

3.10 Land Use

This section presents the environmental setting pertaining to land use, population growth, and housing in the Hillcrest Station Area Specific Plan area. The proposed project, including the Specific Plan and General Plan amendment, are analyzed for consistency with adopted land use policies. Potential impacts related to housing supply and population are analyzed, including potential displacement of residential and business uses. There are no state-classified agricultural soils of importance within the Planning Area; therefore, agricultural impacts are not addressed in this EIR.

ENVIRONMENTAL SETTING

PHYSICAL SETTING

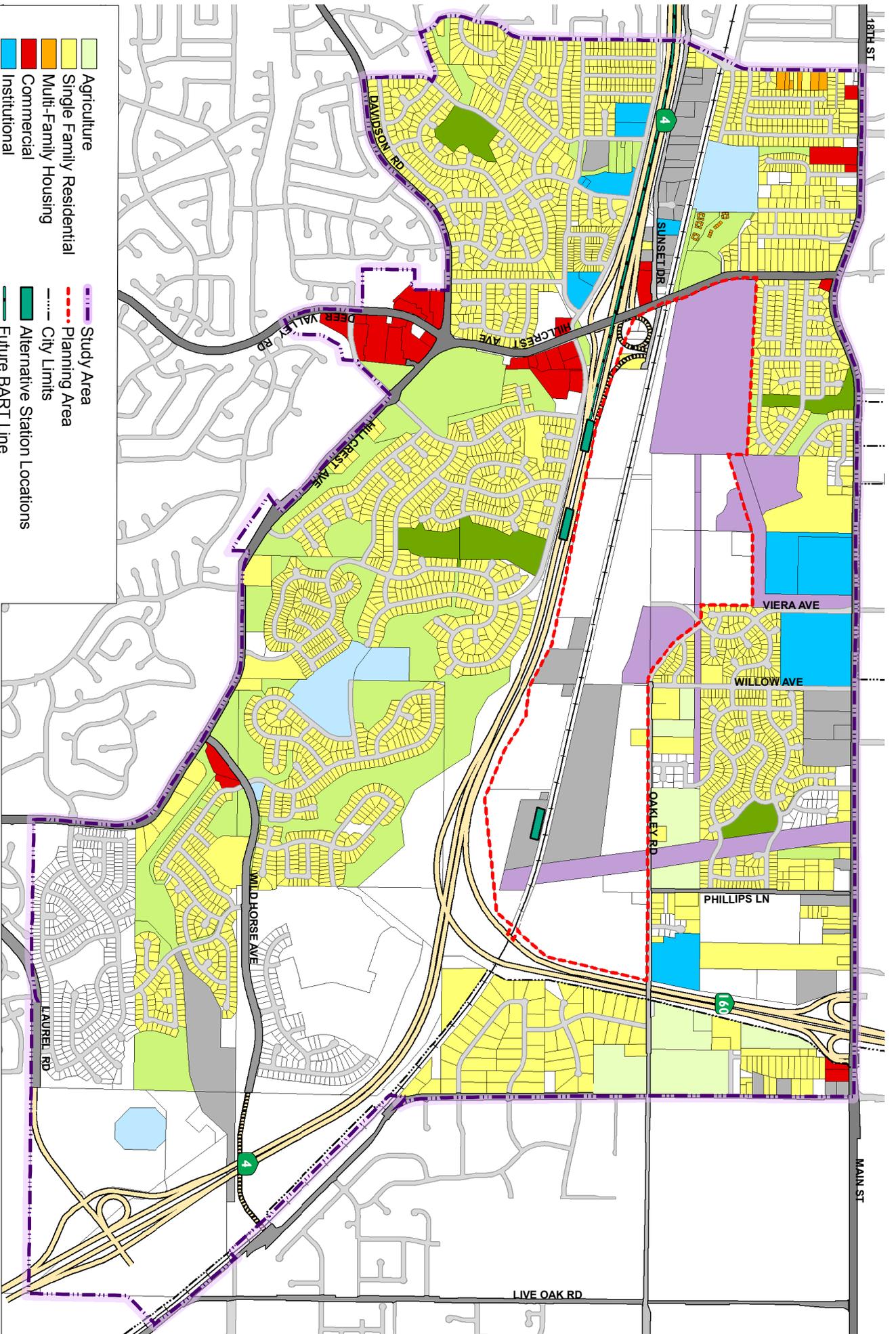
Land Use

Currently, the Hillcrest Station Area is primarily vacant. A portion of it is characterized by wetlands and stormwater detention basins along East Antioch Creek. There are some existing industrial uses, including a car towing and storage yard, and an aluminum casting facility (operations ended in January 2008). There are approximately five houses on the site, though at least one appears to be abandoned. The northwest corner of the site is occupied by the PG&E Hillcrest Yard and Substation (70 acres) and the southwest corner is the BART park-and-ride facility (5.2 acres).

Immediately surrounding the Planning Area are the SR 4 and SR 160 corridors, residential neighborhoods, agriculture uses, a church, cemeteries, and office uses. There are three parks in nearby residential neighborhoods. East Antioch Creek and the detention basins also serve as a physical and visual separation between the Planning Area and the areas to the north that include two cemeteries and residential neighborhoods. A large church is located above the northeast corner near the Oakley Road/SR 160 over-crossing. Along Oakley Road adjacent to the Planning Area, in addition to the church, there are agriculture and residential uses. The City has reviewed plans to convert some of the agriculture areas to single-family residential uses. SR 4 and the existing hills to the south create a physical and visual barrier, so there is little integration between the Planning Area and the neighborhoods to the south of Planning Area. SR 160 is another physical and visual barrier between the Planning Area and the portion of Oakley directly to the east. Figure 3.10-1 shows existing land use in and near the Planning Area.

Adopted Land Use Plans and Regulations

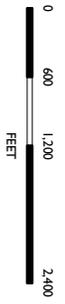
The land use in the Planning Area is currently regulated by the Antioch General Plan, Zoning Ordinance, and Redevelopment Project Area Plan. In addition, because this Specific Plan has been completed in response to proposed public transit improvements, namely the eBART Project, the Station Area is subject to the Metropolitan Transportation Commission (MTC) Resolution 3434 and the BART System Expansion Project. The City of Antioch is not a signatory on the Contra Costa County Habitat Conservation Plan. The applicable plans are described in the regulatory setting section below.



- Agriculture
 - Single Family Residential
 - Multi-Family Housing
 - Commercial
 - Institutional
 - Public
 - Utility
 - Industrial
 - Open Space
 - Park
 - Vacant
-
- Study Area
 - Planning Area
 - City Limits
 - Alternative Station Locations
 - Future BART Line
 - Highway
 - Arterial Street
 - Collector Street
 - Local Street



10
acres



Hillcrest Station Area Specific Plan
Figure 3.10-1: Existing Land Use

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

Population and Housing

The existing demographics have been evaluated for the areas within one-half mile of each alternative station location. The one-half miles radius is the area for which BART and MTC will evaluate the total number of housing units and potential riders for the eBART line. Table 3.10-1 summarizes the existing station area population demographics. The Median Station is the proposed station location; the East Median Station is an alternative location to the proposed station; and the Phillips Lane Station is a potential second station that would be built by the project sponsor at some point in the future.

Table 3.10-1 Station Area Demographic Data (2007)

| | <i>Median</i> | <i>East Median</i> | <i>Phillips Lane</i> |
|-----------------------|---------------|--------------------|----------------------|
| Population | | | |
| Persons | 3,121 | 2,845 | 1,328 |
| Households | 982 | 870 | 390 |
| Persons per Household | 3.18 | 3.27 | 3.40 |
| Housing | | | |
| Housing Units | 999 | 887 | 399 |
| Owners | 85.8% | 87.6% | 85.7% |
| Renters | 12.6% | 10.5% | 12.0% |

Note: Station areas are defined by a one-half mile radius around proposed stations. To estimate population and household data for the radius, Claritas identifies all Census Block Groups that lie wholly or partially within the specified radius. For Block Groups that are wholly within the radius, all person and household data is included. For Block Groups that are only partially within the specified radius, Claritas uses a proprietary methodology to assign data to the radius. In simplified terms, Claritas assigns data to the radius in proportion to the amount of the Block Group that lies within the radius.

Source: *East Contra Costa BART Extension Draft EIR, September 2008.*

The Association of Bay Area Governments (ABAG) updates its growth projections annually. In 2007, the demographic information indicated that the City of Antioch's population and number of households each grew approximately 12 percent between 2000 and 2005, while the number of jobs grew four percent. Between 2005 and 2010 it is anticipated that population and household growth will slow to a four percent gain, while the number of jobs will increase by more than ten percent. ABAG projects that the population and household growth will continue to be slower than job growth through 2035. Between 2005 and 2035, Antioch is expected to grow by 26,900 residents, 10,510 households, and 20,290 jobs. Based on these projections, the ratio of jobs per household will increase from 0.63 in 2005 to 0.94 in 2035. Table 3.10-2 summarizes the projected growth for the City of Antioch.

Table 3.10-2 ABAG Projections for the City of Antioch

| Year | 2000 | 2005 | 2010 | 2015 | 2020 | 2025 | 2030 | 2035 |
|----------------------|--------|---------|---------|---------|---------|---------|---------|---------|
| Population | 90,532 | 101,500 | 106,000 | 110,400 | 115,000 | 119,600 | 124,000 | 128,400 |
| Percent Growth | | 12% | 4% | 4% | 4% | 4% | 4% | 4% |
| Households | 29,338 | 32,760 | 34,560 | 36,360 | 38,090 | 39,890 | 41,580 | 43,270 |
| Percent Growth | | 12% | 5% | 5% | 5% | 5% | 4% | 4% |
| Jobs | 19,700 | 20,510 | 22,680 | 25,930 | 29,350 | 33,000 | 36,750 | 40,800 |
| Percent Growth | | 4% | 11% | 14% | 13% | 12% | 11% | 11% |
| Jobs/Household Ratio | 0.67 | 0.63 | 0.66 | 0.71 | 0.77 | 0.83 | 0.88 | 0.94 |

Source: ABAG Projections 2007.

REGULATORY SETTING

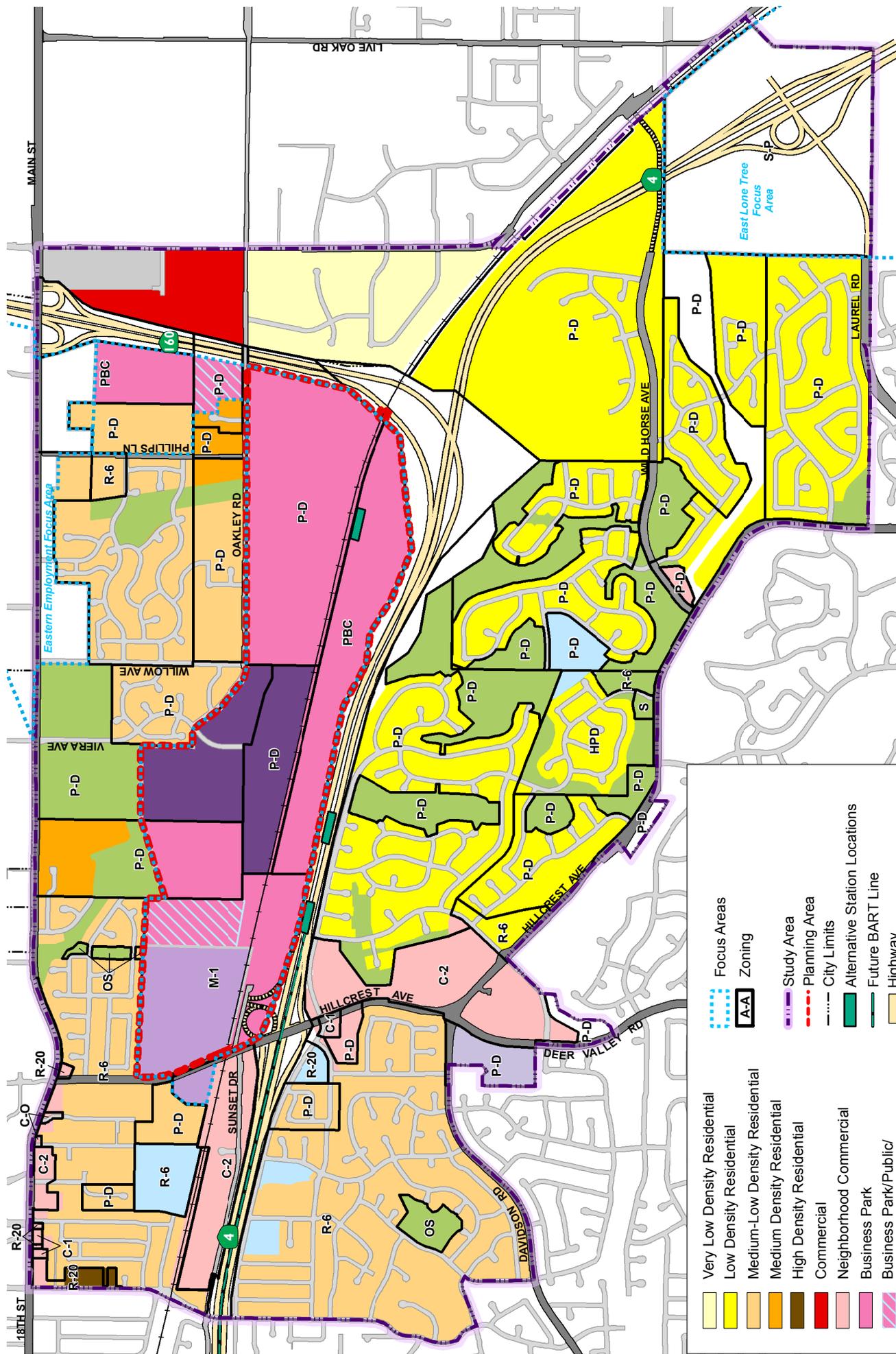
State Regulations

California Relocation Assistance and Real Property Acquisition Guidelines

The California Government Code requires that relocation assistance be provided to any person, business, or farm operation displaced because of the acquisition of real property by a public entity for public use (Title 25 California Code of Regulations, Chapter 6, Section 6000 et seq.). In addition, comparable replacement properties must be available for each displaced person within a reasonable period of time prior to displacement. The California Relocation Assistance Guidelines mandate that certain relocation services and payments be made available to eligible residents, businesses, and nonprofit organizations displaced by construction and operation of transit-related projects. The Guidelines establish uniform and equitable procedures for land acquisition, and provides for uniform and equitable treatment of persons displaced from their homes, businesses, or farms by state and state-assisted programs.

California Community Redevelopment Law

California's Community Redevelopment Act (CRA) was enacted in 1945 to address blight and decay in California cities. California Health and Safety Code Sections 33000-34160 contain the Community Redevelopment Law. Redevelopment is a process authorized under California law that enables local government entities to identify deteriorated and blighted areas in their jurisdictions in need of revitalization. "Redevelopment" means the planning, development, re-planning, redesign, clearance, reconstruction, or rehabilitation, or any combination of these, of all or part of a survey area, and the provision of those residential, commercial, industrial, public, or other structures or spaces as may be appropriate or necessary in the interest of the general welfare, including recreational and other facilities incidental or appurtenant to them. In addition, redevelopment agencies are required to deposit 20 percent of the property tax revenues generated from their activities into a special fund called a "Low- and Moderate-Income Housing Fund." These funds can only be used for the purpose of increasing, improving, and preserving the community's supply of affordable housing for very low-, low-, or moderate-income households.



Hillcrest Station Area Specific Plan
 Figure 3.10-2: General Plan
 Land Use & Zoning

Source: Contra Costa County, 2008; City of Antioch, 2007;
 City of Oakley, 2008.

- | | | | |
|--|------------------------------------|--|-------------------------------|
| | Very Low Density Residential | | Focus Areas |
| | Low Density Residential | | Study Area |
| | Medium-Low Density Residential | | Planning Area |
| | Medium Density Residential | | City Limits |
| | High Density Residential | | Alternative Station Locations |
| | Commercial | | Future BART Line |
| | Neighborhood Commercial | | Highway |
| | Business Park | | Arterial Street |
| | Business Park/Public/Institutional | | Collector Street |
| | Light Industrial | | Local Street |
| | Transit-Oriented Development | | |
| | PG&E | | |
| | Mixed Use | | |
| | Public | | |
| | Open Space | | |
-
- | | |
|--|--------|
| | Zoning |
| | P-D |
| | R-6 |
| | C-2 |
| | M-1 |
| | OS |
| | HPD |
| | S |
| | PBC |

Local Regulations

Antioch General Plan Land Use Designations

Even though there is minimal development in the Planning Area at this time, the 2003 General Plan designated the area for substantial development. The Planning Area encompasses the majority of the SR 4 Industrial Frontage Focus Area identified in the General Plan. The majority of the Planning Area (64 percent) is designated as Business Park. Less than 20 percent is designated as Transit-Oriented Development. Table 3.10-3 summarizes the land uses designated by the General Plan. Figure 3.10-2 illustrates the General Plan land uses as color blocks and the Zoning Districts are labeled and outlined in black.

Table 3.10-3 Planning Area General Plan Land Use Designations

| <i>Land Use</i> | <i>Acres</i> | <i>Percent of Total</i> |
|------------------------------------|--------------|-------------------------|
| Transit-Oriented Development | 73.1 | 19% |
| Business Park | 241.0 | 64% |
| Business Park/Public/Institutional | 17.5 | 5% |
| Other (PG&E, ROW, etc.) | 43.6 | 12% |
| Total | 375.2 | 100% |

Source: City of Antioch General Plan (2003), GIS (2007), Dyett & Bhatia (2008)

- **SR 4 Industrial Frontage Focus Area.** The General Plan policy direction for the SR 4 Industrial Frontage Focus Area indicates that the area should be developed based on transit-oriented development principles. “A mix of office, business park, light industrial uses, none of which rely on intensive use of heavy trucks, will be located within walking distance of high density housing, retail commercial, and the rail transit station and parking areas serving the station.” The freeway frontage should be available for higher end business park office, showroom retail, and commercial uses.
- **Transit-Oriented Development.** The primary purpose of areas designated “Transit-Oriented Development” (TOD) is to provide for a mix of high density uses oriented toward rail transit stations within and adjacent to Antioch. TOD is defined as an integrated mix of residential, commercial, and employment-generating uses. Both horizontal mixed-use and vertical mixed-use projects are appropriate in this area. Development is to be high-density to facilitate pedestrian and bicycle use, and shall provide easy access to the adjacent transit station.
- **Business Park.** Areas designated “Business Park” are intended for employment-generating uses compatible with a location adjacent to residential neighborhoods as a transition from high intensity transit-oriented development, as well as other industrial uses. Commercial development, including automotive sales, should be clustered along the freeway frontage.
- **Business Park/Public/Institutional.** This designation was applied to the undeveloped portion of the PG&E site.

General Plan Buildout Projections

A detailed analysis of the General Plan shows that approximately 3.5 million square feet of commercial space, and 1,200 housing units, is a realistic projection of growth allowed under the existing General Plan. This level of development would support about 4,035 jobs, as well as 2,400 new residents.

Table 3.10-4 General Plan Buildout Projections

| <i>Land Use</i> | <i>Units</i> | <i>Retail SF</i> | <i>Office SF</i> | <i>Jobs</i> |
|------------------------------------|--------------|------------------|------------------|--------------|
| Transit Oriented Development | 1,200 | 500,000 | | 1,000 |
| Business Park | | | 3,000,000 | 3,000 |
| Business Park/Public/Institutional | | | | 35 |
| Other (PG&E, ROW) | | | | |
| Total | 1,200 | 500,000 | 3,000,000 | 4,035 |

Source: City of Antioch General Plan (2003), GIS (2007), Zoning Ordinance (2008); Dyett & Bhatia (2008)

Antioch Zoning Ordinance

The majority of the Planning Area, 57 percent, has been zoned as Planned Development. Approximately 25 percent of the area is designated as Light Industrial and another 19 percent is Planned Business Center. Zoning districts are outlined in black on Figure 3.10-2.

Table 3.10-5 Planning Area Zoning Districts

| <i>Zoning District</i> | <i>Acres</i> | <i>Percent of Total</i> |
|-------------------------------|--------------|-------------------------|
| Planned Business Center (PBC) | 70.5 | 19% |
| Planned Development (P-D) | 213.6 | 57% |
| Light Industrial (M-1) | 90.4 | 24% |
| Other | 0.7 | <1% |
| Total | 375.2 | |

Note: Planned Development is a district in the Antioch zoning code.

Source: City of Antioch GIS (2007), Dyett and Bhatia (2008)

- **Planned Business Center (PBC).** The district provides sites in landscaped settings for office centers, research and development facilities, limited industrial activities (including production and assembly, but no raw materials processing or bulk handling), limited warehouse type retail and commercial activities, and small-scale warehousing distribution. Individual business centers would have a common architectural and landscape treatment, while architectural variation is encouraged between centers.
- **Planned Development (P-D).** This district accommodates various types of development, such as neighborhood and district shopping centers, professional and administrative office, multiple-family housing developments, single-family residential developments, commercial service centers, and industrial parks, or any other use or combination of uses which are appropriately a part of a planned development.

This district is intended to enable and encourage flexibility in the design and development of land so as to promote its most appropriate use; to allow diversification in the relationship of various uses, structures and space; to facilitate the adequate and economical provision of streets and utilities; to preserve the natural and scenic qualities of open space; to offer recreational opportunities convenient to residents to enhance the appearance of neighborhoods through the preservation of natural green spaces; and to counteract the effects of urban congestion and monotony.

- **Light Industrial (M-1).** This district allows light industrial uses and excludes those heavy industrial uses with potentially hazardous or negative effects. Uses include the fabrication, assembly, processing, treatment, or packaging of finished parts or products from previously prepared materials typically within an enclosed building.

Redevelopment Project Area Number 3

In 1986, the City of Antioch adopted Redevelopment Project Area Number 3. The 236-acre Project Area is generally bounded by State Route 4 (SR 4), Hillcrest Avenue, and Oakley Road. It does not include any land north of Oakley Road. Project Area No. 3 was adopted to:

- Eliminate environmental deficiencies such as obsolete buildings, inadequate public improvements, and uneconomic land uses;
- Assemble land into parcels suitable for modern integrated development with improved pedestrian and vehicular circulation;
- Develop undeveloped areas which are stagnant or improperly utilized;
- Strengthen the economic base of the area and community by installing needed site improvements to stimulate commercial/light industrial expansion, employment, and economic growth;
- Provide adequate land for parking and open space;
- Establish and implement performance criteria to assure sufficiency of site design standards and environmental quality, and other design elements which provide unity and integrity to the entire project;
- Expand or improve the community's supply of low- and moderate-income housing and senior citizen housing; and,
- Provide opportunities for owners and tenants to participate in the revitalization of their properties.

At the time, the Redevelopment Plan conformed to the General Plan. Land uses designated by the Plan included Industrial, Commercial, Residential, and Mixed Uses, as reflected in the 1986 General Plan Land Use Map.

East Antioch Specific Plan

In April 1981, the City of Antioch adopted the East Antioch Specific Plan for the 677-acre area bounded by East 18th Street on the north, SR 4 on the south and east, and existing City limits along the eastern boundary of the PG&E parcel on the west. The land use plan concept was to guide the development of the primarily undeveloped area into a low density residential area while providing for future employment opportunities and protecting the natural features. The 1981 East Antioch Specific Plan was superseded by the 2003 Antioch General Plan Update.

Metropolitan Transportation Commission Resolution 3434

The MTC regional TOD policy was adopted in 2005 to aid jurisdictions in addressing multiple goals: improving the cost effectiveness of regional investments in new transit expansions, easing the Bay Area's chronic housing shortage, creating vibrant new communities, and helping preserve regional open space. The policy applies to all physical transit extensions funded by Resolution 3434, including the eBART Project. It establishes corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors, requires that local jurisdictions adopt a Station Area Plan that demonstrates how the jurisdiction plans to meet the development thresholds, and requires multi-agency planning to define expectations, timelines, roles, and responsibilities for key stages of the transit project development process. For commuter rail projects such as eBART, MTC requires that there be an average of 2,200 housing units per station. For the eBART Project, which has three proposed stations, there must be a total of 6,600 housing units in the eBART corridor. The units must be located within one-half mile of the three stations.

BART System Expansion Policy

BART adopted a System Expansion Policy as part of its Strategic Plan in 1999. The policy requires that at least one Ridership Development Plan (RDP) be undertaken for any proposed expansion project. The RDP(s) must demonstrate that a corridor-wide ridership threshold can be achieved through measures such as transit-supportive land use and investment in access programs and projects. The eBART project expansion policy target is 5,801 weekday entries and exits in 2030. The projected ridership is 10,100 entries and exits by 2030 for the entire corridor.

Antioch General Plan Growth Management Element***3.6.2 Growth Management: Rate of Growth Policies***

a. Limit the issuance of development allocations to a maximum annual average of 600, recognizing that the actual rate of growth will vary from year to year. Thus, unused development allocations may be reallocated in subsequent years, and development allocations may be moved forward from future years, provided that the annual average of 600 development allocations may not be exceeded during any given five-year period (i.e., no more than 3,000 development allocations may be issued for any given five-year period).

b. To move development allocations forward from future years, the following finding must be made: The constraints posed by needed infrastructure phasing or capital facilities financing require that development allocations be moved forward from future years to avoid jeopardizing the feasibility of existing infrastructure financing mechanisms or the financing of infrastructure for the development allocations that would otherwise be granted during the calendar year.

c. To facilitate the development of housing required to meet the needs of all economic segments of the community and special needs groups identified in the Housing Element, age-restricted housing and multiple-family dwellings shall be counted as less than one single family dwelling unit for the purposes of residential development allocations. The relationship between an allocation for a single-family dwelling and an allocation for age-restricted housing and multiple-family dwellings shall be based on such factors as differences in traffic generation, school impacts, and demand for new recreation facilities.

d. In order to avoid a predominance of any one housing type, limits shall be placed on the number of annual allocations that may be granted to age-restricted senior housing, single family detached housing, and multifamily housing.

e. Permit residential projects that are subject to limitations on development allocations to proceed with other necessary approvals not directly resulting in the division of land or construction of residential dwelling units (e.g., General Plan amendments, rezoning, environmental review, annexation, etc.). The processing of such applications is not, however, a commitment on the part of the City that the proposal will ultimately receive development entitlements or allocations.

f. To facilitate the development of housing required to meet the needs of all economic segments of the community and special needs groups identified in the Housing Element, exempt the following types of developments from limitations on the annual issuance of development allocations, whether for single-family or multi-family residential development. Dwelling units approved pursuant to the following exemptions shall not be counted against the established maximum annual development allocation.

(1) Income-restricted housing needed to meet the quantified objectives for very low and low income housing set forth in the Housing Element, along with “density bonus” dwelling units approved pursuant to the provisions of the Housing Element and the City’s Density Bonus ordinance.

(2) Dwelling units designed for one or more Special Needs Groups, as defined in the Housing Element (i.e., handicapped, income-restricted senior housing), pursuant to programs set forth in the Housing Element as needed to meet the Housing Element’s quantified objectives for housing of special needs groups.

(3) Dwelling units within development projects having vested rights through a valid (unexpired) development agreement or vesting map.

(4) Construction of a single dwelling unit by or for the owner of the lot of record on which the dwelling unit is to be constructed.

(5) Construction of a second dwelling unit on a lot of record.

(6) Development of a project of four or fewer dwelling units.

(7) Development projects within the Rivertown Focused Planning Area.

Antioch General Plan Housing Element

- 1.1 Ensure the supply of safe, decent and sound housing for all residents.
- 2.1 Provide adequate residential sites for the production of new for-sale and rental residential units for existing and future residents.
- 2.2 Facilitate the development of new housing for all economic segments of the community, including lower income, moderate-, and above moderate-income households.
- 2.3 Actively pursue and support the use of available County, State, and Federal housing assistance programs.
- 2.4 Proactively assist and cooperate with nonprofit, private, and public entities to maximize opportunities to develop affordable housing. One of the objectives of the updated Land Use Element is to distribute low and moderate income housing throughout the City, rather than concentrate it in one portion of the community. For example, the element allows for higher density housing within the Focus Areas to facilitate affordable housing development.
- 3.1 Assure the provision of housing opportunities for those residents of the City who have special housing needs, including farm workers, the elderly, disabled, large families, and the homeless.
- 4.1 Provide incentives for energy conservation measures in new housing by providing information on programs available through PG&E.
- 5.1 Review and modify standards and application processes to ensure that City standards do not act to constrain the production of affordable housing units.
- 6.1 Encourage and support the enforcement of laws and regulations prohibiting discrimination in lending practices and in the sale or rental of housing.

IMPACT ANALYSIS

SIGNIFICANCE CRITERIA

Implementation of the proposed Plan would have a potentially significant adverse impact on land use and population if the Plan would:

Land Use

- Physically divide an established community;
- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect;

Population and Housing

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure);

- Displace substantial numbers of existing housing, population, or jobs, necessitating the construction of replacement housing or relocation of services elsewhere;

No important farmland was identified within the Planning Area, so no impact analysis was conducted for important farmland conversion to urban uses. Therefore, the significance criterion related to farmland is neither included here nor evaluated further in this EIR.

METHODOLOGY AND ASSUMPTIONS

This analysis considers current policies and goals for the City's General Plan, existing and proposed land use conditions within the Planning Area, and applicable regulations and guidelines. The impact analysis uses development projections based on the proposed Specific Plan's configuration of land use classifications, and the gross acreage and assumed density and intensity of each land use classification.

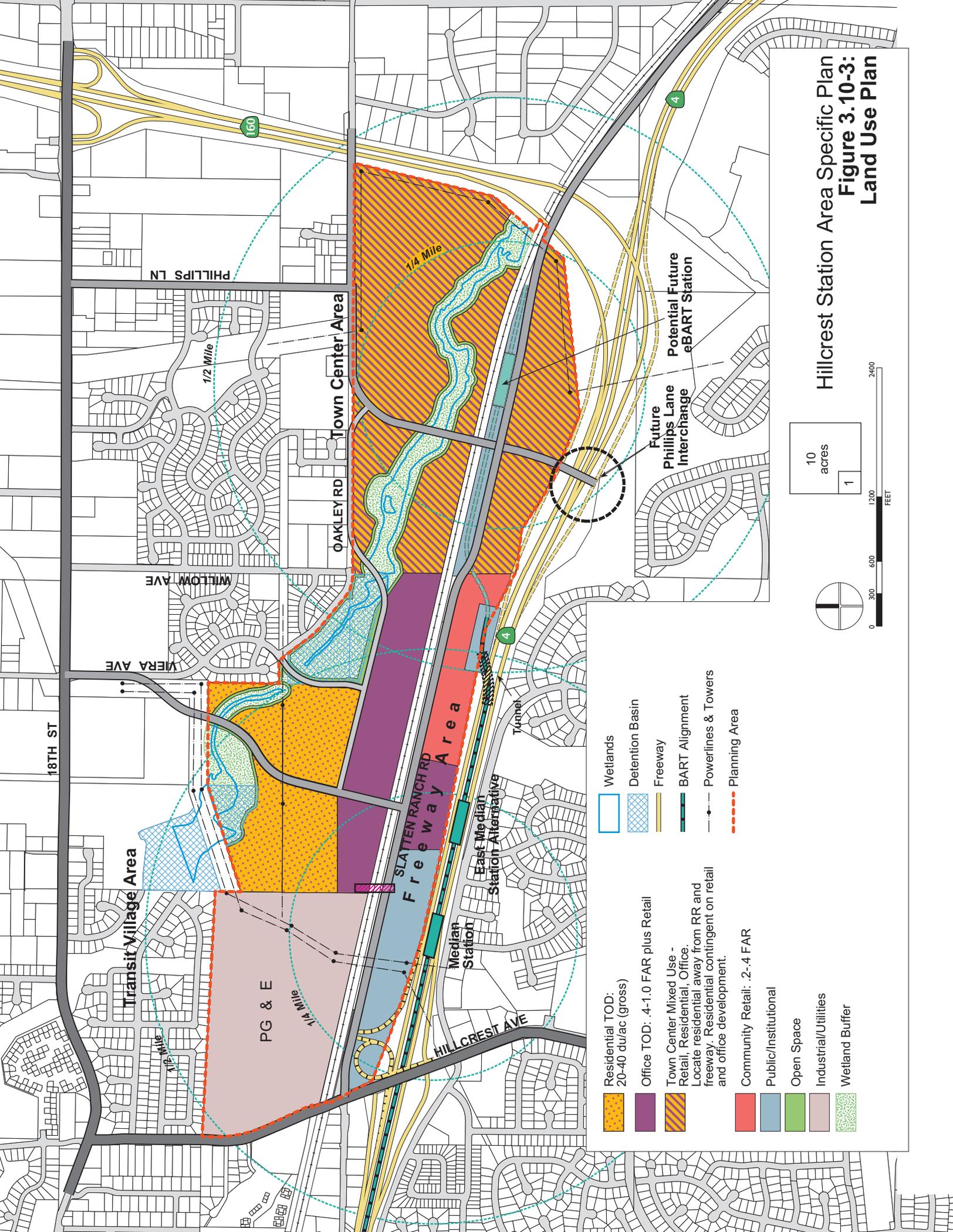
SUMMARY OF IMPACTS

The proposed Hillcrest Station Area Specific Plan will not divide an established community, since the area contains primarily vacant land, and is already bordered on two sides by existing freeways which act as barriers. In fact, implementation of the Specific Plan will create street connections, thereby better connecting the area's existing residents and employees with jobs, services, parks, and transit. Therefore, this criterion is not evaluated further in this section.

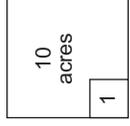
The proposed project includes the adoption of the Hillcrest Station Area Specific Plan, plus the subsequent actions needed to implement the Plan and make it consistent with existing plans and regulations. The subsequent actions will include amending the General Plan, Zoning Ordinance and Map, and the Redevelopment Plan for Project Area 3. Therefore, the proposed changes in local land use and policies result in a less than significant impact. The Specific Plan is consistent with MTC Resolution 3434 and the BART Expansion Policy.

Because the Planning Area currently contains very little development, the proposed Specific Plan supports a range of new housing development and new population, but will not result in the displacement of a substantial numbers of people or existing housing. While a few homes and businesses will be displaced with Plan implementation, this process is guided by existing state law and the potential impacts to population and housing are considered less than significant.

The Planning Area is within the boundaries of the East Contra Costa County Habitat Conservation Plan/Natural Community Conservation Plan (ECCC HCP). But because the City of Antioch is not a signatory to the ECCC HCP, the project sponsor is not required to participate in this Plan. However, the Specific Plan policies and mitigation measures included in this EIR are as stringent as, and in many cases equivalent to, the Conditions and Conservation Measures described in the ECCC HCP. Therefore, the proposed Plan will not conflict with provisions provided in this or any other HCP.



Hillcrest Station Area Specific Plan
 Figure 3.10-3:
 Land Use Plan



- 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
- Public/Institutional
- Open Space
- Industrial/Utilities
- Wetland Buffer
- Wetlands
- Detention Basin
- Freeway
- BART Alignment
- Powerlines & Towers
- Planning Area



Transit Village Area

PG & E

Town Center Area

Slatten Ranch Rd Freeway Area

Hillcrest Ave

Median Station

East Median Station Alternative

Tunnel

Future Phillips Lane Interchange

Potential Future eBART Station

Miera Ave

Willow Ave

Oakley Rd

Phillips Ln

18th St

1/2 Mile

1/4 Mile

1/4 Mile

1/4 Mile

160

4

4

IMPACTS AND MITIGATION MEASURES

3.10-1 *The Plan proposes new policies and land use designations for areas covered by local and regional land use plans. (Less than Significant)*

The project includes the adoption of 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 replaces references to the SR 4 Industrial Frontage Focus Area with the policies of the Hillcrest Station Area Specific Plan, defines new land use designations, and updates other General Plan elements with specific implementation policies. Plan implementation 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.

The proposed Plan forms a land use and regulatory framework that allows up to 2,500 residential units and 2.5 million square feet of commercial development. The following land use classifications will be added to or revised in the General Plan:

- Residential TOD
- Town Center Mixed Use
- Office TOD
- Community Retail
- Parks/Open Space
- Public/Institutional
- Industrial/Utilities

The new land use designations have the following minimum and maximum density and intensity (Floor Area Ratio [FAR]) regulations, as shown in Table 3.10-6.

Table 3.10-6 Development Density Standards

| Land Use | FAR | Residential Density | | Other Density Provisions |
|-----------------------|---------|---------------------|---------|--|
| | Maximum | Minimum | Maximum | |
| 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.

Table 3.10-7 illustrates how the number of projected housing units in the eBART corridor meets MTC's Resolution 3434 requirements. The 10,526 units exceed the minimum 6,600 units required.

Table 3.10-7 Existing and Planned Corridor Housing

| | <i>Existing</i> | <i>Planned</i> ¹ | <i>Total</i> |
|---------------------|-----------------|-----------------------------|---------------|
| Pittsburg/Bay Point | 1,873 | 1,595 | 3,468 |
| Railroad Ave | 1,600 | 1,590 | 3,190 |
| Hillcrest | 999 | 1,000 | 1,999 |
| Subtotal | 4,472 | 4,185 | 8,657 |
| Phillips Station | 369 | 1,500 | 1,869 |
| Total | 4,841 | 5,685 | 10,526 |

1. Planned housing units assumes that the City of Pittsburg adopts the Railroad Avenue Specific Plan without major changes in housing density requirements.

Source: ABAG Projections 2005; Pittsburg/Bay Point Specific Plan, 1997;
Draft Railroad Avenue Specific Plan, 2008.

BART anticipates meeting its ridership threshold requirements by 2030. As a “terminal” station, the Hillcrest Station is projected to serve many commuters from East Contra Costa County. Generally, potential ridership is calculated based on 0.6 riders per household and 0.1 riders per job within one-half mile radius of the station. By this calculation, the Planning Area developed as the proposed Plan would generate at least 2,065 riders. In addition, BART estimates that there will be 0.1 riders per household in all of East Contra Costa County. The proposed Plan includes policies supporting 2,600 parking spaces to be built near the eBART stations to serve demand from East County riders. BART estimates that the Hillcrest Station(s) will serve approximately 8,200 daily riders. The City of Pittsburg Railroad Avenue Station will serve about 1,900 riders, for a total of 10,100 riders on the eBART line.

Mitigation Measures

No mitigation measures are required.

3.10-2 *The proposed Plan induces increased population and jobs through the development of new housing and commercial uses. (Less than Significant)*

The proposed Specific Plan allows construction of new residential and commercial development which will result in a substantial increase in population and jobs. However, the proposed Specific Plan does not contribute to substantial unanticipated increases in population or jobs beyond those currently projected by ABAG. It is assumed in the traffic analysis (Section 3.4) that the total development in East Contra Costa County will not change as a result of the Hillcrest Station Area Specific Plan; only the location of the anticipated development will be shifted from other potential development sites to the Planning Area during the planning horizon.

As indicated in Table 3.10-2, Antioch's population is projected to grow by 26,900 residents (27 percent increase) and the number of jobs is projected to grow by 20,290 (99 percent increase) between 2005 and 2035. The total projected growth for the Planning Area is 5,000 residents and 5,600 jobs, which is approximately 19 percent of the City's population growth and 27 percent of

the City’s employment growth during the planning period. Therefore, cumulatively, this is a less than significant impact.

The proposed Plan supports approximately 2,500 residential units and 2.5 million square feet of commercial development. The buildout population is anticipated to be approximately 5,000 residents, which is about 19 percent of ABAG projected growth between 2005 and 2035. The majority of the housing will be in multi-unit structures, and some portion will be in mixed-use buildings. Based on the residential densities of the land uses in the Station Area, 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 3.10-8 Buildout Projections: Housing Units and Population (2035)

| | <i>Households</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.

ABAG projections estimate that the City of Antioch will build about 10,510 new housing units between 2005 and 2035. The proposed Plan assumes that the Planning Area will capture about 24 percent of the anticipated housing market.

The land uses in the Proposed Plan Diagram are expected to support approximately 5,600 new jobs at buildout. This would be approximately 28 percent of the employment growth anticipated in ABAG’s projections.

Table 3.10-9 Buildout Commercial Square Footage and Jobs (2035)

| | <i>Office SF</i> | <i>Retail SF</i> | <i>Hotel Rooms</i> | <i>Jobs</i> |
|--------------|------------------|------------------|--------------------|--------------|
| TOD West | 780,000 | 225,000 | - | 2,600 |
| TOD East | 420,000 | 775,000 | 325 | 3,000 |
| Total | 1,200,000 | 1,000,000 | 325 | 5,600 |

Estimated employment at buildout was calculated using the following assumptions:

- Retail employment is assumed to generate one job for every 500 square feet of gross floor area, based on total gross acres of land.
- Office employment is assumed to generate one job for every 350 square feet of gross floor area, based on total gross acres of land.
- Hotel employees are estimate at a rate of 0.8 employees per room.

Source: Dyett & Bhatia, 2008.

Mitigation Measures

No mitigation measures are required.