

2 Project Description

The project analyzed in this EIR is the proposed *Hillcrest Station Area Specific Plan*, hereafter referred to as the proposed Plan. The Plan proposes transit-oriented residential and commercial development in the area of the proposed eBART station(s) near Hillcrest Avenue in Antioch, California.

The project includes the Hillcrest Station Area Specific Plan, as well as the subsequent actions needed to implement the Plan and make it consistent with existing plans and regulations. The City will adopt an amendment to the Antioch General Plan concurrently with adoption of the proposed Plan. The General Plan amendment will include changes to the Land Use and Circulation Elements. Implementation of the proposed Plan will also include, but is not limited to, such tasks as amending the City of Antioch Zoning Ordinance and Map, updating the City's Capital Improvements Program (CIP), and establishing development impact fees.

This chapter provides background information regarding the regional location and boundaries of the Hillcrest Station Area Specific Plan, as well as the policy development process, objectives, and key themes and components of the proposed Plan. Additional details are provided in the Plan itself. This project description provides the basis for the environmental analysis in Chapter 3.

2.1 REGIONAL LOCATION AND PLANNING BOUNDARIES

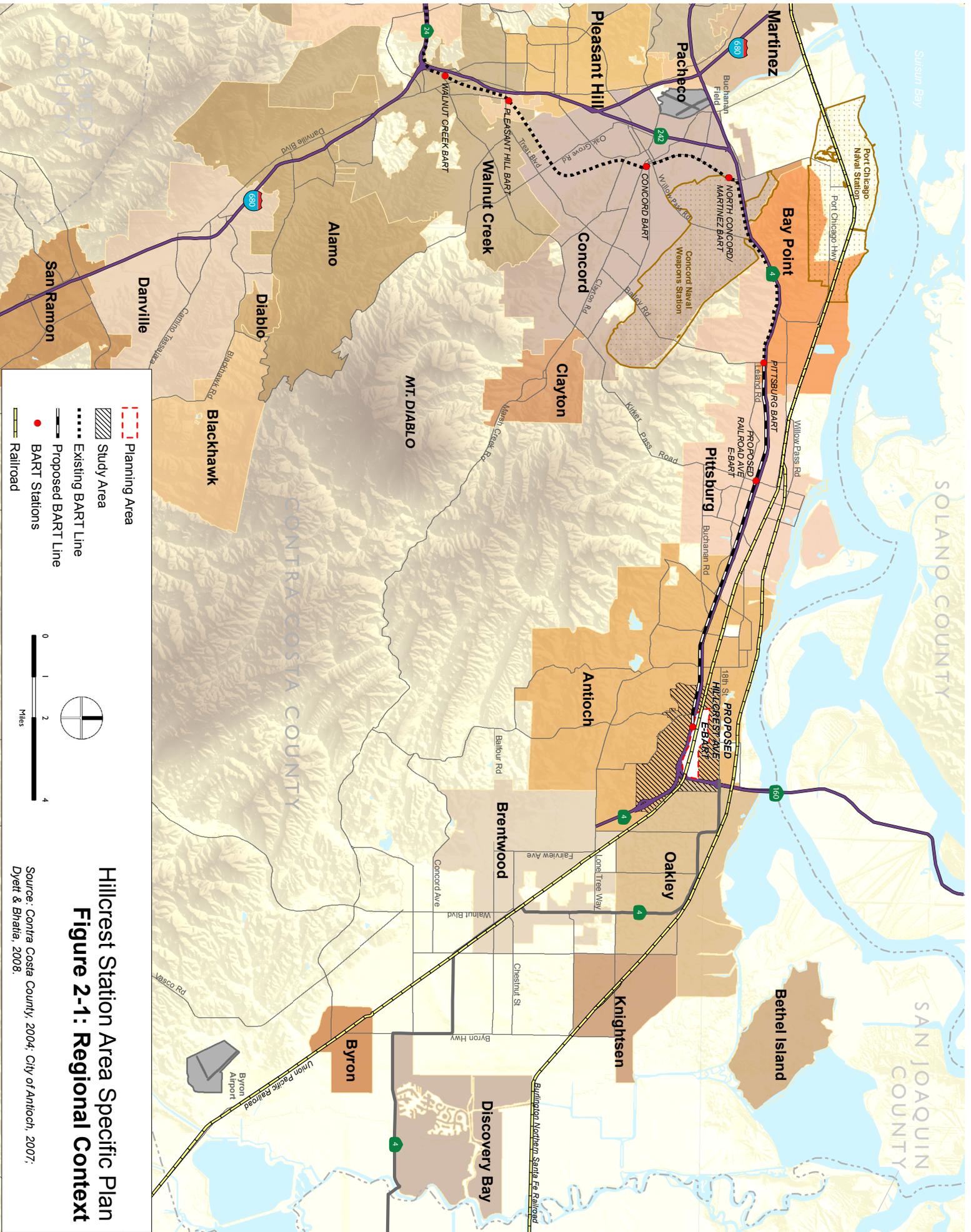
HILLCREST STATION AREA LOCATION

The Hillcrest Station Area is located in East Contra Costa County in northeastern Antioch, as shown on the Regional Context map, Figure 2-1. To the west of the Station Area are the communities of Pittsburg, Concord and Walnut Creek, which are major employment destinations. To the east are the communities of Oakley, Brentwood and Discovery Bay, which have experienced rapid growth in their residential sectors over the past ten years.

Figure 2-2 illustrates the Planning and Study areas for the Specific Plan. The Planning Area is a generally rectangular 375-acre area at the junction of Highway 4 (SR 4) and Highway 160 (SR 160). A Study Area has also been illustrated in order to evaluate circulation and access to the site and to the future eBART station. This Study Area is defined by the major arterials that would be used to access the Planning Area.

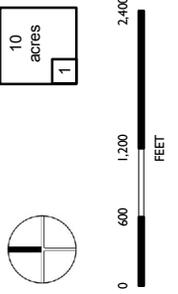
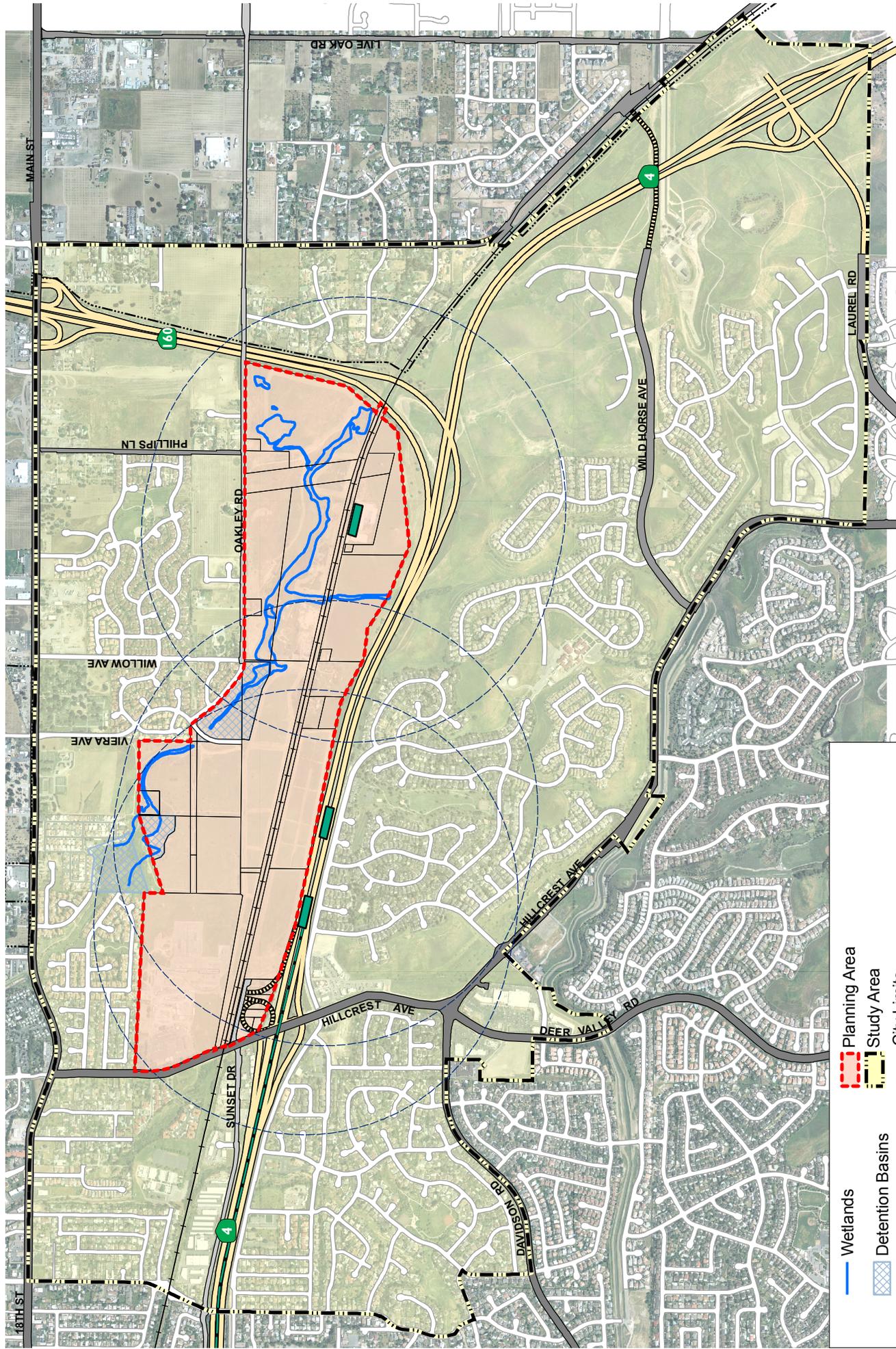
CONTRA COSTA COUNTY

East Contra Costa County is one of the fastest growing areas of the San Francisco Bay Region. Between the years 2005 and 2030, more than 32,000 households and 47,000 jobs are expected to be added in the four communities of Antioch, Brentwood, Oakley, and Pittsburg alone. In addition, more houses and jobs will be added to the unincorporated areas of the County (ABAG, 2007).



Hillcrest Station Area Specific Plan
Figure 2-1: Regional Context

Source: Contra Costa County, 2004; City of Antioch, 2007.
 Dyett & Bratta, 2008.



- Wetlands
- Detention Basins
- Planning Area
- Study Area
- City Limits
- Alternative Station Locations
- Future BART Line
- Highway
- Arterial Street
- Collector Street
- Local Street
- 1/2 mile radius around potential eBART station locations

Hillcrest Station Area Specific Plan

Figure 2-2: Planning Area & Study Area

Source: Contra Costa County, 2004; City of Antioch, 2007; Dyett & Bhatia, 2008.

As East Contra Costa County continues to add households and jobs, traffic delay and congestion on SR 4 and on the few alternative street and highway routes available to commuters are expected to increase dramatically. Many of the East County residents travel west to get to work each day, causing serious traffic congestion on SR 4, the only east-west highway in East County. Caltrans and regional transportation agencies are currently expanding SR 4 and building the SR 4 Bypass to help accommodate traffic.

CITY OF ANTIOCH

With a population of 100,500 people, Antioch offers a variety of employment, shopping and recreational activities. Land remains plentiful and affordable, compared with other parts of the Bay Area. Antioch is one of the few Bay Area communities that offers affordable housing. There are a variety of house styles throughout Antioch, from condominiums to single unit residences, priced for a variety of income levels. New development over the last 20 years has been predominantly single-family housing. The pace of development in Antioch has spurred activity for financial and insurance institutions, contractors, and other types of service-oriented businesses. Increased development has created increased employment in schools, hospitals, retail and other local service sectors.

The Bay Area Association of Governments (ABAG) estimates that Antioch will grow to 124,000 population and 36,750 jobs by 2030. (2007) Major employers in the City include Antioch Unified School District, Sutter Delta Medical Center, Kaiser Permanente, Contra Costa County Department of Social Services, and Wal-Mart.

2.2 PURPOSE AND OBJECTIVES OF THE PROPOSED PLAN

PLAN PURPOSE

The Hillcrest Station Area Specific Plan will serve as the land use regulatory document that will govern the development of the Planning Area. It will also meet the requirements of a Ridership Development Plan (RDP) as required by BART (Bay Area Rapid Transit) and the Metropolitan Transportation Commission (MTC) for evaluation and construction of the eBART line. The Specific Plan also contains an implementation program (Chapter 7), which will enable the City of Antioch to take specific steps to facilitate the development of the area.

PLAN OBJECTIVES

The Planning Area presents a tremendous opportunity for high quality, transit-oriented development with great visibility from two freeways. The proposed Plan presents a strategy for creating a mixed-use community that includes high-density housing, new office and commercial development, and a well-planned, linked circulation and infrastructure backbone. The area can be transformed into a signature area of Antioch, with high quality development and interesting pedestrian areas that add to the City's quality of life. The key objectives of the Hillcrest Station Area Specific Plan are to:

Land Use and Development

- Establish a signature area of Antioch with high quality development and dynamic pedestrian areas that add to the quality of life of the city.
- Designate sites for new employment uses that add quality jobs and improve the City's job/housing balance. Accommodate at least 5,000 jobs in order to create a sub-regional employment center.
- Create a transit village residential neighborhood, with a variety of high-density housing types within walking and bicycling distance of the transit station.
- Designate sites for retail uses that can take advantage of the freeway visibility and access.

Circulation

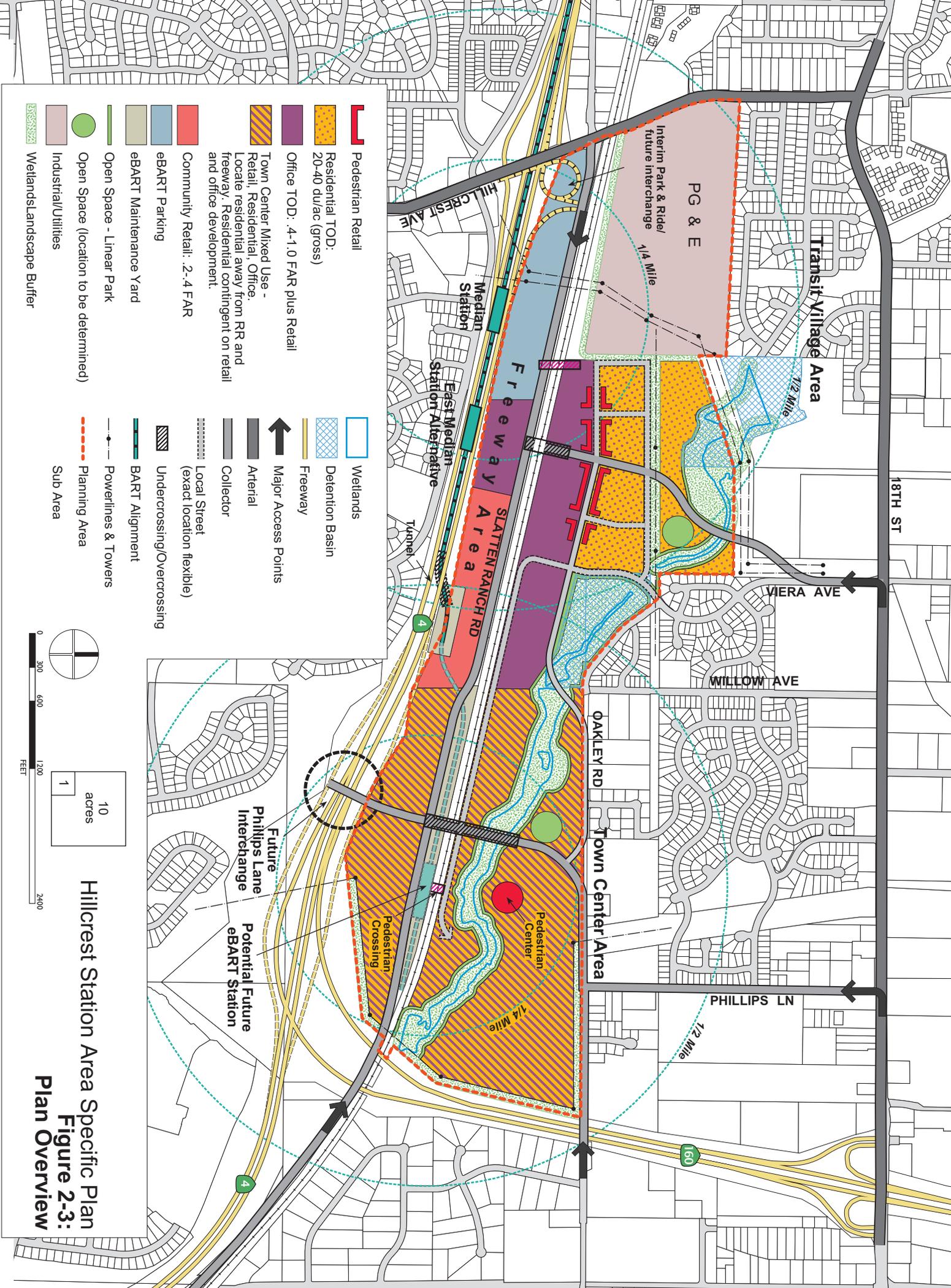
- Generate transit ridership to support the public investment in eBART.
- Construct roads to serve new development.
- Minimize impacts on regional highway facilities and on surrounding residential neighborhoods.
- Enhance multi-modal access and connectivity for pedestrians, bicyclists, automobile drivers, bus, and eBART passengers.

Environmental Protection

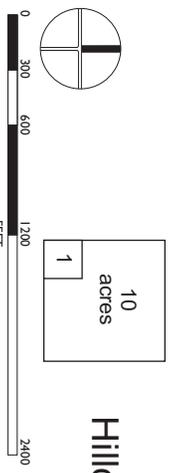
- Provide appropriate protection for wildlife habitat, biological resources, and other sensitive natural features of the Hillcrest Station Area.
- Ensure that land uses and circulation routes are compatible with the surrounding neighborhoods.
- Ensure that sensitive receptors such as homes and schools are adequately protected from noise and air emissions.

Infrastructure and Financing

- Establish infrastructure for roads, water, sewer, storm drainage, utilities, and other systems needed to support development.
- Establish parks, trails, and other community facilities necessary to serve future development.
- Establish financing mechanisms to pay for the infrastructure and services required to support development.
- Ensure that the revenues generated from the area and the expenses to provide services do not adversely affect the fiscal stability of the City.



- Pedestrian Retail
 - Residential TOD: 20-40 du/ac (gross)
 - Office TOD: 4-1.0 FAR plus Retail
 - Town Center Mixed Use - Retail, Residential, Office - Locate residential away from RR and freeway; Residential contingent on retail and office development.
 - Community Retail: 2-4 FAR
 - eBART Parking
 - eBART Maintenance Yard
 - Open Space - Linear Park
 - Open Space (location to be determined)
 - Industrial/Utilities
 - Wetlands/Landscape Buffer
-
- Wetlands
 - Detention Basin
 - Freeway
 - Major Access Points
 - Arterial
 - Collector
 - Local Street (exact location flexible)
 - Undercrossing/Overcrossing
 - BART Alignment
 - Powerlines & Towers
 - Planning Area
 - Sub Area



Hillcrest Station Area Specific Plan
 Figure 2-3:
 Plan Overview

2.3 PROPOSED PLAN

The proposed Plan is illustrated in Figure 2-3. The Plan Overview incorporates the proposed land use, circulation, and open space frameworks. Overall, the proposed Plan supports a maximum of 2,500 residential units and 2.5 million square feet of commercial development with 5,600 jobs. A number of major infrastructure choices have not yet been determined, and require multi-jurisdictional and agency cooperation in order to be finalized. The two primary outstanding issues are the location of the eBART station(s) and the feasibility of a new interchange for SR 4 near Phillips Lane. These infrastructure components are fundamental to the land use and circulation networks proposed in the Plan.

Implementation of the proposed Plan is likely to occur within sub-areas, with the amounts of development in each area based on the construction of specific infrastructure components. The western portion of the Planning Area is a transit village designed around the eBART station. The station is to be located in the Highway SR 4 median approximately 1,275 feet east of Hillcrest Avenue. The eastern portion of the Planning Area is planned as a mixed-use town center around the future Phillips Lane Interchange; it could also include a second eBART station located adjacent to the Union Pacific Railroad right-of-way (UP ROW). The area between SR 4 and the UP ROW in the western portion of the Station Area has a more auto-oriented character, and is referred to as the “Freeway Area.”

TRANSIT VILLAGE

Transit villages maximize opportunities for the use of public transit by creating compact neighborhoods where people can live, work, and walk to shops, restaurants, and services. Such villages provide a mix of uses that are mutually supportive, such as housing with neighborhood retail or offices with commercial services. The Hillcrest Transit Village is focused on the eBART Median Station in the SR 4 median, approximately 1,275 feet east of Hillcrest Avenue. An alternative East Median Station location is illustrated 2,175 feet from Hillcrest Avenue. The alternative station location increases the pedestrian accessibility to the Transit Village; however, it increases the cost of the eBART project.

The Transit Village emphasizes office development near the eBART station, to help the City of Antioch meet its need for a greater employment base and to balance the SR 4 traffic flow. Office Transit-Oriented Development (TOD) will create a compact employment center generally between the UP ROW and Oakley Road within walking distance of the station, so that employees have the option to use public transit to commute. At buildout, the Transit Village could support more than 2,300 jobs.

A mixed-use residential area is located north of Oakley Road. This Residential Transit-Oriented Development (TOD) area allows a maximum of 1,000 new housing units, with some ground floor retail, commercial services, and office space. The neighborhood will include a variety of housing types such as live work units, lofts, condominiums, apartment buildings, senior housing, and/or townhouses. Transit Village residents will be able to walk or bicycle to neighborhood services and potentially to work, or have easy access to public transit. Parks and open space will be integrated with the residential development.

A network of new roads with pedestrian and bicycle facilities efficiently connect walkers, bikers, and vehicles to major destinations, such as the eBART station, shopping, public plazas, and open space. The western segment of Oakley Road will be a pedestrian-oriented street at the heart of the transit village, serving both residents and office employees. It will be fronted with buildings that have retail, restaurants, commercial service, and other active uses on the ground floor. Outdoor dining and landscaped public spaces will enhance the pedestrian experience so that workers and residents are able to walk to the services they need on a daily basis. This dynamic public space will create a transition area between the office and residential uses.

TOWN CENTER

A Town Center can generally be described as a high-intensity commercial core including retail, restaurants, entertainment and hospitality uses surrounded by residential and office uses. A second eBART station would potentially be a focal point of this 100-acre mixed-use area. The development of a Town Center in the eastern portion of the Station Area is predicated on a new Phillips Lane freeway interchange, to accommodate both local and regional traffic. When the Phillips Lane Interchange is approved, a Town Center Master Plan will need to be prepared to show how land uses east of Willow Avenue are integrated with a network of streets, parks, and public spaces. Pedestrian connections will be a key feature, providing access to public transit, and East Antioch Creek, and parks. The goal is to create a unique, attractive, and memorable destination for Antioch residents and visitors.

The Hillcrest Town Center can support almost 1.4 million square feet of commercial and hotel uses and a maximum of 1,500 housing units. New higher-intensity uses at the pedestrian core of this area will need to be transitioned to the existing neighborhoods to the north of Oakley Road. This transition can be facilitated by locating similar uses near each other, reducing building heights, designing building step-backs, and providing larger set-backs and/or landscaped buffer areas. Office or other major commercial uses should be located along the highway and railroad to increase visibility and access for new businesses. Residential and other sensitive uses should be limited in this same area in order to reduce the potential for noise and air quality impacts.

A primary asset in the eastern portion of the Station Area is East Antioch Creek. In order to preserve the creek's natural functions while enhancing the area's recreational opportunities, a loop trail system will be installed around the perimeter of the protected wetland areas. A minimum 50-foot buffer will be maintained to preserve wildlife habitat and critical flood management. An adjacent 25-foot wide area will be landscaped and enhanced to create a recreation corridor. A continuous multi-use trail will provide a critical link between the Town Center and the Transit Village.

If the Phillips Lane Interchange is not approved, land use and circulation plans for the eastern portion of the Hillcrest Station Area will have to be reevaluated and revised, and the Specific Plan amended.

FREEWAY AREA

Office TOD and commercial retail uses are located between SR 4 and the railroad tracks in the western portion of the Planning Area, in order to take full advantage of the freeway access and the high-visibility location. The area will also accommodate transit facilities, including eBART and bus facilities, parking, passenger drop-off, and shuttle and taxi areas, plus a small public plaza at the eBART station. The initial phase of parking development will accommodate the estimated eBART demand when the system opens in 2015 of 1,000 spaces. Parking will be located adjacent to the Hillcrest Avenue Interchange, incorporating the existing Park-and-Ride lot. Future parking needs for the eBART station, estimated to be a total of 2,600 spaces, will need to be accommodated primarily in a parking structure within this Freeway Area. It is anticipated that most eBART maintenance activities take place within the freeway median, but there is also a small maintenance yard adjacent to the freeway.

LAND USE CLASSIFICATIONS

Residential TOD

This mixed-use classification is intended to create a primarily residential neighborhood within walking distance to the eBART station, with complimentary retail, service, and office uses. Residential densities are permitted between a minimum of 20 and a maximum of 40 units per gross acre. A range of housing types may be included in a development project, some of which may be as low as 10 units per acre provided the total project meets the minimum density standard. Residential units should be at least 300 feet away from rail and freeway right-of-ways, or incorporate construction measures that mitigate noise and air emission impacts. Retail, restaurants, commercial services, and office are allowed on the ground floor and second floor, particularly on pedestrian retail streets and adjacent to Office TOD designations. Low intensity stand-alone retail or restaurant uses with surface parking are not permitted. Fee parking in surface parking lots is not permitted as a primary use.

Office TOD

This classification is intended to provide a compact office employment center close to the eBART station. The maximum Floor Area Ratio (FAR) allowed is 1.0. A portion of the parking should be in parking decks or structures. Retail, restaurant, and commercial service uses that serve employees are permitted and encouraged on the ground floor. Low density, single-use retail or entertainment developments with surface parking are not permitted. Commercial parking in surface lots requires a conditional use permit (where it is a primary use, not associated with a development project).

Town Center Mixed Use

This classification is intended to provide for an integrated mix of high-intensity uses in the area surrounding the potential second eBART station near Phillips Lane. Residential, commercial, employment, entertainment, and hospitality uses are permitted. Both horizontal mixed-use and vertical mixed-use projects are appropriate in this area. Retail, restaurant, and service uses are to be located on the ground floor in the pedestrian Town Center. Office space or residential space may be on upper floors. Development is to be high-density to support pedestrian and bicycle use, and shall provide easy pedestrian access to the potential transit station. The maximum floor area ratio (FAR) allowed is 1.0.

Residential densities may range from a minimum of 6 to a maximum of 25 units per gross acre (calculated based on the entire Town Center Mixed Use area.) A range of housing types may be included in a development project, some of which may be as high as 50 units per acre provided the total project does not exceed the maximum density standard. Residential units should be at least 300 feet away from rail and freeway rights-of-way, or should incorporate construction measures that mitigate noise and air emission impacts.

Community Retail

This classification is intended to facilitate the development of a community commercial center with highway frontage. The site shall be at least 10 acres and be developed with a maximum FAR of 0.30. This site may share parking with the adjacent Office TOD or Town Center Mixed Use development.

Public/Institutional – Transportation Facilities

This classification is intended to include the eBART parking, maintenance yard, and other associated transit uses, such as the drop-off areas, taxi or shuttle areas, and bus stops.

Open Space

This classification includes public open space areas that serve the residents and employees of the Hillcrest Station Area. A minimum of five acres of improved public or private open space per 1,000 residents must be provided. Open space areas may include: multi-use trail areas, public and private recreational facilities such as tot lots or picnic areas, public parks, and plazas open to the public. Development sponsors can apply for park credit to meet a portion of the park requirements by providing appropriate, native landscaping in the wetland buffer area, as approved by the City and a certified wetland biologist, and/ by providing trails and passive recreation areas in the utility easement landscape buffers.

Industrial

The PG&E substation parcels are designated as industrial, and are not assumed to redevelop with any other industrial uses.

DEVELOPMENT DENSITY STANDARDS

Development density standards in the Hillcrest Station Area Specific Plan are based on gross land acreages, including land that will be dedicated for streets and parks. Therefore, the net project densities may be higher than those expressed in the standards shown in Table 2-1. Density standards for residential land use classifications are expressed as dwelling units per gross acre (du/ac). For non-residential and vertically mixed-use developments, development density is described as Floor Area Ratio (FAR). FAR is obtained by dividing gross floor area by total lot area. Structured parking areas are not counted as floor area.

Table 2-1 Development Density Standards

<i>Land Use</i>	<i>FAR</i>	<i>Residential Density</i>		<i>Other Density Provisions</i>
	<i>Maximum</i>	<i>Minimum</i>	<i>Maximum</i>	
Residential TOD	N/A	20	40	Up to 100 sf commercial space permitted per residential unit. (includes retail, restaurant, office, and personal services)
Office TOD	1.0	N/A	N/A	Up to 2.5 FAR possible on individual sites.
Town Center Mixed Use	1.0 *	6	25	<ul style="list-style-type: none"> Up to 2.5 FAR possible on individual sites. Up to 50 units per acre possible on individual sites.
Community Retail	0.3	N/A	N/A	

* The maximum FAR is calculated over the entire Town Center Master Plan area and includes the floor area of all uses including residential and hotel.

Source: Dyett & Bhatia, 2008.

2.4 SPECIFIC PLAN BUILDOUT

Full development under the proposed Plan is referred to as “buildout.” Although the proposed Plan applies a 26-year planning horizon, to the year 2035, the Plan is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will definitely be developed with that use in the next 26 years. These projections of the total amount of development in the Hillcrest Station Area were prepared to assess the potential intensity of development and its impact on transportation, City budget, and utilities infrastructure. The ultimate amount of development could be less than projected, depending on market conditions and whether sites are built to the maximum limits. If the amount of development exceeds the projections, additional environmental review would be required. This section describes the implications of the Specific Plan buildout in terms of future population, housing units, and jobs.

LAND USE, HOUSING, AND POPULATION

The proposed Specific Plan creates a land use and regulatory framework that allows up to 2,500 residential units and 2.5 million square feet of commercial uses in the Planning Area. Growth projections are based on gross acreage of each land use category, as seen in Table 2-2.

Table 2-2 Hillcrest Station Area Land Use Summary

<i>Land Use</i>	<i>Gross Acres</i>	<i>Percent of Total</i>
Community Retail	13.0	3%
Office TOD	36.6	10%
Residential TOD	38.2	10%
Town Center Mixed Use	105.5	28%
Parks/Open Space ¹	8.6	2%
Public/Institutional – Transit Parking	17.5	5%
Public/Institutional – BART Yard and Future ROW	9.7	3%
Wetlands, Buffer, and Detention Basins	41.6	11%
Industrial/Utilities - PG&E Substation	61.1	16%
UP ROW	19.5	5%
Other: Arterial Roads and Collectors	23.8	6%
Total	375.1	100%

1. Except for the creek-side loop trail, the locations of the parks have not been defined. When the master plans are completed, land will be dedicated from the appropriate parcels. The amount of park/open space land is based on the estimated number of residential units and household size.

Source: Dyett & Bhatia, 2008.

It is assumed that development will be built at approximately the midpoint of the permitted density or intensity range, when averaged over the entire development area. Assumptions were also made about the percentage of land uses types within the mixed-use categories; for example 2,100 square feet of commercial space per acre (80 square feet per unit) is assumed within the Residential TOD area. Residential units are assumed to be 1,200 gross square feet each (including lobbies, circulation, etc.) The Town Center Mixed Use area is assumed to have 325 hotel rooms, which are 1,000 square feet each.

Table 2-3 Buildout Assumptions: Building Intensity and Density

<i>Land Use</i>	<i>Total FAR</i>	<i>Residential Density</i>	<i>Average SF Office per Acre</i>	<i>Average SF Retail per Acre</i>
Residential TOD	-	26	0	2,100
Office TOD	0.60	0	24,600	1,400
Town Center Mixed Use	0.75	14	2,800	6,900
Community Retail	0.25	0	0	10,800

Source: Dyett & Bhatia, 2008.

The proposed Plan includes a policy that limits buildout to a maximum of 2,500 residential units in the Planning Area. The majority of the housing will be in multi-unit structures, often in mixed-use buildings. Based on the residential densities in the Plan, no single-family homes are assumed. Multi-family households are assumed to have 2.0 persons each. This assumption is based on Antioch 2000 US Census block data showing an average multi-family household size of 2.42 persons per unit; and the average household size around the Concord, Pleasant Hill, and Walnut Creek BART Stations which is 1.57 persons per unit.

Table 2-4 Buildout Projections: Housing Units and Population

	<i>Housing Units</i>	<i>Population</i>
Transit Village Area	1,000	2,000
Town Center Area	1,500	3,000
Total	2,500	5,000

Source: Dyett & Bhatia, 2008.

COMMERCIAL SQUARE FOOTAGE AND EMPLOYMENT PROJECTIONS

The land uses designated in the Land Use Plan are expected to support approximately 2.5 million square feet of commercial uses with 5,600 new jobs at buildout. Up to 1.2 million square feet of office space is estimated in the Planning Area, based on the land use designations and floor area ratios. Most of the office space is designated in the Transit Village area. Up to 1.0 million square feet of retail space is projected at buildout. The majority of the retail space is anticipated to be built in the Town Center area. In addition, up to 325 hotel rooms are allowed in the Town Center.

Table 2-5 Buildout Projections: Commercial Square Footage and Jobs

	<i>Office SF</i>	<i>Retail SF</i>	<i>Hotel Rooms</i>	<i>Jobs¹</i>
Transit Village Area	730,000	120,000	-	2,300
Town Center Area	300,000	730,000	325	2,500
Freeway Area	170,000	150,000	-	800
Total	1,200,000	1,000,000	325	5,600

1. Approximate employment generation rates (values rounded):

- Retail: 1 employee per 500 sf gross floor area
- Office: 1 employee per 350 sf gross floor area
- Hotel: 0.8 employees per room.

Source: Dyett & Bhatia, 2008.

2.5 SPECIFIC PLAN IMPLEMENTATION

The proposed Specific Plan provides specific policy guidance for implementation of its initiatives and establishes a basis for coordinated action by the City, adjacent jurisdictions, Contra Costa County, BART, Tri Delta Transit, and regional and state agencies. The Implementation Program will be updated as often as deemed necessary to ensure that it reflects the City's strategic priorities.

POLICY AND REGULATORY IMPLEMENTATION

The project includes the Hillcrest Station Area Specific Plan, as well as the subsequent actions needed to implement the Plan and make it consistent with existing plans and regulations. The City will adopt an amendment to the Antioch General Plan concurrently with adoption of the proposed Plan. The General Plan amendment will include changes to the Land Use and Circulation Elements. Implementation of the proposed Plan will also include, but is not limited to, such tasks as amending the City of Antioch Zoning Ordinance and Map, updating the City's Capital Improvements Program (CIP), and establishing development impact fees.

PHYSICAL IMPLEMENTATION

Area-wide Infrastructure

A series of area-wide infrastructure improvements will take place to accommodate residential, office, and mixed use development; increase access to the eBART station and surrounding area; make it more accessible to and comfortable for pedestrians; improve provide open space amenities; and minimize obstructions to development. New streets, streetscape improvements, and a new creek-side trail system are particularly important to give identity to the area and make it amenable to walking and bicycles.

The Hillcrest Station Area is generally undeveloped and requires most public infrastructure. The Specific Plan included the following infrastructure improvement projects:

Road Improvements

- Slatten Ranch Road - between Hillcrest Avenue and SR 160
- Viera Avenue - between East 18th Street and Slatten Ranch Road
- Oakley Road - between Phillips Lane and Viera Avenue
- Phillips Lane - between East 18th Street and Slatten Ranch Road or future Phillips Lane Interchange at SR 4
- Other local roads

Parks and Open Space Improvements

- Creek-side trail and wetland buffer landscaping
- Public plazas
- Parks and recreation areas

Other Infrastructure

- Potable water distribution lines
- Sanitary sewer collection lines and sewer main improvements
- Stormwater management lines
- Relocation of the PG&E electrical transmission towers and lines in the eastern portion of the Planning Area

The proposed Specific Plan also contains some assumptions about the future road network, without which the Specific Plan will need to be re-evaluated. The following projects are assumed to be completed prior to buildout but are not considered part of the Specific Plan:

- Hillcrest Interchange improvements
- Phillips Lane Interchange with SR 4

Outstanding Development Issues

A series of development issues must be resolved prior to the approval of master plans, land subdivisions, or development projects. These include:

- Determining the location of the eBART station;
- Determining the type of tunnel BART requires;
- Determining the feasibility of the Phillip Lane Interchange with SR 4;
- Determining the alignment for future eBART service extensions;
- Determining the feasibility of a second eBART station within the Planning Area;
- Addressing eBART's future parking demand;
- Determining precise street alignments;
- Identifying and cleaning soil or groundwater contamination;
- Resolving ultimate capacity and location of drainage and/or detention facilities to meet Contra Costa County Flood Control District's needs; and,
- Providing a railroad grade-separation at Hillcrest.

FINANCING RECOMMENDATIONS

There are a large number of infrastructure projects planned for future years, as described above. These will be costly, but necessary to the successful development of the Planning Area according to the proposed Specific Plan. Different agencies and interested parties will need to co-operate and participate in infrastructure funding in various ways. The following funding mechanisms offer potential funding sources for infrastructure in the Planning Area:

- Land dedication requirements for public facilities or right-of-way pursuant to City policy, Code, or specific provisions of the Plan.
- An area-specific development impact fee along with related credit and reimbursement programs that encourage private investment.
- A land or special tax-secured bond issuance (e.g., Mello-Roos Community Facilities District) and possibly other benefit assessment districts.
- Issuance of property tax increment bonds by the Redevelopment Agency.
- Possible funding from the Eastern Contra Costa County Fee and Finance Authority.
- State, federal, or regional funding sources, including sources for major transportation improvements such as Phillips Lane Interchange.

RESPONSIBLE AGENCIES

Overall responsibility for plan implementation is vested in the City Council, Planning Commission, and Director of Community Development. The proposed Specific Plan includes an implementation program, which lists the actions and responsible parties needed to enact the Plan. These mechanisms will require the involvement of City departments such as: Planning, Economic Development, Public Works, Engineering, Parks and Recreation, Building, Police, Fire, and Finance. Other public agencies will need to be involved in the implementation of key infrastructure components, including the following:

- Assistance from BART with installation of a new eBART station and associated transit-related amenities will also be needed.
- Caltrans and CCTA will play critical roles in the necessary improvements to SR 4 and its interchanges within the Planning Area.
- City of Oakley will need to help coordinate various infrastructure improvements.
- Possible joint funding of infrastructure with other East County Communities that are projected to utilize Hillcrest eBART. Approximately 60 percent of projected riders at Hillcrest eBART are from communities other than Antioch.

The City will take the lead in coordinating the area-wide actions.