Ongoing	All development projects are subject to Design Review by the Planning Commission; therefore this policy would be implemented on a case by case basis.
13-P-1.2.D	Support the development of moderate and above moderate income housing within existing City limits such as high end condominiums, townhouses, and single-family units with premium views and amenities throughout the city to increase economic activity within these areas.	Ongoing	Implemented on a case by case basis as development proposals are reviewed.
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.A	Continue to allow for small-lot single-family in-fill developments (eliminating the need for	Ongoing	The City Council adopted Ordinance No. 05-1257 on December 15, 2005 amending the Zoning Ordinance to create the RS-4 (Single-

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.3.B	<p>Explore the possibility of working with a privately-owned development company to pre-approve two affordable house plan packages (including floor plans, elevations, sections, building materials, details and landscape/irrigation plans for both stick built and pre-fabricated types), and make them available for 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. Rely on the private company to market the packages, but make information on how to purchase them available at the Building/Planning County and on the city's website.</p>	2012-2013	<p>family Residential with a minimum 4,000 square foot lot) District, RS-5 (Single-family Residential with a minimum 5,000 square foot lot) District, and RMD (Downtown Medium Density Residential) District to allow for more intense single family residential development on smaller, infill lots.</p> <p>Since 2007, the City has processed development applications or individual building permits for developments within these zoning districts, including but not limited to, Santa Fe Place, reconstruction of a six-unit, affordable multi-family complex within the RS-5 District; and, the 9th Street Scattered Sites project which includes development of five single family homes on approximately 4,000 square foot lots within the RS-4 District. This program will continue to be implemented on a case by case basis.</p> <p>This program has not been implemented.</p>
13-P-1.3.C	<p>Continue to permit manufactured and modular homes in single-family residential districts, subject to design review approval.</p>	Ongoing	<p>PMC sections 18.84.375 through 18.84.395 specify that a manufactured home may be located in any residential district where a single-family dwelling is permitted subject to the same development standards set forth in the base district. In addition, the applicant must obtain a certificate of compatibility that the home meets the design criteria for manufactured houses as set forth in the chapter.</p> <p>The City has successfully implemented this program and will continue to allow manufactured homes in any residential district where single-family dwellings are permitted.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.3.D	Ensure that one of the pre-approved housing plan packages referred to in 13-P-1.3B is a two-bedroom house plan with pre-approved planning and building permit plans for optional three- and four-bedroom and bathroom additions to allow homeowners to expand their homes at a lower cost, and to allow homeowners to stay in established neighborhoods.	Ongoing	This program has not been implemented.
<p>13-P-1.4</p> <p>13-P-1.4.A</p> <p>13-P-1.4.B</p> <p>13-P-1.4.C</p>	<p>Support the construction of multi-family housing in close proximity to transit, arterials, shopping, and public services.</p> <p>Adopt a specific plan for the Pittsburgh-Bay Point BART Station area that includes a high-density housing component and high intensity commercial development to increase jobs/housing balance near the BART station. Consult with property owners, for-profit and non-profit developers throughout the planning process to create flexible development standards to support financially feasible projects. Offer an incentive package for projects that provide a long-term affordable housing component. Incentives could include fast-tracking, fee waiver, reduced parking requirements, and other incentives. Support reduced parking requirements below 1.5 parking spaces per unit for affordable and senior housing projects located within one-half mile distance of BART and other transit facilities. Where Master Plan or Specific Plan allows lower parking standards, the city will follow the lower parking standard specified in the plan.</p> <p>If deemed necessary by the City Engineer, research and implement Transportation Demand Management (TDM) strategies, such as parking pricing, unbundling housing and parking, and employer sponsored transit</p>	<p>Adopted by October 2010</p> <p>Ongoing</p> <p>2010-2012</p>	<p>The City applied for and has received grant funding from the Metropolitan Transportation Commission and the Contra Costa Transit Authority to prepare a Pittsburgh/Bay Point BART Master Plan with attendant Environmental Impact Report by 2011. The master plan will contain development standards as well as incentives for development of affordable housing on the site.</p> <p>The City is making progress towards implementing this program and is slated to be adopted in summer 2011.</p> <p>PMC section 18.78.040.G contains parking requirement exceptions for developments containing residential units near transit provided that a finding is made that the requested reduction in off-street parking is equivalent to the reduced demand for on-site parking as a result of the projects' proximity to transit. Additionally, the Railroad Avenue Specific Plan contains a parking maximum of 1.5 parking spaces per residential unit in the areas closest to the planned eBART station. Additional developments are permitted for affordable and senior residential developments within the Specific Plan area. The proposed Pittsburgh Bay Point BART Master Plan will contain similar parking provisions.</p> <p>The Railroad Avenue Specific Plan contains Policy No. 6-P-13 to implement TDM strategies including those listed within Program 13-P-1.4.C when traffic and parking demand increases within the Specific Plan area. A similar policy will be included within the Draft Pittsburgh Bay Point BART Master Plan which is slated to go to the City Council</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.4.D	<p>passes, for in-fill and mixed-use developments located within one-half mile distance of BART and other transit facilities in order to reduce parking requirements.</p> <p>Adopt a specific plan for the area encompassing approximately one-half mile around the proposed eBART Station that allows for mixed use development up to 65 dwelling units per acre in the areas closest to the proposed eBART Station. Incentives could include fast-tracking, fee waiver, reduced parking requirements, and other incentives.</p>	Adopted November 2009	<p>for adoption in 2011.</p> <p>This program has been implemented. The Railroad Avenue Specific Plan was adopted by the City Council in November 2009 with the approval of Ordinance No. 09-1319 and Resolution No. 11303. Approval of incentives for high density mixed use development will be reviewed on case by case basis as project proposals are received.</p>
13-P-1.4.E	<p>Ensure that portions of the Pittsburgh/Bay Point Master Plan project area are developed at a minimum density of 40 units per acre and allow up to 65 units per acre. Ensure that the Plan contains financial and development incentives, including but not limited to those set forth in Policy P-2.1.</p>	Adopted by the end of 2010	<p>See status for 13-P-1.4.A above. The preferred, conceptual Land Use Plan for the Pittsburgh Bay Point BART Master Plan allows densities between 20 to 70 units per acre.</p>
13-P-1.4.F	<p>Ensure that the Pittsburgh/Bay Point Master Plan contains financial and development incentives, including but not limited to those set forth in Policy P-2.1. Encourage owners of very large parcels (in excess of 20 acres in size) to partner with non-profit developers to develop a portion of the site with housing affordable to low and moderate-income households.</p>	Adopted by the end of fiscal year 2009/2010	<p>See status for 13-P-1.4.A above. The proposed Master Plan will contain incentives for the development of affordable housing on-site.</p>
13-P-1.5	<p>Encourage the construction of second family units that allow extended families to live near each other, increase the affordable and rental housing stock and provide income assistance to homeowners.</p>	Ongoing	<p>There are no Planning fees associated with the approval/development of an Accessory Dwelling Unit. Review of compliance with PMC regulations governing Accessory Dwelling Unit are accomplished through the City's standard building permit process. The City will continue to explore possible opportunities for additional incentives to incentivize the development of accessory dwelling units.</p> <p>This program has not been implemented.</p>
13-P-1.5.A	<p>Support the development of second family units through reductions and waivers of city transportation and planning fees for accessory residential units.</p>		
13-P-1.5.B	<p>Work with Delta Diablo Sanitation District and Contra Costa Water District to reduce or waive fees for utility installations for accessory dwelling units.</p>	2009	

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.5.C	Develop a second unit brochure and make it available for distribution at permit center and web site.	2009	This program has not been implemented.
13-P-1.6	<i>Develop an adequate housing supply in the Downtown sub-area to support ground floor neighborhood serving retail and service establishments along Railroad Avenue.</i>		
13-P-1.6.A	Assemble and market vacant and underutilized land in the Downtown subarea that is suitable for housing to homebuilders, while maintaining the residential densities called for in the land use element of the general plan.	Ongoing	The Redevelopment Agency of the City of Pittsburgh currently owns 27 vacant and/or underutilized parcels in the Downtown sub-area that are slated for future residential and/or mixed use development. This program will continue to be implemented on a case by case basis.
13-P-1.6.B	Support reduced parking requirements below 1.5 parking spaces per unit for affordable housing, senior housing and mixed use projects in the Downtown subarea.	Ongoing	PMC section 18.78.040.G contains parking requirement exceptions for developments containing residential units in the downtown sub-area provided that the proposed reduction will not negatively impact the parking facilities in the area, result in an undue hardship in the improvement of the property or result in an inconsistency with the adopted design review guidelines in support of pedestrian oriented storefronts. The City Planning Commission and City Council have approved several affordable, multi-family residential developments with reduced on-site parking requirements in the Downtown sub-area including La Almenara (1.2 parking spaces per unit); Siena Court (1.1 parking spaces per unit); and, Entrada (1.1 parking spaces per unit). The City will continue to implement this program on a case by case basis.
13-P-1.6.C	Allow the development of live/work or loft residential units with ground floor commercial uses along arterial streets in the Downtown subarea.	Ongoing	On October 2, 2006, the City Council adopted Ordinance No. 06-1273 establishing the CP (Pedestrian Commercial) District along Railroad Avenue in downtown Pittsburgh. Group residential, multi-family residential, senior housing and transitional housing are all permitted in the CP District provided that the residential use is located above ground floor commercial uses. Since 2007, the City has approved two new mixed use projects within the Downtown sub-area: Siena Court (11 affordable, senior residential units atop 10,300 square feet of commercial development) and La Aurora Mixed Use Building (two residential units atop approximately 5,300 square feet of commercial development). The City is currently reviewing a City-initiated application for a proposed development (500 Railroad – Vidrio Block B) that would consist of 37 residential units atop and adjacent to approximately 8,400 square feet of commercial development. These policies will continue to be

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-1.7	<i>Meet the city's fair share regional housing needs.</i>	2007-2014	Implemented on a case by case basis.
13-P-1.7.A	Endeavor to facilitate the production of at least a minimum of 1,772 housing units between January 1, 2007, and June 30, 2014, including at least 322 units serving very low-income households, 223 units serving low-income households, and 296 serving moderate-income households through implementation of the policies and actions identified in this element.		Implementation ongoing. The City has approved 714 units to date, including 9 units serving extremely low-income households, 72 units serving very low-income households, 202 units serving low-income households, and 53 units serving moderate-income households.
13-P-2.1	<i>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, emancipated youth, seasonal and temporary workers, and the homeless.</i>		
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 tax increment funds for affordable housing projects and programs.	Ongoing	The Pittsburgh Housing Authority in partnership with Community Access has continued to provide rental assistance to extremely low-, very low-, and low-income households by subsidizing their monthly housing expense. This assistance is provided to approximately 948 households per month. Additionally, approximately 17% of the City's annual CDBG funds have been allocated to housing rehabilitation projects, minor repair programs and first time homebuyers program for low income residents (see details below).
13-P-2.1.B	Prioritize public funds for the development of housing affordable to extremely low income households for identified special needs groups including, but not limited to, children aging out of the foster system and persons with disabilities.	Ongoing	The Redevelopment Agency invested approximately \$6.4 million in the Los Medanos Village Apartment, which provides nine extremely low income units, three of which are specifically set aside for children aging out of the foster care system. This program will continue to be implemented on a case by case basis.
13-P-2.1.C	Streamline review process, including utilizing Class 32, "Categorical Exemption for Infill Developments", under California Environmental Quality Act, when appropriate.	Ongoing	The Class 32 categorical exemption for "Infill Developments" has been used to expedite the planning review process for several large scale multi-family residential development projects during the reporting period including the Los Medanos Village Apartments (71 units), Siena Court Senior Apartments (111 units), La Almenara (20 units), and Santa Fe Place (6 units), among others. This program will continue to be implemented on a case by case basis, when appropriate.
13-P-2.1.D	Provide fee waivers and allow fee deferrals until issuance of a Certificate of Occupancy for non-profit developers constructing affordable housing	Ongoing	On December 20, 2010, the City Council adopted Resolution No. 10-11580 and Ordinance No. 10-1331, establishing a temporary development impact fee deferral program for all residential

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-2.1.E	Assist non-profit developers in seeking utility fee credits when redeveloping sites for affordable housing.	Ongoing	<p>developments containing five or more units for a minimum of two years. Deferred fees may include but are not limited to Parkland Dedication In Lieu Fees, Local and Regional Transportation Mitigation Fees, and Sewer and Water Facility Reserve Fees to the time of final inspection or 12 months from the issuance of a building permit, whichever occurs first.</p> <p>The City's Engineering Division has worked with non-profit developers to identify utility, traffic mitigation and parkland dedication fee credits for multiple affordable housing developments including Siena Court, Los Medanos Village Apartments, and La Almenara since January 1, 2007. Fee credits for these projects totaled approximately \$2.9 million. This program will continue to be implemented on a case by case basis, when appropriate.</p>
13-P-2.1.F	Give priority in processing to project applications with an affordable housing component and/or serving an identified special housing needs population.	Ongoing	<p>The Development Services Department consistently prioritizes development projects that include an affordable component. Los Medanos Village (71 unit affordable multi-family development) obtained planning entitlements, engineering and building permits, completed construction and received Certificates of Occupancy in approximately 19 months (April 2007 to November 2008). Siena Court (111 unit affordable development including a mixed use component, a structured garage and a rooftop garden) was entitled, obtained planning entitlements, engineering and building permits and broke ground on construction in approximately 18 months (June 2008 to December 2010). La Almenara (20 unit multi-family affordable development) obtained planning entitlements, engineering and building permits and broke ground on construction in seven months (February 2010 to September 2010). This program will continue to be implemented on a case by case basis, when appropriate.</p>
13-P-2.1.G	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.	Case-by-case basis	<p>Since 2007, the Planning Commission has processed multiple applications under the provisions of State Density Bonus Law including increased density (Siena Court), reduced setbacks (Los Medanos Senior Apartments), reductions in parking over and above what is called for in State density bonus law (Siena Court), reductions in on-site laundry facilities (Siena Court), an increase in height over the allowable height limit for the zoning district (Los Medanos Senior Apartments), reductions in minimum storage space per unit (Siena Court), among other concessions. This program will continue to be implemented on a case by case basis, when appropriate.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-2.1.H	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.	Case-by-case basis	As noted above, the Planning Commission approved Siena Court, an affordable housing development for seniors, with an approximate 54% density bonus, which is significantly higher than the maximum density bonus called for under state law (35%). Senior citizens are an identified special needs group within Pittsburgh. Specifically, the City permitted up to 111 units where 81 would have been permitted under the 35% State density bonus provisions. This program will continue to be implemented on a case by case basis, when appropriate.
13-P-2.1.J	Update the subdivision ordinance to allow in-lieu parkland dedication credits for multi-family projects with an affordability component, when at least 25% of the units are 3+ bedroom units and more than the normally required on-site active recreation amenities for resident children are provided.	2009-2010	PMC section 18.50.125 offers partial credit for private and common open space improvements in multi-family residential complexes if the following conditions are met: 1) the project incorporates an affordability component that exceeds the minimum requirement for dedication of lower-income renter units set forth in the Inclusionary Housing Ordinance by five percent or more; and, 2) at least 25 percent of the units have three or more bedrooms; and, 3) at least 50 percent of the units with three or more bedrooms; and, 4) at least 50 percent of the units with three or more bedrooms are lower-income renter units; and, 5) if the site plan contains five or more elements identified in the parkland dedication section of the Municipal Code. This program will continue to be implemented on a case by case basis, when appropriate.
13-P-2.1.J	Continue to work with non-profit developers to identify and apply for County and state grants (www.hcd.ca.gov/ia) to construct affordable housing projects and/or residential developments that serve an identified special housing needs population.	Ongoing depending on State funding cycles	In 2007, the City provided grant preparation assistance to Resources for Community Development (RCD) in obtaining Multi-Family Housing Program (MHP) (\$5.7 million) and Contra Costa HOME (\$1.5 million) grants for the Los Medanos Village Apartments, a 71 unit affordable multi-family housing project. In 2009, Planning staff provided grant assistance to Dornus Development in obtaining an HCD IIG grant funding totaling approximately \$4.9 million for the Siena Court project. In addition, Planning staff completed federal environmental clearance documents necessary to obtain federal Neighborhood Stabilization Program (NSP) grant funds for the La Almenara affordable multi-family residential development (20 units), and the East Ninth Street Scattered Sites and Santa Fe Place projects (6 units of affordable multi-family housing and development of five affordable, single family rental properties). NSP grants for La Almenara totaled approximately \$1.5 million and totaled approximately \$2 million for the East Ninth Street/Santa Fe Place projects. This program will continue to be implemented on a case by case basis, when appropriate.

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-2.1.K	Facilitate the development of onsite child care space by offering priority permitting, reduced parking and flexible development standards for housing developments that include on-site child care.	Ongoing	PMC section 18.50.010, Land use regulations for all residential districts, allows General Day Care uses as a permitted use in Medium and High Density Residential Districts provided that they are designed as an ancillary part of the multi-family residential project, and serve only the residents of the complex; otherwise, they are permitted with an approved use permit. No development has proposed to have a childcare center within this reporting period. This program will continue to be implemented on a case by case basis, when appropriate.
13-P-2.2	<p>Accommodate the development of housing that is accessible to disabled persons and facilitates aging in place.</p> <p>A. Require all new housing units designated for senior households to be handicapped accessible.</p> <p>B. Encourage universal design principles in all new residential units to encourage the integration of all ages and abilities in accessible housing developments as part of a comprehensive update of the development review design guidelines.</p> <p>C. Develop/distribute a 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.</p> <p>D. Continue to implement the city Home Rehabilitation Loan Program, providing grants to extremely low-, very low-, and low-income senior and disabled households to increase the handicap accessibility of their homes.</p> <p>E. Continue to streamline zoning approvals for senior housing developments with ancillary on-site assisted care units.</p>	<p>Ongoing</p> <p>2009-2011</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>According to PMC section 18.50.123, all dwelling units within subdivisions or developments intended for senior citizens' residence shall be handicapped accessible. This program will continue to be implemented on a case by case basis, when appropriate.</p> <p>The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case by case basis as development proposals are reviewed.</p> <p>The Housing Rehabilitation Loan Program offers eligible seniors and disabled property owners an opportunity to make handicap accessibility repairs to their home. The Program is advertised on the City's website and at the City's Community Access offices through distribution of a flyer.</p> <p>Housing rehabilitation loan records do not indicate how many loans were issued for this purpose; however, a total of 13 rehabilitation loans totaling approximately \$295,981 have been distributed to qualified Pittsburg residents since 2007.</p> <p>PMC section 18.50.010 allows convalescent facilities as a permitted use when designed as an integral component of a senior housing development. No applications for such a development have been reviewed during the current reporting period.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>F. Continue to enforce the State Handicapped and Accessibility and Adaptability Standards.</p> <p>G. To facilitate aging in place, encourage that a percentage of new homes within new subdivisions be limited to one-story in height, and incorporate universal design principles as part of a comprehensive update of the development review design guidelines.</p> <p>H. Continue to allow the development of Group Residential facilities, defined as shared living quarters without a separate bathroom or kitchen for each unit, consistent with SB 520.</p>	<p>Ongoing</p> <p>2009-2011</p> <p>Ongoing</p>	<p>All projects requiring a building permit are reviewed by the City's Building Division in accordance with Title 24, Physical Access Regulations, of the California Building Code. In addition, all projects must conform with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. This program will continue to be implemented on a case by case basis, when appropriate.</p> <p>The Development Review Design Guidelines have not been updated to include this program. However, all projects are reviewed by the City's Building Division in accordance with Chapter 11 of the California Building Code which requires that a certain number of residential units within new construction projects or significant rehabilitation projects be accessible and adaptable. Until the Design Guidelines are updated to include this program, it will be implemented on a case by case basis as development proposals are reviewed.</p> <p>PMC section 18.50.010 allows Group Residential uses in the Medium and High Density Residential Districts with an approved use permit. The City has not received any applications for a use permit to allow a Group Home during this reporting period.</p>
<p>13-P-2.3</p>	<p>Support efforts to provide temporary, transitional and permanent housing in the City and surrounding area for homeless people.</p> <p>A. Coordinate with the County and local non-profits to identify and address the housing and social service needs of the local homeless.</p> <p>B. Continue to assist non-profit organizations in identifying land suitably zoned for homeless shelters and transitional housing developments.</p> <p>C. Continue to fund operations of the permanent homeless shelter in Central</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>The Community Access, Community Development Block Grant (CDBG) Division, continues to provide grant funds to organizations that provide temporary and transitional shelter/housing to low income households and persons in need. Since 2007, Community Access has provided annual funding to the Pittsburg Family Shelter, Independent Living Resource of Contra Costa County, Northern California Family Center for Runaway Shelter Services, New Connections, an HIV/AIDS Safety Net Program, and STAND! Against Domestic Violence – Ronnie Mullen Center for Emergency Shelter. This program will continue to be implemented on an ongoing basis.</p> <p>Community Access continues to support the County Consortium in providing support and funding, depending on availability, for homeless development projects that provide temporary and transitional housing. This program will continue to be implemented on an ongoing basis.</p> <p>Community Access, a division of the Housing Authority, continues to</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>Contra Costa County using CDBG and other funds targeted to serve lower income households.</p>		
D.	<p>Allow professionally managed emergency shelters and transitional housing by right in the CS (Service Commercial) District.</p>	2009-2010	<p>fund non-profit organizations that provide shelter to homeless individuals and families as well as persons who are in distress. Since 2007, CDBG funds have been used to support emergency shelters and family transitional housing including the Pittsburg Family Shelter, Independent Living Resource of Contra Costa County, Northern California Family Center for Runaway Shelter Services, New Connections, an HIV/AIDS Safety Net Program, and STAND! Against Domestic Violence – Ronnie Mullen Center for Emergency Shelter. This program will continue to be implemented on an ongoing basis. This program has not been implemented.</p>
E.	<p>Amend the Zoning Ordinance to include a new definition of "supportive housing" that is consistent with Health and Safety Code section 50675.14(b); and, allow supportive housing "by right" in the RM, RMD, RH, RHD, M and all commercial districts, subject to the same limitations as multifamily development</p>	2009-2010	<p>This program was implemented with the adoption of City Council Ordinance No. 09-1322 in December 2009.</p>
F.	<p>Amend the Zoning Ordinance to eliminate the minimum 1,000 foot distance requirements from any transitional housing establishment to a school, liquor store, tavern and other transitional housing establishment. Continue to permit transitional housing "by right" in the RM, RMD, RH, RHD, M and all commercial districts, subject to the same limitations included for multifamily development.</p>	2009-2010	<p>This program was implemented with the adoption of City Council Ordinance No. 09-1322 in December 2009.</p>
G.	<p>Amend the Zoning Ordinance to allow Protective Residential Care establishments in Medium Density and High Density Residential Districts, subject to approval of a use permit.</p>	Ongoing	<p>As noted above, Community Access has funded several organizations that provide shelter and emergency services to homeless individuals and families as well as those in distress. Between 2007 and 2010, the City/Agency used CDBG/Redevelopment funds, respectively, to contract PCSI, Inc to provide housing counseling services including</p>
H.	<p>Continue to support expansion of programs providing housing information, counseling, referrals, dispute resolution, and/or emergency shelter.</p>		

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-2.4	<p>I. Work with public agencies in the area to develop a coordinated and cooperative approach to identifying the housing needs of day laborers, and implement programs to address their identified needs.</p> <p><i>Increase homeownership opportunities for extremely low-, very low-, low- and moderate income households.</i></p> <p>A. Provide financial support for the development of homes for extremely low-, very low-, low- and moderate-income households under sweat equity programs.</p> <p>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.</p> <p>C. Continue to provide a first-time homebuyer program within the city for the benefit of low and moderate-income households utilizing appropriate Redevelopment Agency and Housing Authority resources.</p> <p>D. Continue to provide information to local for profit and not for profit developers about the</p>	2010-2012	<p>but not limited to fair housing issues, tenant/landlord disputes, delinquency/default counseling and foreclosures and homeownership counseling. A total of \$185,000 was provided to PCSI over the course of the first four years of this Housing Element cycle, and approximately 818 families utilized their services.</p> <p>Currently, Pittsburgh Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling on an individual basis.</p> <p>This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>This program has not been implemented.</p>
		Ongoing	<p>This program has not been implemented during the current Housing Element cycle.</p> <p>Links and brochures with detailed program and income qualifications information regarding the Section 8 First Time Homebuyer Program are available on the Housing Authority webpage and at the Housing Authority offices. Since 2007, 39 first time homebuyer loans have been administered under both the Section 8 and Redevelopment Agency administered First Time Homebuyer Programs.</p> <p>The Redevelopment Agency established a First Time Homebuyer Program in June 2004; however, the program was ended in 2009 due to lack of funding availability.</p> <p>The Community Access Department established a Section 8 First Time Homebuyer Program in 2006. Program information is available at the Pittsburgh Housing Authority Office and on the City's website. The program is funded through CDBG and CalHome funds. Since 2007, 39 first time homebuyer loans have been administered under both programs.</p> <p>This task is undertaken on a case by case basis when individual developers approach the Redevelopment Agency and request</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>types of State and Federal low-interest land acquisition/construction funds available for development of homes affordable to low and moderate-income households by distributing the list of available grant funds listed on www.hcd.ca.gov/fel, and continue to offer support in the application of these funds.</p> <p>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.</p> <p>F. Continue to co-sponsor homeownership/credit preparation classes within the community.</p> <p>G. Ensure that all single-family housing projects approved for construction meet the requirements set forth in the inclusionary housing ordinance.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>Information or assistance in obtaining State and Federal funds. The Agency worked closely with non-profit housing developers to participate in mortgage and construction loan and grant programs including but not limited to the Housing and Community Development Multi-family Housing Program (HCD MHP), Contra Costa HOME, Affordable Housing Partnership (AHP) funds, California Tax Credit Allocation Committee (CTCAC) tax credits, and the California Debt Limit Allocation Committee (CDLAC) Qualified Residential Rental Project Program.</p> <p>During this reporting period, the Agency/City has collaborated with RCD and Domus Development to obtain grant funds to develop and plan the Los Medanos Village Apartments (71 affordable multi-family units) and Siena Court (111 affordable senior units), respectively. This program will continue to be implemented on a case by case basis.</p> <p>The Community Access Department continues to partner with the Contra Costa County Consortium to ensure the receipt and distribution of Contra Costa HOME and Housing Opportunities for Persons with AIDS (HOPWA) funds that benefit Pittsburg residents. This program will continue to be implemented on an ongoing basis.</p> <p>Between 2007 and 2010, the City/Agency used CDBG/Redevelopment funds, respectively, to contract PCSI, Inc and La Raza to provide housing counseling services including but not limited to fair housing issues, tenant/landlord disputes, delinquency/default counseling and foreclosures and homeownership counseling. A total of \$185,000 was provided to PCSI and \$10,000 was provided to La Raza over the course of the first four years of this Housing Element cycle. Combined, these organizations have assisted approximately 935 families.</p> <p>Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling on an individual basis.</p> <p>This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>PMC section 18.86.020 specifies that the Inclusionary Ordinance is applicable to all residential projects in the City seeking a discretionary entitlement, except those that are subject to a development agreement executed by the project developer and the City.</p> <p>Since the ordinance's adoption in 2004, an inclusionary or affordable</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>H. Ensure that inclusionary and market rate housing units are integrated within a subdivision, and that the units are architecturally similar, and constructed with the same quality of exterior materials through the design review process.</p> <p>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.</p> <p>J. Provide financial support for the development of homes that are affordable to Low and Moderate-income households, which are developed by non-profit organizations in partnership with the Redevelopment Agency. Prioritize partnerships with non-profit developers who have a proven track record in developing successfully within the City (including, but not limited to Mercy Housing, Resources for Community Development, and Domus Development).</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>housing component has been implemented through the entitlement process (Bailey Estates, Sky Ranch); and, through the adoption of Development Agreements (Lawlor Estates, Alves Ranch, Mariner Walk, Willow Brook, Bailey Estates and Vidrio).</p> <p>PMC section 18.86.050 contains "Performance Standards for Affordable Units," and specifically requires that inclusionary units have the same overall quality of construction and appearance of market rate units. This program will continue to be implemented on a case by case basis.</p> <p>Through the PD (Planned Development) District rezoning process, City staff has worked directly with developers to create a certain number of homes and lots within each development that are limited in size thereby implementing this policy. As noted above, since this ordinance was adopted, the City has approved PDs to allow for reduced lot sizes, reduced setbacks and increased lot coverage in order to support small lot, single-family residential developments intended to be "affordable by design" (Vista Del Mar, Alves Ranch, Vidrio). This program will continue to be implemented on a case by case basis.</p> <p>During this reporting period, the Redevelopment Agency provided financial support to two non-profit housing developers (Resources for Community Development and Domus Development). Support was provided through land acquisition and below market sales, direct loans and payment of fees to close funding gaps for three affordable residential developments (La Almenara, Siena Court, and Los Medanos Village).</p> <p>La Almenara is being constructed by the Redevelopment Agency with approximately \$1.58 million in grants from the Neighborhood Stabilization Program, \$2.6 million in direct loans/grants from the Agency and the City in addition to fee credits/deferrals and a land grant. Los Medanos Village was awarded \$6.4 million in direct Agency loans/grants in addition to approximately \$886,000 in fee waivers and below market land grants. Siena Court was awarded \$4.4 million in direct Agency loans/grants in addition to approximately \$2 million in fee waivers and below market land grants. This program will continue to be implemented on a case-by-case basis.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>K. 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. Prioritize partnerships with non-profit developers who have a proven track record in developing successfully within the City (including, but not limited to Mercy Housing, Resources for Community Development, and Domus Development).</p> <p>L. Pursue federal resources to acquire foreclosed properties for the rehabilitation and re-tenanting of very-low, low- and moderate-income first-time homebuyers, and to assist homeowners facing foreclosure to stay in their homes. Institute a local preference policy for residents and those who work and/or attend school in Pittsburg when administering the program.</p>	Ongoing	<p>As noted in 13-P-2.4.J above, the Agency has provided extensive support including but not limited to disposition of land for Siena Court (111 affordable, senior units), Los Medanos Village (71 affordable, multi-family units), and La Almenara (20 affordable multi-family units) during the current reporting period. This program will continue to be implemented on a case by case basis.</p>
13-P-2.5	<p>Increase the supply of rental housing available and affordable to extremely low, very low, low and moderate-income households, and in particular large families.</p> <p>A. Continue to advocate for and operate the Section 8 Housing Choice Voucher Program. Increase the number of vouchers available, when possible.</p> <p>B. Continue to publicize the Housing Choice Voucher Program/benefits, and encourage the participation of single and multi-family property owners.</p>	Ongoing	<p>The Community Access Department continues to provide rental housing assistance to approximately 948 Section 8 voucher holders. The Housing Authority also administers 85 Housing Choice Vouchers for homeless veterans in Contra Costa County. This program will continue to be implemented on an ongoing basis.</p> <p>The Community Access Department continues to market the Section 8 Housing Choice Voucher Program by directly contacting and informing landlords and property managers about the program and by keeping program information current on the City website. This program will continue to be implemented on an ongoing basis.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>C. Ensure that all new multi-family housing projects meet requirements set forth in the inclusionary housing ordinance.</p> <p>D. Ensure that inclusionary and market rate housing units are integrated within a development, and that the units are architecturally similar, and constructed with the same quality of exterior materials through the design review process.</p> <p>E. Develop and publicize potential public affordable housing funding resources to non-profit and for profit-home builders, and assist non-profit developers with the acquisition of those funds.</p> <p>F. Provide financial support for the development of rental units for extremely low, very-low, and low and moderate income households, which are developed by non-profit organizations.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p>	<p>The City has not received any applications for market rate multi-family residential developments within the reporting period.</p> <p>The City has not received any applications for market rate multi-family residential developments within the reporting period.</p> <p>This is an ongoing task and is the result of close partnerships between individual developers and the Redevelopment Agency. The Agency worked closely with non-profit housing developers to participate in State and Federal programs offering mortgage and construction loans and grants. The programs included, but were not limited to, the Housing and Community Development Multi-family Housing Program (HCD MHP), Contra Costa HOME, Affordable Housing Partnership (AHP) funds, California Tax Credit Allocation Committee (CTCAC) tax credits, and the California Debt Limit Allocation Committee (CDLAC) Qualified Residential Rental Project Program. In addition, the Agency has provided loans to for-profit developers and funded the construction of off-site improvements and frontage improvements for projects in order to close funding gaps for qualified projects.</p> <p>During this reporting period, the Redevelopment Agency provided direct financial support through land acquisition and below market sales, direct loans and payment of fees to close funding gaps for three developments (La Almenara, Siena Court, and Los Medanos Village). Assistance was provided to two non-profit housing developers (Resources for Community Development and Domus Development). La Almenara is being constructed by the Redevelopment Agency with approximately \$1.58 million in grants from the Neighborhood Stabilization Program, \$2.6 million in direct loans/grants from the Agency and the City in addition to fee credits/deferrals and a land grant. Los Medanos Village was awarded \$6.4 million in direct Agency loans/grants in addition to approximately \$886,000 in fee waivers and below market land grants. Siena Court was awarded \$4.4 million in direct Agency loans/grants in addition to approximately \$2 million in fee waivers and below market land grants. This program will continue to be implemented on a case by case basis.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-2.6	<p><i>Encourage the incorporation of energy conservation design features in existing and future residential developments to conserve resources and reduce housing costs.</i></p> <p>A. Evaluate new subdivisions for passive solar and cooling opportunities, consistent with the Subdivision Map Act.</p> <p>B. Enforce the State Energy Conservation Standards for new residential construction and additions to existing structures.</p> <p>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.</p> <p>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.</p> <p>E. Create incentives such as a density bonus or priority permitting for developments that exceed state energy efficiency standards by 20 percent as part of a comprehensive update of the development review design guidelines.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2009-2011</p>	<p>All development projects are subject to review by the Planning and Engineering Departments and the Building Division prior to the issuance of building permits. All projects must comply with state and local building regulations including those set forth in the Subdivision Map Act.</p> <p>All development projects are subject to review by the Planning, Engineering and Building Divisions prior to the issuance of building permits. All projects must comply with state and local building regulations including those set forth in Title 24, Energy Efficiency Standards for Residential Development.</p> <p>Housing rehabilitation loan records do not indicate how many loans were issued for this purpose; however, a total of 13 rehabilitation loans totaling approximately \$295,981 have been distributed to qualified Pittsburgh residents since 2007.</p> <p>On November 9, 2010, the Planning Commission adopted Resolution No. 9864 amending the Development Review Design Guidelines to include "Green Building Design Guidelines." The new guidelines include provisions to reduce energy consumption through the installation of solar panels, wind turbines and cool roofs; to support increased pedestrian and bicycle connectivity in subdivisions and large developments; and, to support inclusion of community gardens, electric charging vehicle stations and other environmental features into project plans. Projects that include "green components" include Siena Court (green roof atop a podium parking structure); and, both the Los Medanos Village and the Woods Manor Rehabilitation project, affordable housing developments that energy efficient design elements (solar panels on carports, tankless water heaters, water-efficient irrigation).</p> <p>This program has not been implemented.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>F. Work with the Pittsburgh Power Company, and other private donors, to develop a grant or long term loan program fund to fund the installation of solar panels on single-family and multi-family residential developments to reduce energy consumption and provide savings to property owners.</p>	2010-2012	This program has not been implemented.
<p>13-P-2.7</p>	<p>Utilize smart growth principles in the site planning of new subdivisions to enhance the quality of life of Pittsburgh residents</p> <p>A. Encourage the incorporation of smart growth site planning principles in new subdivisions as part of a comprehensive update of the development review design guidelines.</p>	2009-2011	<p>On November 9, 2010, the Planning Commission adopted Resolution No. 9864 amending the Development Review Design Guidelines to include "Green Building Design Guidelines." The guidelines include provisions to reduce energy consumption through the installation of solar panels, wind turbines and cool roofs; to support increased pedestrian and bicycle connectivity in subdivisions and large developments; and, to support inclusion of community gardens, electric charging vehicle stations and other environmental features into project plans. The updated Design Guidelines will be implemented on a case-by-case basis.</p>
<p>Eliminating Discrimination</p>			
<p>13-P-3.1</p>	<p>Promote fair housing opportunities for all people.</p> <p>A. Prohibit housing discrimination on the basis of age, race, ethnic or national origin, physical or psychological special need, religion, sex, sexual orientation, familial status, or source of income in all projects which receive local public funds.</p> <p>B. Continue to allocate funds to local non-profit organizations that provide fair housing counseling, investigation, education and outreach services. Publicize the availability of these public resources through the City's website, and through the display and dissemination of written materials (in both English and Spanish) at City Hall and the</p>	<p>Ongoing.</p> <p>Annually</p>	<p>The City is subject to and enforces State and Federal fair housing laws. In addition, all Redevelopment Agency sponsored Affordable Housing Agreements and Disposition and Development Agreements contain a non-discrimination clause stating that there shall be no discrimination with regard to the rental or sale of units and no preference shall be given to any particular class or group of people except to the extent that the affordable units are provided to households that meet the minimum income requirements.</p> <p>Between 2007 and 2010, the City/Agency used CDBG/Redevelopment funds, respectively, to contract PCSI, Inc and La Raza to provide housing counseling services including but not limited to fair housing issues, tenant/landlord disputes, delinquency/default counseling and foreclosures and homeownership counseling. A total of \$195,000 was provided to PCSI over the course of the first four years of this Housing Element cycle, and approximately 935 families utilized their services. Currently, Pittsburgh Housing Authority staff provides individual</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
Pittsburg Library.	<p>C. Continue to address impediments to fair housing choice identified in the Contra Costa Consortium's Analysis of Impediments to Fair Housing Choice.</p> <p>D. Continue to fund tenant-landlord counseling services to help resolve problems and conflicts that occur in tenant/landlord relationships. Publicize the availability of these public resources through the City's website, and through the display and dissemination of written materials (in both English and Spanish) at City Hall and the Pittsburg Library.</p> <p>E. Give preference to persons who live and/or work within the City of Pittsburg in the purchase or rental of local price restricted housing units constructed and/or acquired with local affordable housing funds.</p>	<p>Adhere to the time frame established in the Analysis of Impediments to Fair Housing Choice</p> <p>Annually</p> <p>Ongoing</p>	<p>counseling on eligibility requirements, credit issues, and pre and post homeownership counseling on an individual basis.</p> <p>This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>See the response to Program 13-P-3.1B above. This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>See the response to Program 13-P-3.1B above. This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>A local resident and employee preference policy was implemented for all participants in the First Time Homebuyer Program; however, there is no local preference policy for potential occupants of inclusionary housing units.</p>
Housing Stock Preservation			
13-P-4.1	<p>Support the conservation and rehabilitation of existing for-sale housing stock (including mobile homes) through a balanced program of code enforcement and property improvements.</p> <p>A. Continue to investigate complaints and take appropriate action involving Building and Housing Code violations in single-family and multi-family rental housing.</p>		
	Ongoing	<p>The Building Division administers the City's Residential Rental Inspection Program which was established on February 6, 2006 with the adoption of Ordinance No. 06-1259. The Rental Inspection Program involves the identification and registration of rental properties within the City, the physical inspection of properties, and the issuance of correction notices and citations in order to gain compliance. Approximately 2,500 properties are enrolled in the program.</p>	

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>B. Continue to offer housing rehabilitation loans to owners of single-family and multi-family residences.</p> <p>C. Provide homeownership skills training to assist homeowners to conduct routine maintenance on their homes.</p> <p>D. Develop a program to lend, give away or sell tools at a reduced rate to very low, low and moderate-income households to conduct routine maintenance on their homes.</p> <p>E. Provide assistance to households undertaking the foreclosure process through education, legal assistance, and/or counseling services. Utilize funds and/or other resources made available through the Neighborhood Stabilization Act. Institute a local preference policy for residents and those who work and/or study in Pittsburg when administering the program.</p> <p>F. Publicize all programs through coordinated mailings, emails, poster advertising throughout the City, and other means in order to notify all residents and people who work/attend school in Pittsburg of City sponsored programs.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>Ongoing</p> <p>2009-2010</p> <p>Ongoing</p>	<p>In addition, the Building Division actively investigates citizen complaints regarding the enforcement of Municipal Code violations. This is accomplished through inspection, notification, communication and the issuance of citations. The Building Division is also a key member of the City's Code Enforcement Team (including staff from the Police Department, Engineering and Planning Divisions, the City Manager's office, the City Attorney's office). This group systematically addresses the more egregious Municipal Code violations in addition to establishing a proactive response to citizens concerns.</p> <p>The Housing Rehabilitation Loan Program offers eligible property owners loans up to \$35,000 to make improvements on their homes. The Program is advertised on the City's website and at the City's Community Access offices.</p> <p>This program has not been implemented.</p> <p>This program has not been implemented.</p> <p>Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling on an individual basis. This program will continue to be implemented on an ongoing basis depending on the availability of funding.</p> <p>PCSI advertised their services through local radio and newspaper advertisements. In addition, services were advertised at City offices through program hand-outs, information sheets, and the City's website.</p> <p>Currently, Pittsburg Housing Authority staff provides individual counseling on eligibility requirements, credit issues, and pre- and post-homeownership counseling on an individual basis. These services are</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
13-P-4.2	<p><i>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.</i></p> <p>A. Set aside 20 to 40% of the City's annual Community Development Block Grant (CDBG) funds for housing programs, including but not limited to rehabilitation programs that remediate lead paint, eliminate building code violations, and result in more energy efficient homes.</p> <p>B. Set aside a portion of the Redevelopment Agency's annual funds for housing programs, including preservation of units at risk of conversion to market rate, when feasible and appropriate.</p> <p>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.</p> <p>D. Monitor rent restricted units at-risk of conversion to market rate and meet with property owners to explore possible options/incentives to retain the units in the affordable housing stock. Facilitate preservation of at-risk units through cooperative partnerships with non-profit housing provider(s), when feasible and appropriate. This includes monitoring the planned renewal of Section 8 Certificates for Lido Square and facilitating the renewal process when needed, and potentially utilizing Redevelopment Agency funding to substantially rehabilitate the units for continued restriction of their affordability.</p>	<p>Ongoing</p> <p>Ongoing</p> <p>Submit letters of support, when requested</p> <p>Start two years before expiration date</p>	<p>advertised on the City's website and at the City's Community Access offices.</p> <p>The City Council currently sets aside approximately 17% of CDBG funds for housing programs including minor repairs, basic home repairs, homeownership programs, and other programs. During the reporting period, 61 loans were issued to accomplish housing rehabilitation and other housing related improvements in the city. The loan amounts ranged from \$5,000 to approximately \$80,000 for single-family and multi-family residential properties.</p> <p>No multi-family complexes were at risk of converting to market rate housing between 2007-2010.</p> <p>On December 3, 2009, the City Manager submitted a letter of support for a Tax Credit Allocation Committee (TCAC) application by Bridge Housing for funds to remodel Woods Manor, an 82 unit multi-family rental development affordable to low income households.</p> <p>The Housing Authority is responsible for the ongoing monitoring of units that are at-risk of conversion to market rate. A staff person is responsible for maintaining lists of all deed restricted housing units and for monitoring the status of those units. Units at risk for conversion would be eligible for rehabilitation grants and loans in exchange for deed restricting units.</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>E. Create a City tracking program to identify properties in the foreclosure process or with home compliance issues, and monitor the properties for code enforcement purposes.</p> <p>F. Monitor re-sale restrictions of for-sale inclusionary and deed restricted housing units to determine their market viability.</p> <p>G. Evaluate and monitor resale restrictions for new inclusionary units to determine if the market rate price is higher than the inclusionary unit price. Should the market price be lower or at the inclusionary home price, consider foregoing resale restrictions on a case-by-case basis.</p>	<p>2009-2010</p> <p>Ongoing</p> <p>Ongoing</p>	<p>This program is partially implemented through the Rental Inspection Program through which the Building Division inspects and monitors rental properties for code enforcement issues. To date, the City, in partnership with the Redevelopment Agency and the City's non-profit Pittsburgh Arts and Community Foundation, has purchased 13 foreclosed and/or distressed properties utilizing approximately \$1.25 million in Neighborhood Improvement Team funds.</p> <p>As of January 1, 2007, existing deed restrictions on homes have not been lifted due to market conditions. On January 18, 2011, the City Council adopted a list of City Goals that included a comprehensive review of affordable housing policies, which will include an analysis of current inclusionary policies and potential modifications to those policies due to market conditions.</p> <p>See response to Program 13-P-4.2.G above.</p>
<p>13-P-5.1</p>	<p><i>Enhance the quality and variety of new home designs and home additions to ensure an attractive living environment.</i></p> <p>A. Conduct a comprehensive update of the development review design guidelines to require a high quality of design for new residential development and additions to existing residential development.</p> <p>B. Update the City's development review design 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.</p>	<p>2009-2011</p> <p>2009-2011</p>	<p>On November 9, 2010, the Planning Commission adopted Resolution No. 9864 amending the Development Review Design Guidelines to include "Green Building Design Guidelines." Existing residential development and subdivision guidelines were amended to eliminate policies deemed inconsistent with environmental and pedestrian friendly principles.</p> <p>This program has not been implemented. Until the Design Guidelines are updated to include this program, it will be implemented on a case by case basis as development proposals are reviewed.</p>
<p>13-P-5-2</p>	<p><i>Enhance the built environment through city-wide landscaping efforts including the installation of street trees that will grow to create a street tree canopy along roadways and sidewalks.</i></p> <p>A. Continue to require developers to install street trees in the front yards of homes.</p>	<p>Ongoing</p>	<p>Pursuant to PMC section 18.84.310, a landscaping and irrigation plan</p>

Name of Program	Objective	Timeframe in H.E.	Status of Program Implementation
	<p>B. Publicize the existing street tree program in existing neighborhoods where street trees are scarce, as funds become available.</p>	<p>Ongoing</p>	<p>must be submitted with an application for a zoning permit. Each landscaping plan is reviewed by the Planning Division to ensure that there is adequate landscaping in each residential district and each application for a subdivision is reviewed for compliance with this provision. This program has not been implemented.</p>

CITY OF PITTSBURG



GENERAL PLAN IMPLEMENTATION
ANNUAL REPORT
(through December 2010)

Prepared pursuant to Government Code Section 65400(b)
Accepted by the Planning Commission on March 8, 2011
Submitted to the City Council on March 28, 2011

GENERAL PLAN POLICY MATRIX (LAND USE ELEMENT)

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-1	Review the City's Sphere of Influence every 5 years. Ensure necessary annexation and SOL changes through coordination with the county and LAFCO, in accordance with Figure 2-3.	Ongoing. Sky Ranch, Ambrose Park and Mirant annexations were completed in 2008. Annexation of Northeast Industrial properties to DDSD boundary completed in 2010. Property owner-initiated annexations of SW Hills/Faria and Kirker Pass/Montreux properties pending.
2-P-2	Update the City's Zoning Ordinance and Subdivision Regulations for consistency with the General Plan, including the General Plan Diagram.	Phase 1 & 2 Zoning Code Updates are completed. First phase of Title 17 (Subdivision Ordinance) update completed in April 2009 and incorporated various updates in accordance with the state Subdivision Map Act.
2-P-13	Ensure that buffers – including landscaping, berms, parking areas, and storage facilities – are used to separate potentially incompatible activities.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-15	Ensure minimum residential densities, in accordance with the ranges stipulated in this plan.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-16	Develop criteria and standards for small-lot single-family residential development that: <ul style="list-style-type: none"> o Promotes design and development flexibility; o Includes design and bulk standards to ensure that development is appropriate and related to underlying lot size; and o Ensures that residential development promotes a neighborhood orientation, with limitation on frontage that can be occupied by garages. 	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-18	Limit all new multi-family housing to 16 units or more. Update the Zoning Ordinance to ensure that new multi-family projects are developed as large scale, professionally maintained, high-density housing.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-19	Revise the City's Subdivision Ordinance to encourage solar access and other energy-saving devices.	Partially implemented. Development Review and Design Guidelines were updated in November 2010 (Resolution No. 9864) to include a green building design section, which includes policies encouraging solar access. Ongoing opportunities to incorporate sustainable building elements sought on a case-by-case basis during zoning review.
2-P-20	Revise the City's Zoning Ordinance to require under-grounding of utility service/transformer boxes, and any other type of utility boxes, in new residential subdivisions.	Partially implemented in November 2010 update to Development Review and Design Guidelines (Resolution No. 9864). Screening of equipment is required, but under-grounding is not required.
2-P-21	Revise the City's Hillside Preservation Ordinance to reflect General Plan policy direction.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-22	Ensure that all General Plan policies apply to hillside land irrespective of zoning – whether Planned Development or any other base District.	Ongoing. Implemented on a case-by-case basis.
2-P-24	Prohibit new development on designated ridgelines. Ensure that residential developers cluster housing units to reduce both environmental and visual impact of hillside development.	Ongoing. Implemented on a case-by-case basis.
2-P-26	Ensure that new hillside development utilizes fire-resistant building materials, per the Uniform Building Code. Require that all residential units adjacent to open slopes maintain a 30-foot setback with fire-resistant landscaping.	Ongoing. Implemented on a case-by-case basis.
Downtown		
2-P-32	Concentrate all Downtown Commercial activity—which includes specialty retail, professional offices, and personal services, entertainment and other compatible uses—along the Railroad Avenue corridor. (Downtown: 5-P-4)	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
2-P-33	Limit commercial uses along the southern side of East Tenth Street to service commercial businesses—including repair and maintenance, retail sales, special trade contracting and other compatible uses. (Downtown: 5-P-8)	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
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).	In progress. A Unified Development Area has been established and the area has been rezoned to CW (Waterfront Commercial) District.
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.	Implemented with construction of the Marina Promenade completed in 2008.
Northeast River		
2-P-37	Ensure that development in Northeast River is limited to industrial activities and supporting business and service uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-42	Amend the City's Zoning ordinance to ensure that land uses progress from heavier industrial uses inland to lighter industrial uses directly facing the New York Slough waterfront, as feasible during redevelopment of industrial activities not dependent on docking access.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
Leveridge		

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-50	Work with Los Medanos Community College to provide pedestrian and bicycle access from the campus to commercial and employment centers within Liveridge.	Implementation ongoing.
East Central		
2-P-53	Ensure that a linear park is developed along the northern and eastern boundaries of the Columbia Manor neighborhood to buffer residents from adjacent heavy industrial uses.	Implemented. Linear park built.
Railroad Avenue		
2-P-55	Pursue the extension of the Railroad Ave. linear park along the north side of State Route 4, providing a pedestrian/bicycle connection from the City's major shopping corridor to the Civic Center and City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan" adopted by the city council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State, although a multi-use trail was included in the site plan for the Civic Center Office Building approved under Planning Commission design review in May 2008. Trail adjacent to Civic Center Office Building to be built with future improvements related to the office building.
2-P-56	Work with BART to develop a specific plan for the Railroad Ave. BART station area, featuring mixed-use business commercial activities with extensive pedestrian amenities. Provide pedestrian linkages from this mixed-use village to the Civic Center, City Park, high school and other institutional uses on the north side of Hwy 4.	"Railroad Avenue Specific Plan" adopted by the city council in November 2009. Implementation of policies and programs in Specific Plan ongoing.
2-P-57	Allow development at an intensity of up to 2.0 FAR along Railroad Avenue from State Route 4 to East Leland Road.	Implemented with Phase 2 Zoning Code Update adopted May 2007; also incorporated as development standards in the "Railroad Avenue Specific Plan" adopted November 2009.
2-P-58	Allow mixed-use development at an intensity of up to 1.0 FAR for non-residential uses, and additional residential development at a maximum density of 25 units per acre, on designated community commercial sites along Railroad Avenue, south of Bliss Avenue.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
2-P-59	Extend Garcia Avenue to Railroad Avenue if suitable opportunity arises during redevelopment of adjacent sites and explore the feasibility of other linkages to improve accessibility.	Partially implemented. Roadway extension identified in the "Railroad Avenue BART Specific Plan" adopted by the city council in November 2009. Improvements to be built as redevelopment occurs in the specific plan area.
2-P-60	Ensure that the small business commercial center at the southern end of Railroad Avenue (at Buchanan Road) is compatible with the scale of surrounding uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
East Leland		

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-61	As part of the Zoning Ordinance, incorporate incentives to promote improvement of sites along Garcia Avenue with high-amenity business commercial uses. Undertake redevelopment, as needed, with an aim to promote parcel consolidation and coordinated development.	Implemented. Incorporated into the "Railroad Avenue Specific Plan" adopted November 2009.
2-P-62	Ensure that new business commercial centers provide pedestrian, bicycle, and transit amenities (such as walking paths, benches, bus shelters, bicycle racks, and lockers) enabling convenient use of alternative transportation modes including the proposed Railroad Avenue BART station.	Implementation ongoing. Bicycle racks required with Phase I Zoning Code Update adopted December 2005. Pittsburgh Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by transit agency. Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
2-P-63	Participate in the development of a specific plan for the proposed Railroad Avenue BART station. Ensure that all uses within 1/2-mile radius of the proposed Station feature mixed-use, pedestrian-oriented design. (Transit Oriented Development)	Implemented. "Railroad Avenue BART Specific Plan" adopted by the city council in November 2009.
2-P-64	Pursue the development of a trail/path linking the Delta De Anza Trail to the proposed Railroad Avenue BART Station area.	Partially implemented. Identified as policies in the "Railroad Avenue BART Specific Plan" adopted by the city council in November 2009. Improvements to be built as redevelopment occurs in the specific plan area.
2-P-65	Work with Los Medanos Community College to facilitate pedestrian and bicycle connections from the campus to nearby commercial and residential areas (See 5-P-50).	Implementation ongoing. Projects reviewed on a case-by-case basis for opportunities for such connections.
2-P-66	Work with Los Medanos College and the City of Antioch to undertake a study exploring the viability of a street connection between Leland and Buchanan Roads, along the eastern edge of the College at the border of the two cities.	Partially implemented. Proposed "Standard Oil Avenue" is identified as a planned future route of regional significance in the East County Action Plan adopted by TRANSPLAN in August 2009 and the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
Buchanan		
2-P-71	New residential development south of Buchanan Road should: <ul style="list-style-type: none"> 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. 	Ongoing as part of development review. School District has stated that a school site is not needed.

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-72	Pursue construction of the Buchanan bypass, as designated in the General Plan Diagram, providing an alternative route for commuters traveling from Kiker Pass Rd. to destinations east of Pittsburg.	Identified in the five-year Capital Improvement Program (ST-4). Project will require environmental review.
Woodlands		
2-P-76	Ensure that new residential development along Kiker Creek preserves natural riparian habitat. New development shall be setback at least 50 feet from the top of the stream bank, with continuous multi-use trail access along the west side for the creek.	Ongoing. Implemented on a case-by-case basis.
West Central		
2-P-78	Explore the feasibility of a pedestrian and bicycle bridge across State Route 4, near the Parkside and Los Medanos elementary schools.	Not implemented.
West Leland		
2-P-81	Undertake a streetscape enhancement program for West Leland Road focusing on improving the walkability and visual character of the corridor. Emphasize increased street trees and landscaping, medians, crosswalks, widened sidewalks and benches.	Implementation ongoing. Some improvements to West Leland Road completed in Summer 2009. Additional median improvements identified in the five-year Capital Improvement Program (ST-5).
2-P-82	Pursue accessibility to Stoneman Park and expansion of the Park's bicycle and pedestrian trail network.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the Delta De Anza trail to Stoneman Park.
2-P-83	Explore the feasibility of provision of pedestrian and bicycle linkages from the Delta De Anza Trail to Stoneman Park.	Partially implemented. Class II bicycle facilities and sidewalks along West Leland Road currently link the trail to Stoneman Park. Continue to explore feasibility, opportunities and alternatives for pedestrian/bike crossings of the Contra Costa Canal.
Southwest Hills		
2-P-84	Ensure extension of West Leland Road and San Marco Boulevard through the area, as shown on the General Plan Diagram, as a condition of any new approval in the area.	Partially implemented (West Leland has been extended to San Marco). Implementation ongoing as development occurs on properties adjoining the proposed roadway alignment.
2-P-91	Consider the development of a specific plan for the High Density Residential, Business Commercial, and Community Commercial areas adjacent to State Route 4, West Leland Road and San Marco Boulevard. Integrate all uses in this area into a mixed-use, transit-oriented village, featuring executive offices, research and development, entertainment, and hotel uses.	Partially implemented. City is currently working with a consultant to prepare a master plan for properties closest to the Pittsburg/Bay Point BART station. Master plan approved for the Alves Ranch site (north of West Leland Road and west of Bailey Road) in January 2009 (Ordinance No. 08-1312).
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.	In design. Partially constructed with San Marco Villas Apartments frontage improvements. January 2009 master plan approved for Alves Ranch includes multi-use trail along the site's West Leland Road frontage.
Northwest River		

ACTION POLICIES		STATUS AS OF 12/31/10
2-P-96	Preserve the wetlands and salt marsh habitats along the Suisun Bay waterfront. Allow only development of the multi-use trails and recreation facilities.	Ongoing. Regional plan for a 'delta trail' is in progress.
2-P-97	Maintain the Mirant power plant site in the Industrial designation. Pursue annexation of the power plant and adjacent PG&E properties to ensure land use control of these areas.	Implemented. Mirant Annexation completed June 2008.
2-P-99	Pursue opportunities for a linear park/trail along the waterfront, connecting to Downtown.	Mirant Annexation completed. Regional plan for a 'delta trail' is in progress.

GENERAL PLAN POLICY MATRIX (GROWTH MANAGEMENT ELEMENT)

ACTION POLICIES	STATUS (AS OF 12/31/10)
3-P-3 Work with Contra Costa Transportation Authority (CCTA) and TRANSPPLAN (the transportation planning committee for East County) to develop and implement Action Plans for Routes of Regional Significance, as designated in Figure 3-1.	Implementation ongoing. Staff worked with TRANSPPLAN in preparation of most recent update to East County Action Plan for Routes of Regional Significance, which was incorporated into the Countywide Transportation Plan adopted by the Contra Costa Transportation Authority in June 2009.
3-P-4 Participate in cooperative regional land use and transportation planning efforts by sharing information about future development in the City with interested agencies and jurisdictions.	Implementation ongoing. Applications for development and notices for development proposals are sent to interested agencies, as appropriate.
3-P-11 Prepare, adopt and implement a Transportation Systems Management ordinance or resolution, with the purpose of ensuring attainment of adopted traffic levels of service standards.	Implemented.
3-P-12 Adopt and update development mitigation programs that collect fees to mitigate transportation impacts to both local and regional transportation facilities.	Implemented.
3-P-13 Review and update the City's transportation impact fee schedule, requiring developers to pay the costs necessary to mitigate impacts of their development projects on the local and regional transportation system.	Implemented.
3-P-15 Prepare, adopt and periodically update a five-year Capital Improvement Program (CIP) that describes City-sponsored capital projects necessary to maintain and improve operations for traffic, transit, pedestrians and bicyclists within the city. Proposed funding sources, agency responsibility, and project phasing should be identified in the CIP.	Implementation ongoing. Most recent update to CIP approved by city council in December 2009 (Resolution No. 09-11360).
3-P-16 Preserve options for future transit use when designing improvements for roadways. Ensure that developers provide bus turnouts and/or shelters, where appropriate, as part of projects.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by transit agency. Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.
3-P-17 As part of development approval, ensure that safe and contiguous routes for pedestrians and bicyclists are provided within new development projects and on any roadways that are impacted as a result of new development.	Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.

	ACTION POLICIES	STATUS (AS OF 12/31/10)
3-P-19	Comply with California Government Code Sec. 65400(b) requiring preparation of an annual report summarizing the City's progress in implementing the General Plan, and submit copies of the report to the Contra Costa Transportation Authority biennial as part of the Authority's Growth Management Plan Compliance Checklist.	Implementation ongoing through preparation of this report and with submittals to appropriate entities.

GENERAL PLAN POLICY MATRIX (URBAN DESIGN ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
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 ridge/line (measured horizontally from the centerline), as designated in Figure 4-3.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.
4-P-4	Develop and implement use of a "Design Review Checklist" for all new hillside development, to ensure that conservation and site layout policies within the General Plan are considered.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-5	Design and install entry features at the entrances to the city, implemented through the City's Capital Improvement Program. Use landscaping, signs lighting, and other visual features to announce the gateway along regional roadways.	Not yet implemented, but identified in the five-year Capital Improvement Program (G-12).
Hillside Development		
4-P-8	Update the Hillside Planned Development District within the City's Zoning Ordinance to reflect the hillside development standards and policies set forth within the General Plan.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-10	Amend the City's Zoning Ordinance to allow density bonuses of 10 percent (maximum) for new hillside development that preserves 40 percent of natural hill contours.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
4-P-11	Limit grading of hillside areas over 30 percent slope (on Figure 10-1) to elevations less than 900', foothills, knolls, and ridges not classified as major or minor ridge/lines (on Figure 4-2). During review of development plans, ensure that necessary grading respects significant natural features and visually blends with adjacent properties.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.
4-P-13	Revise the City's development permitting requirements to include erosion control and re-vegetation programs as part of grading plans for new hillside development.	Handled through the grading ordinance. Additional standards considered for inclusion in the Hillside Regulations (on-hold).
4-P-16	Allow flag lots with common driveways within hillside neighborhoods, in order to encourage terracing of buildings while minimizing roadway cut-and-fill (see Figure 4-4).	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed.

ACTION POLICIES		STATUS (AS OF 12/31/10)
4-P-30	Ensure that all residential developers provide multi-use trails or trailheads connecting to local schools and parks, commercial centers, and regional open spaces.	Ongoing. Implemented on a case-by-case basis as development proposals are reviewed. Pedestrian/bicycle connectivity policies incorporated into the new green building policies in the Development Review and Design Guidelines update adopted November 2010.
Key Corridors		
4-P-33	Pursue the extension of the Railroad Avenue linear park north along the west side of the arterial to City Park.	Partially implemented. Supporting policies incorporated into the "Railroad Avenue Specific Plan" adopted by the city council in November 2009 (Ord. No. 09-1319). The described linear park was excluded from the newly-built County Courthouse building approved by the State, although a multi-use trail was included in the site plan for the Civic Center Office Building approved under Planning Commission design review in May 2008. Trail adjacent to Civic Center Office Building to be built with future improvements related to the office building.
4-P-34	Provide incentives (available through Enterprise Zone programs and Local programs) for demolition and/or reuse of blighted commercial properties near the Civic Center.	Implementation ongoing.
4-P-35	Create a sense of identity along Railroad Avenue by installing street amenities fabricated from similar materials and styles as existing median trellises.	Partially implemented.
4-P-36	Consider developing architectural guidelines for new development or redevelopment along Railroad Avenue.	Implemented with adoption of the "Railroad Avenue Specific Plan" approved November 2009 and the "Old Town Pittsburg Design Guidelines" approved September 2005.
4-P-38	Develop an entry feature at the intersection of Railroad Avenue/Kirker Pass Road and Nortonville Road to welcome residents and visitors to the City of Pittsburg.	Identified in the five-year Capital Improvement Program (G-12).
4-P-41	Provide incentives to redevelop blighted commercial properties along Railroad Avenue. Encourage developers to provide pedestrian amenities and focus on connections between the street and surrounding properties.	Incentives incorporated into the "Railroad Avenue Specific Plan". Implementation ongoing as redevelopment and buildout occurs in the Specific Plan area.
4-P-42	Work with Contra Costa Water District to clean up Contra Costa Canal, including the removal of litter and reduction and beautification of fencing.	Not implemented.
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.	Not implemented.

ACTION POLICIES		STATUS (AS OF 12/31/10)
4-P-44	Work with BART to develop a pedestrian-oriented mixed-use district in the proposed Railroad Avenue BART Station Area.	Implemented with adoption of the "Railroad Avenue Specific Plan" approved by the city council in November 2009.
Willow Pass Road		
4-P-45	Narrow the section of Willow Pass between Beacon Street and Range Road to one travel lane in each direction, and construct a landscaped center median with left-turn pockets.	Partially implemented. Road is one lane in each direction, but landscaped medians have not been installed for length of street.
4-P-46	Widen sidewalks along the eastern section of the Willow Pass Road corridor, for use by local residents moving between Downtown, adjacent neighborhoods, and industrial employers.	Partially implemented with new private developments along this portion of corridor (e.g., Transbay Cable and First Baptist Church).
4-P-48	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Over crossing construction identified in the five-year Capital Improvement Program (project ST-1).
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.	Trees planted with new private developments (e.g., Transbay Cable).
4-P-51	Actively pursue redevelopment of vacant and underutilized parcels along Willow Pass Road with business and service commercial uses.	Implementation ongoing.
4-P-52	Rebuild the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Not yet implemented. Identified in the five-year Capital Improvement Program (project ST-25).
4-P-53	Reconstruct the interchange/underpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks to improve accessibility, by installing City signage and safety features (for example, stop or yield signs).	Not yet implemented. Identified in the five-year Capital Improvement Program (project ST-25).
Leland Road		
4-P-56	Construct a center median along West Leland Road, with trees and landscaping, from Railroad Avenue to the Pittsburg/Bay Point BART station area, as street right-of-way allows. Provide left-turn pockets for access to residential neighborhoods.	Not implemented.
4-P-57	Provide marked, on-street bike lanes along Leland Road, west of Stoneman Park.	Implemented.

ACTION POLICIES		STATUS (AS OF 12/31/10)
4-P-58	For pedestrian safety and comfort, construct and maintain covered bus shelters at transit stops along Leland Road.	Partially implemented. Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by transit agency.
State Route 4		
4-P-64	Work with CALTRANS to implement a uniform landscape theme along the State Route 4 corridor throughout the Planning Area.	Ongoing.
4-P-65	Work with CALTRANS to incorporate landscaping and signage and to improve views and access to the Pittsburg Civic Center and other destination points from State Route 4.	Ongoing.
4-P-66	Revise the City's sign regulations to allow larger freestanding signs along State Route 4 to identify regional commercial uses. Ensure that such signs are coordinated in design and limited in number.	Not implemented.
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.	Property zoned M (Mixed Use) District and land uses assigned with Phase 2 Zoning Ordinance Update adopted May 2007. City is currently working with a consultant to prepare a master plan to create additional development standards and design criteria for properties adjoining BART station.
4-P-68	Pursue the development of a Transit Plaza, in cooperation with Contra Costa County, BART, Tri-Delta, and County Connection, adjacent to the BART Station. Such a Transit Plaza would link rapid transit, bus service, and park and ride lots within a walkable, mixed use village.	In progress. To be incorporated into the Pittsburg/Bay Point BART station master plan.
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.	Phase 2 Zoning Update rezoned area to mixed use zoning district in May 2007. "Railroad Avenue Specific Plan" subsequently completed and adopted in November 2009.

ACTION POLICIES	STATUS (AS OF 12/31/10)
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: <ul style="list-style-type: none"> o Mixed-use structures; o Building design that focuses on street-orientation; o Extensive landscaping and street trees; o Pedestrian furniture (for example, benches and trash cans); o Street lighting; and o Signage. 	"Railroad Avenue Specific Plan" adopted by city council in November 2009.
4-P-72 Encourage reuse and redevelopment of the aging industrial/warehouse structures currently located within the proposed Railroad Avenue BART Station Area, between Garcia Avenue and State Route 4. Amend the City's Zoning Ordinance to allow commercial intensities of up to 2.5 FAR.	Phase 2 Zoning Update rezoned area to high intensity mixed use district in May 2007. "Railroad Avenue Specific Plan" subsequently completed and adopted in November 2009.
4-P-74 Develop a mixed-use village at the intersection of West Leland Road and the proposed San Marco Blvd.	Not implemented. Current entitlements for the property pursuant to a development agreement identify medium and high density residential development for the area.
4-P-76 Pursue the development of a linear parkway along West Leland Road, connecting the Pittsburg/Bay Point BART Station Area to San Marco Village.	Partially implemented with sidewalk improvements adjacent to San Marco Villas. Master plan for Alves Ranch includes multi-use pathway at West Leland Road frontage of property.
Neighborhood Design	
4-P-80 Prepare a design standards checklist and/or residential design guidelines for use during review of development projects.	Residential Design Guidelines exist and were updated in November 2010 to include green building and sustainable design policies.
4-P-82 Develop and implement development standards in the City's Zoning Ordinance and Subdivision Regulations that minimize the visual dominance of garages in residential units.	Not implemented.
4-P-83 As part of the City subdivision regulations, establish street connectivity requirements.	Partially implemented. Subdivision Ordinance Update in progress, but policies encouraging enhanced pedestrian and vehicular connectivity in new residential developments were incorporated into the updated Development Review and Design Guidelines adopted November 2010.
4-P-84 Use traffic calming measures to reduce speeds in residential areas, rather than limit through-street connections.	Ongoing. City continues to pursue grant funding for traffic calming measures such as bulbouts and lighted crosswalks. Speed humps program incorporated into the Capital Improvement Program (ST-85).

	ACTION POLICIES	STATUS (AS OF 12/31/10)
4-P-85	Provide safe and comfortable pedestrian routes through local neighborhoods by requiring sidewalks on both sides of residential streets, except in hillside areas, by planting street trees adjacent to the curb, and by minimizing curb cuts.	Implementation ongoing as development proposals are reviewed. Updated Development Review and Design Guidelines for new construction (adopted November 2010) include policies encouraging safe and unobstructed pedestrian access through neighborhoods.

GENERAL PLAN POLICY MATRIX (DOWNTOWN ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Development Strategies		
5-P-1	Develop and adopt downtown Zoning Districts to address specific land use and development standards for the Downtown area.	Implemented with the establishment of the CP (Pedestrian Commercial) District in October 2006 and the Phase 2 Zoning Code Update adopted May 2007.
5-P-3	Ensure coordination between the Pittsburgh Redevelopment Agency, Community Development Department, and Economic Development Department in order to achieve the goals and policies envisioned for Downtown.	Ongoing.
5-P-4	Concentrate Downtown Commercial activity - which includes specialty retail, professional offices, personal services, entertainment and other similar uses - along the Railroad Avenue corridor.	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-6	Pursue the development and promotion of cultural activities and facilities, such as museums, meeting halls, community theaters, public art galleries and shows, located within the Commercial Core.	Planning Commission approved design review applications for façade updates to and restoration of the Enean and California Theaters, respectively, to support re-establishment of use as entertainment facilities. Construction of Enean Theater renovation currently on hold due to fiscal constraints. First phase of rehabilitation of the California Theater commenced in 2010.
5-P-7	Encourage property-owners in the Commercial Core to utilize ground-level storefronts for retail and pedestrian-oriented commercial activities (for example, restaurants, boutiques, and personal services).	Implemented with the adoption of the CP (Pedestrian Commercial) District in October 2006.
5-P-8	Limit commercial uses along the southern side of East Tenth Street to Service Commercial businesses—including repair and maintenance, retail sales, special trade contracting and other similar uses.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-9	Permit mixed-use projects with service commercial uses on street frontage along the northern side of East Tenth, to provide a transition to Downtown residential areas.	Implemented with the Phase 2 Zoning Code Update adopted May 2007.
5-P-10	Pursue the development of a community/public use in the large vacant lot facing East Tenth, adjacent to the brick Adventist Church.	Planning Commission approved design review and density bonus requests for an 81-unit senior housing complex with senior services on the property. Property owner not pursuing construction at this time.

ACTION POLICIES		STATUS (AS OF 12/31/10)
5-P-12	Improve streetscaping along East Tenth Street with a landscaped median, wide sidewalks, pedestrian amenities (for example, benches and trash/recycling receptacles), and street trees.	Partially implemented with the construction of the Entrata mixed-use building, Marina Vista Elementary School, and La Hacienda building improvements. Additional improvements under construction on East 10 th Street, west of Railroad Avenue, as part of city CIP project.
5-P-13	Undertake active efforts, including land acquisition and assembly, to develop a waterfront activity center at the terminus of Harbor Street, featuring a cluster of Marine commercial uses, including specialty retail, services, restaurants, marine repair and docking facilities, hotels and other uses.	Ongoing. Properties have been rezoned CW (Waterfront Commercial) District 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.	Not implemented.
5-P-15	Acquire land at the terminus of Harbor Street for the development of a public park and promenade, providing access to the waterfront and open space at the center of the new Marine Commercial center.	Partially implemented. Land dedication for wide sidewalk and landscaping on west side of Harbor Street was required as a condition of approval of the tentative subdivision map for former Johns Manville property.
5-P-16	Encourage redevelopment of the [former] Johns Manville property. Allow existing Industrial uses to operate until redevelopment occurs (including rebuild, if damaged or destroyed).	Site of former Johns Manville plant has been rezoned for residential and commercial development and buildings have been removed by property owner.
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.	Ongoing.
5-P-21	Provide flexible small-lot single-family (SLSF) development standards in the City's Zoning Ordinance.	Implemented with Phase 2 Zoning Code Update adopted May 2007.
5-P-22	Pursue acquisition and development of a new park site, as designated in Figure 5-1. Provide a variety of recreational facilities to serve residents of surrounding neighborhoods.	Ongoing. Park designation on three West Tenth Street Neighborhood blocks has been removed in favor of promoting restoration of existing single-family homes. Evaluation of additional sites for urban parks and plazas ongoing as part of development review.
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.	Implemented. Construction completed in 2010 on city capital improvement project that included new street surfacing, a landscaped center median, and new widened sidewalks.

Design and Development

ACTION POLICIES	STATUS (AS OF 12/31/10)
<p>5-P-26 Continue streetscape beautification efforts within the Downtown, focusing on improving the visual connection between the Commercial Core and the waterfront.</p>	<p>Construction of streetscape improvements along Railroad Avenue completed in 2010; improvements include new trees, on-street diagonal parking stalls and raised intersections (traffic calming measure).</p>
<p>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.</p>	<p>Design standards and policies adopted with the "Old Town Design Guidelines" in September 2005. Implementation and application of standards and policies ongoing as part of project review.</p>
<p>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.</p>	<p>Design standards and policies adopted with the "Old Town Design Guidelines" in September 2005. Implementation and application of standards and policies ongoing as part of project review.</p>
<p>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.</p>	<p>Old Town entry sign and public announcement readerboard constructed at Railroad Avenue and East Tenth Street in 2009.</p>
<p>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.</p>	<p>In progress.</p>
<p>5-P-35 During redevelopment of commercial properties along Railroad Avenue, pursue widening of sidewalks north of Eighth Street, as site configuration allows. Allow and encourage outdoor seating and services adjacent to restaurants and other food/beverage sales.</p>	<p>Partially implemented with the approval/construction of the Railroad Avenue streetscape improvements, the Vidrio and Siena Court projects, and various façade remodels (Mechanics Bank/Steeltown Coffee and 615 Restaurant). Implementation ongoing as part of review and approval of façade remodel plans.</p>
<p>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.</p>	<p>Design standards and policies adopted with the "Old Town Design Guidelines" in September 2005. Implementation and application of standards and policies ongoing as part of project review.</p>
<p>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.</p>	<p>Partially implemented. Visual access enhanced.</p>
<p>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.</p>	<p>Properties rezoned to move park designation to the northern terminus of Harbor and East 3rd Streets.</p>

ACTION POLICIES		STATUS (AS OF 12/31/10)
5-P-42	Improve the pedestrian path along Marina Boulevard, connecting the Downtown core to the waterfront/marina area. Provide a wide path right-of-way, way-finding signage, landscaping, interpretive plaques, and street lighting.	Implemented (Marina Master Plan and the Marina 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.	Implemented. Phase 2 Zoning Update eliminated requirement for off-street parking for non-residential uses in CP District along Railroad Avenue. Public parking facilities provided at E. 5 th Street, E. 6 th Street, along 8 th Street corridor and off of Marina Boulevard.
5-P-45	Reduce off-street parking requirements within High Density Residential neighborhoods of the downtown to one space per housing unit. Allow further reductions in parking requirements for new residential projects that provide transit-friendly design features.	Partially implemented with Phase 1 Zoning Code Update adopted November 2005 (lowered requirement to 1.5 spaces per unit). Further reductions in parking requirements are considered on a case-by-case basis and have been approved for affordable housing/density bonus projects (e.g., Siena Court and Almenara apartments).
5-P-46	Consider making all one-way streets two-way by eliminating on-street parking, if necessary.	Evaluation of street design alternatives ongoing.
5-P-47	Investigate use of diagonal on-street parking spaces on Downtown commercial streets.	Implemented. Diagonal parking installed on Railroad Avenue and on 8 th Street.
5-P-48	Continue to install and maintain crosswalks and landscaped curb extensions at heavily-used intersections within the Downtown.	In progress. Railroad Avenue streetscape improvements completed in 2010 include bulbouts and raised intersections along Railroad Avenue. Additional opportunities for such improvements evaluated as part of development review for downtown projects.
5-P-49	Design sidewalks in the Downtown Commercial Core that allow for the free flow of pedestrians, and include conveniently located rest areas with shade and seating.	In progress. Railroad Avenue streetscape improvements completed in 2010 include benches, trash receptacles, bollards at key intersections, new light standards and sidewalk tree grates.
5-P-50	Develop a bikeway along the Downtown waterfront from Central Harbor Park to the proposed Marine Commercial Center, adjacent to the proposed Marina Boulevard pedestrian path.	Not implemented.
5-P-51	Develop a bikeway connecting the Downtown and waterfront areas to the Civic Center area along Railroad Avenue.	Partially implemented. Project for striping bike lanes and "sharrows" on Railroad Avenue between Civic Avenue and East 10 th Street commenced in late 2010.
5-P-52	Create pedestrian and bike path linkages between existing Downtown parks.	Partially implemented with construction of the 8 th Street linear park and Marina Promenade.

GENERAL PLAN POLICY MATRIX
(ECONOMIC DEVELOPMENT ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
6-P-2	Establish an implementation program that specifically outlines tasks to be undertaken, timeframes for completion, resources to be allocated, monitoring, and annual evaluation to ensure the overall success of the initiatives proposed in the Economic Development Strategy.	Implemented. 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.	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.	In 2010, the city received conditional approval of an Enterprise Zone (EZ) designation for parts of Pittsburg and Bay Point, which would offer businesses incentives to improve their properties and to locate to sites within the zone. The EZ is to be administered by Redevelopment and Economic Development staff.
6-P-11	Develop a retail and consumer services strategy to attract regional- and local-serving non-basic industries, ensure appropriate location, and maximize growth opportunities. Incorporate initiatives to retain and expand existing retail and consumer services businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. City has received approval from state Department of Housing and Community Development for an Enterprise Zone, which would offer businesses incentives to improve their properties and to locate to sites within the zone.
6-P-12	Develop a research and development (R&D) and office attraction strategy to promote economic diversification, ensure appropriate locations and maximize growth opportunities. Incorporate initiatives to retain and expand existing R&D and office businesses.	Implementation ongoing with ongoing business recruitment, retention and outreach efforts, and business relationship-building under the Sister City program. City has received approval from state Department of Housing and Community Development for an Enterprise Zone, which would offer businesses incentives to improve their properties and to locate to sites within the zone.
6-P-13	Create a Research and Development (R&D) Industry Advisory Council comprised of business leaders from within Pittsburg to assist the implementation of the R&D and office attraction strategy (Policy 6-P-11).	Not implemented. There currently is very little R&D space available in the City. R&D and class A office space is in the planning stage, 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.	Partially implemented. The city has developed a web-based GIS that includes zoning and General Plan land use designations for commercial properties, as well as utilities and other infrastructure information. This site is periodically updated, and the public can contact city staff for available information.

ACTION POLICIES	STATUS (AS OF 12/31/10)
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.	Partially implemented. Plans for renovations of the downtown California and Enean Theaters for use as cultural and assembly facilities have been approved by the planning commission. The first phase of the renovation commenced in 2010. Construction of a new plaza with small amphitheater at West 6 th Street and Railroad Avenue in Old Town was completed in 2010, in accordance with the five-year CIP (PK-57).
6-P-17 Facilitate additional attractions and events that bring both residents and visitors to the City, the Downtown, and the waterfront	Implementation ongoing. Year round events include Fourth of July fireworks, weekly Farmer's Market, and weekly Hot August Nights and Car Shows during summer months.
6-P-18 Ensure that new waterfront development includes enhanced shoreline access, some form of public amenity, and an appropriate mix of waterfront uses.	Implemented with the Marina Master Plan and Phase 2 Zoning Update.

GENERAL PLAN POLICY MATRIX (TRANSPORTATION ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Street System and Traffic Standards		
7-P-1	Require mitigation for development proposals that are not part of the Traffic Mitigation Fee program which contribute more than one percent of the volume to an existing roadway or intersections with inadequate capacity to meet cumulative demand.	Ongoing. Implemented on a case-by-case basis.
7-P-2	Use the adopted Regional and Local Transportation Impact Mitigation Fee ordinances to ensure that all new development pays an equitable pro-rata share of the cost of transportation improvements. Review the Traffic Impact Mitigation Fee schedule annually and update every five years at a minimum.	Implementation ongoing. Updated annually.
7-P-3	Review and update the City's Engineering Design Standards for each functional roadway classification, according to Table 7-1.	Implemented with adoption of new Engineering Standard Details in May 2007.
7-P-4	Require that all traffic studies be conducted by professional transportation consultants selected by the Planning and Building and Engineering Departments, with the City acting as the lead agency. Ensure that all costs associated with the traffic study are paid by the applicant.	Implementation ongoing. Traffic Division reviews consultant selection.
7-P-5	Apply for Federal Congestion Mitigation Air Quality (CMAQ) grant funding, designed to improve air quality through roadway improvement projects.	Implementation ongoing. City received a \$540,000 grant to repave and install bike lanes on Harbor Street (Highway 4 to East 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.	Implementation 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.	Implementation ongoing. Reviewed on a case-by-case basis.
7-P-12	Continue to collect fees, plan and design for the future construction of Buchanan Bypass. Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses.	Identified in the five-year CIP (ST-4). Project will require environmental review.

ACTION POLICIES		STATUS (AS OF 12/31/10)
7-P-16	Continue to collect fees for the extension of West Leland Road to Willow Pass Road, subject to the Traffic Mitigation Fee program. As established by nexus, require new development adjacent to the extension to dedicate right-of-way and construct or fund new intersections and frontage improvements.	Implementation ongoing. Identified in five-year CIP (ST-54, ST-55). Traffic mitigation fees collected and dedication/construction required of adjacent development as it is entitled. West Leland Road was extended to the western edge of the San Marco Villas apartments as part of the construction of that complex in 2008/9.
7-P-17	Pursue the design and construction of an interchange/overpass at State Route 4 and Range Road. Work with Caltrans to design an interchange facility that will accommodate future traffic demands.	Identified in five-year CIP (ST-1).
7-P-18	Approve construction of the proposed San Marco Boulevard (Bailey Bypass). Ensure preparation of a feasibility and environmental impact study to determine the precise alignment, costs, mitigation measures, and impacts on adjacent uses. Evaluate topographic and geologic constraints, and protected traffic generation rates. Consider a road alignment within the restricted Federal Easement Area, if abandoned, for access to potential residential neighborhoods.	Not implemented. Dependent upon future development applications.
7-P-19	Rebuild the interchange/overpass between Willow Pass Road, Range Road, North Parkside Drive, and the BNSF Railroad tracks for safe and efficient movement of auto and bicycle traffic.	Identified in five-year CIP (ST-25).
7-P-23	Develop procedures and guidelines to mitigate neighborhood traffic impacts in areas where traffic speeds or volumes exceed posted speed limits or standards established above.	Implemented.
Transit and Public Transportation		
7-P-26	Require mitigation for development proposals which increase transit demand above the service levels provided by public transit operators and agencies.	Implementation ongoing. Implemented on a case-by-case basis as necessary.
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.	Pittsburg Municipal Code chapter 15.96 requires installation of bus turnouts and shelters for new commercial/industrial development along arterial streets, upon request by transit agency. Development Review and Design Guidelines updated in November 2010 includes policies that encourage bicycle/pedestrian connectivity and alternative transportation programs. Project proposals reviewed on a case-by-case basis for opportunities for additional transit amenities.

ACTION POLICIES		STATUS (AS OF 12/31/10)
7-P-32	Support efforts by public agencies and/or private interests to promote regional heavy and light passenger rail transit as an alternative or adjunct to BART, with connections to BART and other multi-modal transit.	Implementation ongoing. Groundbreaking for East County extension of BART occurred in October 2010.
Bikeways and Pedestrian Movement		
7-P-35	Work with school districts, school administrators and parents of elementary school students to develop a "suggested routes to school" program for students who bicycle and walk.	Implementation ongoing. Grant funding pursued as potential projects are identified.
7-P-36	Ensure continued compliance with Title 24 of the Uniform Building Code, requiring removal of all barriers to disabled persons on arterial and collector streets.	Implementation ongoing.
7-P-37	Designate a Bicycle and Pedestrian Program Coordinator for the City of Pittsburgh.	Implemented. The Traffic Division of the Development Services Department serves this function.
7-P-38	Develop a series of continuous pedestrian systems within Downtown and residential neighborhoods, connecting major activity centers and trails with city and county open space areas.	Implementation ongoing. Downtown improvements completed with the Railroad Avenue streetscape project; additional planned improvements identified with the adopted 'Railroad Avenue Specific Plan'. Efforts ongoing to identify opportunities for paths and bicycle/multi-use trails, and Development Review and Design Guidelines updated in November 2010 includes policies and suggestions to encourage bicycle/pedestrian connectivity.
7-P-42	Improve pedestrian crossing safety at heavily used intersections by installing crossing controls that provide adequate time for pedestrians to cross the street.	Implementation ongoing.
7-P-43	Provide adequate roadway width dedications for bicycle lanes, paths, and routes as designated in Figure 7-4.	Implementation ongoing. Various projects identified in the CIP.
7-P-44	Coordinate with Contra Costa County to develop a city-wide Bicycle Master Plan by year 2005. Cooperate with the Contra Costa County RTPC in implementing construction of bicycle facilities within the Bicycle Action Plan.	Implementation ongoing.
7-P-47	Develop a multi-use bicycle path (approx. 2.5 miles) along the abandoned railroad tracks north of Willow Pass Road, providing linkage between Downtown and the Stake Point/Marina area.	In progress as part of a regional trail development program.

ACTION POLICIES		STATUS (AS OF 12/31/10)
7-P-49	Pursue construction of a bicycle path connecting Railroad Avenue to North Parkside Drive through City Park. Include appropriate signage and storage facilities.	Not implemented.
7-P-50	Improve signage, notifying vehicles of bicyclists at dangerous intersections and underpasses, such as the Railroad Avenue/Highway 4 interchange and the Willow Pass Road/Range Road/North Parkside Drive interchange.	Partially implemented. Railroad Avenue overcrossing at State Route 4 has existing shoulders for bicyclists. Enhancements to the Willow Pass Road/Range Road interchange identified in the five-year Capital Improvement Program (project ST-25).
7-P-51	Consider redesigning the Railroad Avenue linear park to accommodate bicycles. Ensure that future greenways throughout the City contain multi-use paths.	Partially implemented. Improvements identified in the Railroad Avenue Specific Plan adopted November 2009. Improvements to be built as redevelopment/buildout occurs in the Specific Plan area.
7-P-52	Require that new arterial and collector streets accommodate bicyclists.	Implementation ongoing.
7-P-53	Require that any grind and overlay of existing arterial or collector streets consider the needs of bicyclists.	Implementation ongoing.
7-P-54	Amend Engineering standards to require the use of bicycle grates on all new catch basins and storm drain inlet replacements on streets.	Implemented with adoption of new Engineering Standard Details in May 2007.
Transportation Demand Management		
7-P-58	Allow the reduction of transportation impact fees on new non-residential development commensurate with provision of TDM measures.	Implemented. PMC section 15.90.080 allows the city to consider credits to off-set local traffic mitigation fees for projects that include construction of transit facilities.

GENERAL PLAN POLICY MATRIX
(OPEN SPACE YOUTH AND RECREATION ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Parks		
8-P-5	Maintain park and recreation facility standards for new development to serve both residents and employees, attainable through dedication of parkland or payment of in-lieu fees.	Partially implemented. Phase 2 Zoning Code update, adopted May 2007, incorporated incentives for private recreational amenities for non-residential projects. City does not collect parkland fees for non-residential development
8-P-6	Revise the City's Park Dedication Ordinance to define useable area for parkland dedication requirements. Proposed park sites should be: <ul style="list-style-type: none"> 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 to the City's park standard of 5 acres per 1,000 residents (for example, a 200-unit subdivision would yield about 600 residents, and a dedication requirement of 3 acres); o Available for year-round use, so that detention basins are not designated as parkland or shared park facilities; and o A minimum of 2 contiguous acres in new residential neighborhoods. 	Not yet implemented as an amendment to the Subdivision Ordinance. Parkland dedication proposals are individually reviewed for consistency with this and other General Plan policies.
8-P-10	Comprehensively update the City's Parks Recreation and Open Space Master Plan to implement General Plan policies and facilitate detailed planning for parks, trail systems and special recreational facilities. Ensure that this update includes planning for the development of active recreational uses at Stoneman Park.	Not yet implemented.
8-P-14	Develop a maintenance-funding plan for all City parks. Consider participation in parkland maintenance districts as a condition of development approval for new residential subdivisions.	Implementation ongoing. Voters approved increase in Lighting and Landscaping Assessment District (LLAD) assessment for residential property in 2007. City established LLAD requirement for new subdivisions.
8-P-15	Work with PG&E to obtain ownership of lands within the transmission corridor, south of State Route 4 (as designated on figure 2-2), for development of a community park.	Not implemented.
Trails and Open Space		

ACTION POLICIES		STATUS (AS OF 12/31/10)
8-P-17	Work with East Bay Regional Parks District to explore the possibility of developing passive recreation uses and educational programs on Browns Island, such as boating excursions to view waterfowl nesting areas.	Not Implemented.
8-P-18	Cooperate with regional agencies to develop a "Bay to Black Diamond" trail through the City, providing a diversity of passive recreational opportunities and unique vistas.	Implementation ongoing.
8-P-20	<p>Pursue the development extension of local and regional trails throughout the Planning Area by utilizing available public utility rights-of-ways including:</p> <ul style="list-style-type: none"> o Kirker Creek. The Kirker Creek easement could be developed as a creekside trail, connecting other trails and open spaces throughout the City with the hiking trails in the Black Diamond Mines Regional Preserve. o Contra Costa Canal. The Contra Costa Canal provides a meandering right-of-way throughout the southern portion of Pittsburg. A trail along this right-of-way could link several neighborhoods with the Railroad Avenue commercial corridor. o PG&E Utility ROW. PG&E holds a right-of-way for the power/utility lines that run north-south from the southern hills to the power plant on the waterfront, an ideal corridor for public access. 	Partially implemented. Preliminary concepts for city-wide parks and streetscape master plan identifies potential locations of new trail systems.
Waterfront Access		
8-P-23	Develop standards for all new waterfront development that ensure adequate setbacks from the mean high tide line. Encourage, where possible, provision of public access to the shorelines.	Implemented with Phase 2 Zoning Update and Marina Master Plan.

ACTION POLICIES		STATUS (AS OF 12/31/10)
8-P-26	<p>Explore all potential improvements to fully integrate the City's shoreline into the urban fabric, including:</p> <ul style="list-style-type: none"> o Waterfront parks. Pursue and develop small pockets of open space which provide physical and visual access to the waterfront. o Waterfront Trail/Bikeway. A linear park along the shoreline, featuring a path for both walking and biking, would encourage more vibrant activity along the waterfront. o Landscaping. Plant low-growing and flowering greenery near waterfront access points to extend streetscaping to the shoreline. o Linear Trail Connections. The City's current linear trail network within Downtown and adjacent residential neighborhoods could be extended to provide convenient access to waterfront parks and activities. 	Implemented with completion of construction of the Marina Promenade in 2008.
Recreational and Cultural Programs		
8-P-28	<p>Pursue the development of recreational facilities and programs specifically geared toward youth and teens, including:</p> <ul style="list-style-type: none"> o Teen Center. A teen center would provide a safe environment for local youth to meet and interact, or to participate in after-school athletic, or cultural activities. o Gymnasium. A large gymnasium would provide the City with more opportunity to get youth involved in local sports leagues and after school drop-in games, such as basketball. o Skateboard Park. Construction of a skateboard park would provide challenging topography in a controlled environment for local skateboarders. 	Partially Implemented. Various recreational facilities (including a skate park) identified in the five-year CIP. The city currently leases buildings in City Park to STS Academy, who operates a teen program out of the facility.
8-P-31	<p>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.</p>	In progress. Planning Commission approved design review applications for facade updates to and restoration of the Enean and California Theaters, respectively, to support re-establishment of use as entertainment facilities. Construction of first phase of California Theater rehabilitation commenced in 2010. Council also approved funding for improvements to existing library building, with preliminary concepts for a building expansion under development as of late 2010.
8-P-33	<p>Provide incentives to encourage investments in public art on historic properties.</p>	Not implemented.

ACTION POLICIES		STATUS (AS OF 12/31/10)
8-P-34	Explore and develop new funding options for maintenance of public art, in partnership with private developers.	In progress. Policies adopted in the Railroad Avenue Specific Plan (under preparation) support and incentivize public art. Mural project also recently approved by the Planning Commission as part of the remodel of the grocery store building previously occupied by Albertson's.
Educational Facilities		
8-P-42	Cooperate with local school districts to develop joint school/park facilities, which provide an increased variety of recreational opportunities close to many residential areas. Additionally, work with school districts to develop public parks adjacent to school facilities.	Implementation ongoing. Developer-built public park now operational adjacent to Delta View Elementary in the San Marco Development, with the City and Mt Diablo Unified School District sharing ongoing maintenance costs under a joint-use agreement. A joint city/school district project to improve an existing playground at Hillview Junior High commenced in 2010. The City Council has established subcommittees to meet regularly with PUSD and MDUSD board members to discuss ongoing opportunities for city/district cooperation.
8-P-44	Pursue joint-planning of recreational and cultural facilities on Los Medanos Community College campus. Work with the community college Board to allow public access to recreational facilities and programs.	Implementation ongoing.

GENERAL PLAN POLICY MATRIX
(RESOURCE CONSERVATION ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Biological Resources and Habitat		
9-P-2	Establish an on-going program to remove and prevent the re-establishment of invasive species and restore native species as part of development approvals on sites that include ecologically sensitive habitat.	Not implemented. Plant selections are reviewed during the zoning approval process to ensure exclusion of invasive species from landscaping plan, although no formal program has been established.
9-P-3	Participate in the development of a regional Habitat Conservation Plan (HCP) and consider its adoption for preservation of native species throughout eastern Contra Costa County.	Implemented. City adopted HCP in November 2007 (Ordinance No. 07-1293 establishing Pittsburg Municipal Code chapter 15.108).
9-P-4	Revise and readopt the City's Hillside Planned Development District to regulate urban growth in the southern hills. Include development standards as part of the zoning district, and refer to it during project review.	Not yet implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
9-P-5	Work with Contra Costa County, the EBRPD and the City of Antioch, to expand the regional open-space system in the southern hills to preserve California Annual grassland habitat.	Implementation ongoing. Pittsburg adopted the East Contra Costa Habitat Conservation Plan in November 2007. City entered into Exclusive Negotiating Rights Agreement with Discovery Builders in December 2008 (Resolution No. 08-11133) to evaluate the potential of land exchange between Stoneman Park and the Faria Costa property for purposes of ensuring open space on the Faria site.
9-P-9	Establish creek setbacks along riparian corridors, extending a minimum of 50 to 150 feet laterally on each side of the creekbed. Setback buffers for habitat areas of identified special status species and wetlands may be expanded as needed to preserve ecological resources	Implemented on a case-by-case basis.
9-P-13	Ensure that special-status species and sensitive habitat areas are preserved, as required by State and federal agencies, during redevelopment and intensification of industrial properties along the Suisun Bay waterfront. Limit dredging and filling of wetlands and marshlands, particularly adjacent to Browns Island Preserve.	Not implemented, as no new development has occurred in these locations. Implementation will occur through application of CEQA and conditions of approval to specific projects.

ACTION POLICIES		STATUS (AS OF 12/31/10)
9-P-15	As part of development plans, require evaluation and implementation of appropriate measures for creek bank stabilization, as well as necessary Best Management Practices (BMPs) to reduce erosion and sedimentation. Encourage preservation of natural creeks and riparian habitat as best possible.	Implementation ongoing. Implemented on a case-by-case basis through CEQA and design review processes.
9-P-16	Establish development standards for new construction adjacent to riparian zones to reduce sedimentation and flooding. Standards should include: <ul style="list-style-type: none"> o Requirements that low berms or other temporary structures such as protection fences be built between a construction site and riparian corridor to preclude sheet-flooding stormwater from entering the corridors during the construction period. o Requirements for installation of storm sewers before construction occurs to collect stormwater runoff during construction. 	Partially implemented. Standards considered for inclusion in the Hillside Regulations (on-hold). Standards identified in the policy are added as conditions of approvals on a case-by-case basis (where applicable) for projects.
9-P-18	Require an encroachment permit from Contra Costa Water District (CCWD) for any storm drain facility crossing or encroaching onto Contra Costa Canal rights-of-way. Require all crossings to be constructed in accordance with CCWD standards and requirements.	Implementation ongoing.
9-P-19	As part of the City's Zoning Ordinance, establish regulations for the preservation of mature trees. Include measures for the replacement of all mature trees removed.	Not implemented. Exercised on a case-by-case basis through conditions of approval, though not codified in the Zoning Ordinance.
9-P-20	As part of project review and approval, establish maintenance districts to ensure uniform maintenance for selected channels and creeks.	Not implemented in the form of a maintenance district, though city currently collects a Kirker Creek drainage fee for new construction in the Kirker Creek watershed.
9-P-21	As part of project review and CEQA documentation, require an assessment of downstream drainage (creeks and channels) and city stormwater facilities impacted by potential project runoff.	Implementation ongoing.
Water Quality		
9-P-22	Continue working with the Regional Water Quality Control Board in the implementation of the National Pollutant Discharge Elimination System (NPDES), with specific requirements established in each NPDES permit.	Implementation ongoing and as part of development proposal review.

ACTION POLICIES		STATUS (AS OF 12/31/10)
9-P-23	Require new urban development to use Best Management Practices (BMPs) to minimize creek bank instability, runoff of construction sediment, and flooding.	Implementation ongoing through application of Standard Conditions of Approval.
9-P-26	Monitor water quality in the local creek and reservoir system to ensure clean supplies for human consumption and ecosystem health.	Implementation ongoing.
9-P-27	Protect water quality by reducing non-point sources of pollution and the dumping of debris in and near creeks, storm drains, and Contra Costa Canal. Continue use and implementation of the City's storm drain marking program in newly developed or redeveloped areas.	Implementation ongoing through application of Standard Conditions of Approval.
9-P-28	Prepare and disseminate information about the harmful effects of toxic chemical substances and safe alternative measures.	Implementation ongoing.
Historical and Cultural Resources		
9-P-35	Expand the role of the City's Historical Resources Commission, currently responsible for only the New York Landing Historical District, to include all historical resources. The Commission should be responsible for designating historical resources, and acting as the community's liaison on these issues. However, the role of reviewing development proposals and re-modelings in the Historical District should be transferred to the Planning Commission.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-37	Redefine the New York Landing Historical District to designate and preserve historical structures not currently located within the district boundaries.	Implemented with adoption of amendments to Pittsburgh Municipal Code chapter 15.84 (Ordinance No. 07-1290).
9-P-40	In accordance with State law, ensure the preparation of a resource mitigation plan and monitoring program by a qualified archaeologist in the event that archaeological resources are uncovered.	Implementation ongoing through application of project-specific conditions of approval.
9-P-41	If archaeological resources are found during ground-breaking for new urban development, halt construction immediately and conduct an archaeological investigation to collect all valuable remnants.	Implementation ongoing through application of project-specific conditions of approval.
9-P-42	Develop an identification and preservation system for cultural resources -- those places or structures that qualify as "important" or "unique" to local community, ethnic, or social groups.	Partially implemented with the adoption of the "Old Town Design Guidelines."

GENERAL PLAN POLICY MATRIX (HEALTH AND SAFETY ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Geology and Seismicity		
10-P-2	Restrict future development from occurring on slopes greater than 30 percent (as designated in Figure 10-1) over the 900 foot elevation contour, and on major and minor ridgelines (as delineated in Figure 4-2).	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-3	Regulate the grading and development of hillside areas for new urban land uses. Ensure that such new uses are constructed to reduce erosion and landsliding hazards: <ul style="list-style-type: none"> o Limit cut slopes to 3:1 except where an engineering geologist can establish that a steeper slope would perform satisfactorily over the long term. o Encourage use of retaining walls or rock-filled crib walls as an alternative to high cut slopes. o Ensure revegetation of cut-and-fill slopes to control erosion. o Ensure blending of cut-and-fill slopes within existing contours, and provision of horizontal variation, in order to mitigate the artificial appearance of engineered slopes. 	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-6	Encourage the use of water-sprinkling trucks at large construction sites to keep the exposed soil moist during construction.	Implementation ongoing through application of standard construction conditions of approval.
10-P-7	As part of the development approval process, restrict grading to only those areas going into immediate construction as opposed to grading the entire site, unless necessary for slope repair or creek bed restoration. On large tracts of land avoid having large areas bare and unprotected; units of workable size shall be graded one at a time.	Implementation ongoing. Standards considered for inclusion in the Hillside Regulations (on-hold). Currently implemented on a case-by-case basis.
10-P-11	Form geological hazard abatement districts (GHADs) prior to development approval in unstable hillside areas (as designated in Figure 10-1) to ensure that geotechnical mitigation measures are maintained over the long-term, and that financial risks are equitably shared among owners and not borne by the City.	Implemented as a condition of project approval before final maps are approved.

ACTION POLICIES		STATUS (AS OF 12/31/10)
10-P-12	Evaluate the feasibility of implementing a hazard reduction program for existing residential development in unstable hillside areas (as designated in Figure 10-1). This would include inspection of structures for conformance with the Building Code.	Not implemented.
10-P-14	Review and amend City ordinances, including the Building Code, that regulate development in potentially hazardous locations to ensure adequate protection from geologic hazards.	Not implemented. Adoption of Hillside Regulations put on hold by City Council due to budgetary constraints.
10-P-15	Develop standards for adequate setbacks from potentially active fault traces (as designated in Figure 10-2) for structures intended for human occupancy. Allow roads to be built over potentially active faults only where alternatives are impractical.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city. The theorized 'Pittsburg Fault' has been removed from City maps after extensive trenching did not result in any evidence that it exists.
10-P-17	Ensure detailed analysis and mitigation of seismic hazard risk for new development in unstable slope or potential liquefaction areas (as designated in Figure 10-1). Limit the location of critical facilities, such as hospitals, schools, and police stations, in such areas.	Implementation ongoing. Pittsburg Municipal Code title 17 (Subdivision Ordinance) requires submittal of geotechnical reports for new development in the city.
Flood Control		
10-P-18	Evaluate storm drainage needs for each development project in the context of demand and capacity when the drainage area is fully developed. Ensure drainage improvements or other mitigation of the project's impacts on the storm drainage system are appropriate to the project's share of the cumulative effect.	Implementation ongoing. Projects are reviewed under the City Storm Drainage Master Plan.
10-P-20	Develop and implement a Storm Flooding Mitigation Fee Program to fund required drainage improvements during construction of new development.	Implemented for Kirker Creek (Pittsburg Municipal Code chapter 15.104).
10-P-22	Ensure that pad elevations on newly constructed habitable buildings are one foot above the 100-year floodplain, as determined by FEMA.	Implementation ongoing. Reviewed during plan check review.
Hazardous Materials		
10-P-32	Designate and map brownfield sites to educate future landowners about contamination from previous uses. Work directly with landowners in the clean-up of brownfield sites, particularly in areas with redevelopment potential.	Partially Implemented. The Redevelopment Agency has identified sites.

ACTION POLICIES		STATUS (AS OF 12/31/10)
10-P-34	Identify appropriate regional and local routes for transport of hazardous materials and wastes. Ensure that fire, police and other emergency personnel are easily accessible for response to spill incidences on such routes.	Implemented. Pittsburg Municipal Code chapter 10.36 identifies truck routes through the City. The County typically responds to hazardous materials spills.
Emergency Management		
10-P-37	Prepare and disseminate information to local residents, businesses, and schools about emergency preparedness and evacuation routes, including hazardous materials spills.	Partially Implemented. CARE program distributes information to schools (shelter-in-place). Local residents in cooperation with the Police Department have implemented the Community Emergency Response Team (CERT) program, which trains first responders in the event of major emergencies. As of the end of 2010, approximately 165 Pittsburg residents have received training through the CERT program.

GENERAL PLAN POLICY MATRIX (PUBLIC FACILITIES ELEMENT)

ACTION POLICIES		STATUS (AS OF 12/31/10)
Water Supply and Distribution		
11-P-2	Implement, as needed, replacements and/or expansions to the existing system of water mains through the City's Capital Improvement Program.	Various improvements identified in the five-year Capital Improvement Program and October 2010 update to the Water System Master Plan.
11-P-7	Ensure that new residential, commercial, and industrial development equitably shares costs associated with providing water services to areas to urban expansion within the Planning Area.	Implementation ongoing. Water System Master Plan, Amendment # 3 approved and revised facility reserve charges. Updates to Water System Master Plan conducted as needed, with the most recent comprehensive updated completed in October 2010.
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.	Partially implemented. Facilities for reclaimed water irrigation systems have been installed for the Delta View Golf Course, several public parks and street medians, but no ordinance has been adopted.
Wastewater Collection and Treatment		
11-P-11	Work with DDSD in planning the expansion of the wastewater treatment plant.	Implementation ongoing. DDSD consults with city staff in understanding land use and wastewater projections for sites located within the city.
11-P-12	Pursue replacement and/or expansion of the city's trunk sewer system, as demand increases, particularly in newer portions of the system south of State Route 4.	Identified in the five-year Capital Improvement Program (SS-23 and SS-29).
11-P-13	Address deficiencies in the capacity, safety and reliability of the collection system as identified in the 1990 and subsequent Collection System Master Plans.	Implementation ongoing. Updates to Wastewater Conveyance System Master Plan conducted as needed.
11-P-17	Require that all wastewater dischargers within the City conform to the ordinances of the DDSD.	Implementation ongoing.
11-P-18	Ensure that new residential, commercial, and industrial development equitably share costs associated with providing wastewater services to areas of urban expansion within the Planning Area.	Implementation ongoing. Developers are charged facility reserve charges for development projects they build in the city.
Solid Waste		

ACTION POLICIES		STATUS (AS OF 12/31/10)
11-P-22	Prepare and distribute informational handouts to the public regarding opportunities to reduce waste at homes and businesses, as well as methods of safe disposal of hazardous materials.	Implementation ongoing. Information distributed by the Public Works Division and Neighborhood Improvement Team.
11-P-23	Encourage Builders to incorporate interior and exterior storage areas for recyclables in new or remodeled residential, commercial, and industrial structures.	Implementation ongoing through the development review process.
Fire Protection		
11-P-24	Amend the subdivision regulations to include a requirement for detailed fire prevention and control, including community firebreaks, for projects in high and extreme hazard areas.	Not implemented.
11-P-26	Cooperate with Contra Costa County Fire Protection District (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.	Implementation ongoing. The CCCFPD received design review approval to relocate two fire stations within the city limits. Construction on the new Station 85 on Loveridge Road and the new Station 84 on Railroad Avenue completed in 2010.
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.	Implementation ongoing.
11-P-29	Ensure adequate road widths in new development for fire response trucks, per the subdivision regulations.	Implementation ongoing through subdivision review process and project-specific conditions of approval.
Public Utilities		
11-P-31	Work with Mirant Power Plant to acquire and/or develop transmission line corridors for attractive, community-serving, compatible uses, such as: <ul style="list-style-type: none"> o Open space habitat. More intensive planting would provide a wildlife habitat corridor within the City. o Passive recreational uses. A tremendous opportunity for parks, playing fields, and trails linked to the regional network. 	Not implemented.
11-P-32	Ensure the designation of service corridor easements or routes when required for tentative map or specific plan approval.	Implementation ongoing through subdivision review process and application of project-specific conditions of approval.

ACTION POLICIES		STATUS (AS OF 12/31/10)
11-P-33	As a condition of approval, ensure that all new and redevelopment projects underground utility lines on and adjacent to the site.	Implementation ongoing. Required by Standard Conditions of Development (Planning Commission Resolution No. 8931). Underground utilities are required for new development pursuant to Pittsburgh Municipal Code sections 12.36.120, 12.36.130 and 17.28.020. Downtown infrastructure capital improvement project completed in 2010 includes undergrounding of utilities in existing neighborhoods near West 10 th Street.

GENERAL PLAN POLICY MATRIX (NOISE ELEMENT)

ACTION POLICIES	STATUS (AS OF 12/31/10)
<p>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.</p>	<p>Implementation ongoing through application of CEQA and project-specific conditions of approval.</p>
<p>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.</p>	<p>Not implemented.</p>
<p>12-P-9 Limit generation of loud noises on construction sites adjacent to existing development to normal business hours between 8:00 a.m. and 5:00 p.m.</p>	<p>Implemented with the Phase 2 Zoning Code Update adopted May 2007.</p>
<p>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.</p>	<p>Partially implemented. Travel time restrictions not established; Municipal Code chapter 10.36 establishes truck routes through the city. Extension of Pittsburg/Antioch Highway completed in 2000.</p>

Regional Fair Share Housing Allocation - Status (as of 12/2010)
Reporting Period 2007-2014

	No. Housing Units					Total
	Very Low Income	Low Income	Moderate Income	Above-Mod. Income		
Regional Housing Need Allocation, 2007-2014	322	223	296	931	1,772	
Approved Housing, Reporting Period 2007-2014 (see Table A below)	81	202	53	376	714	
Net Housing Need, 2007-2014	241	21	243	557	1,058	

Table A: Residential Projects Approved/Covenants Purchased Beginning 2007

	No. Housing Units					Total
	Very Low Income	Low Income	Moderate Income	Above-Mod. Income		
Approved Housing, 2007-current						
Almenara Multifamily Housing	4	5	11		20	
Cornwall St./Trinity Orchards (single-family)				3	3	
Los Medanos Senior Apartments		81			81	
Domus Development of Scattered Sites		5			5	
Los Medanos Family Apartments	71 (incl. 9 EL)				71	
Santa Fe Place Apartments (rehab.)	6				6	
Siena Court Senior Apartments		111			111	
Sky Ranch (single-family) *			42 *	373 *	415	
La Aurora Mixed Use Building				2	2	
Purchased Covenants for Very Low Income Units in Existing Developments						
Approved Housing, Reporting Period 2007-current	81 (includes 9 extremely low)	202	53	378	714	

*Sky Ranch entitlement (PC Reso. No. 9711, Condition No. 12) gives developer option of providing EITHER 10 percent (42 units) at Moderate Income OR five percent (21 units) as Very Low Income. Final terms will be determined by affordable housing agreement.

