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## **3.4 POPULATION AND HOUSING**

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### **Introduction**

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This section presents the population, housing, and economic characteristics of the communities in the project corridor, with particular emphasis on the areas surrounding proposed station locations in the cities of Pittsburg and Antioch. This section also analyzes the Proposed Project's potential impacts on housing supply and population, including displacement of residential and business uses, and identifies mitigation measures to avoid or reduce impacts.

Comments in response to the Notices of Preparation from 2005 and 2008 (see Appendix A) identified concerns about transit services needed in eastern Contra Costa County to support current and future population growth and land acquisition. These comments are addressed in this section.

### **Existing Conditions**

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Data presented in this section are based on projections made by the Association of Bay Area Governments (ABAG), on figures from the 2000 U.S. Census, on estimates published by Claritas, Inc., and on traffic modeling data prepared by Fehr & Peers. For purposes of this analysis, station areas have been defined as the one-half mile radius around proposed station locations. Table 3.4-1 shows demographics data for the project corridor. Table 3.4-2 shows demographic data within one-half mile of the proposed station sites.

### **Population and Household Characteristics**

Socio-economic information was gathered in order to adequately analyze the impacts of the Proposed Project on housing supply and population. Below is a summary of the socio-economic profile for the cities of Pittsburg and Antioch and Contra Costa County (see Table 3.4-1). Characteristics addressed in the socio-economic profile summary include household and income data, as well as auto ownership data.

- The households in the cities of Pittsburg and Antioch tend to be slightly larger than those found elsewhere in the County, and the increased household sizes tend to be a result of the greater percentage of youth (under 18 years old) in these households.
- With a median household income of \$72,300, the City of Antioch is similar to the rest of the County, which has a median household income of \$73,300. By comparison, the City of Pittsburg has a substantially lower median household income of \$57,600.

**Table 3.4-1  
Demographic Data for Contra Costa County and Project Corridor Cities**

	<b>Contra Costa County</b>	<b>City of Pittsburg</b>	<b>City of Antioch</b>
<b>Population, 2006</b>			
Persons	1,021,349	64,280	102,956
Households	366,338	19,840	32,628
Persons per Household	2.76	3.21	3.14
Median Household Income	\$73,268	\$57,586	\$72,311
<b>Housing, 2000</b>			
Occupied Housing Units	344,129	17,741	29,338
Owners	69.3%	62.8%	71.0%
Renters	30.7%	37.2%	29.0%
<b>Age Distribution, 2006</b>			
Under 18	25.7%	29.2%	30.9%
18–24	9.0%	10.4%	9.9%
25–34	12.1%	15.0%	12.1%
35–44	15.0%	14.8%	16.4%
45–54	15.4%	13.2%	14.1%
55–64	11.3%	9.0%	9.1%
65 and Over	11.6%	8.5%	7.4%
<b>Vehicle Ownership, 2006</b>			
Percentage of Households with No Auto Available	6.46%	7.95%	5.19%
<b>Mode of Transit to Work, 2000</b>			
Drive Alone	66.6%	63.2%	71.2%
Carpool	12.8%	17.7%	14.9%
Public Transportation	8.5%	8.0%	4.2%

*Sources: Claritas, 2006; Bay Area Economics, 2007.*

**Table 3.4-2  
Demographic Data within One-Half Mile of the Station Sites**

	Hillcrest Avenue Station				
	Railroad Avenue Station	Median Station (Proposed Project)	Northside West Station Option	Northside East Station Option	Median Station East Option
<b>Population, 2007</b>					
Persons	4,901	3,121	2,544	1,328	2,845
Households	1,400	982	796	390	870
Persons per Household	3.50	3.18	3.20	3.40	3.27
<b>Housing, 2007</b>					
Housing Units	1,477	999	816	399	887
Owners	48.5%	85.8%	87.1%	85.7%	87.6%
Renters	46.3%	12.6%	10.4%	12.0%	10.5%
<b>Median Household Income, 2007</b>	\$38,886	\$87,288	\$80,486	\$91,406	\$88,455
<b>Age Distribution, 2007</b>					
Under 18	32.8%	26.9%	26.5%	29.9%	27.4%
18 - 24	10.9%	10.5%	10.2%	10.1%	10.4%
25 - 34	15.2%	10.7%	10.9%	10.7%	10.7%
35 - 44	13.5%	14.2%	14.4%	15.5%	14.6%
45 - 54	11.0%	16.4%	15.8%	16.5%	16.2%
55 - 64	7.6%	12.2%	12.2%	11.0%	12.0%
65 and Over	7.6%	9.0%	10.1%	6.2%	8.6%
<b>Vehicle Ownership, 2007</b>					
Households with No Automobile Available	238	29	6	2	11
Percentages of Households with No Automobile	17.0%	3.0%	0.8%	0.5%	1.3%
<b>Transit Mode, 2007</b>					
Drive Alone	68.3%	77.0%	74.7%	76.8%	75.9%
Carpool	17.7%	13.7%	14.9%	14.9%	14.7%
Public Transportation	5.4%	3.4%	4.2%	3.4%	3.8%

Sources: Claritas, 2007; Bay Area Economics, 2008.

*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 are included. For Block Groups that are only partially within the specified radius, Claritas uses a propriety 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.

- Consistent with income data, the City of Antioch mirrors the rest of the County in terms of the percentage of renter-occupied housing units (about 30 percent), but the City of Pittsburg has a substantially higher percentage of renters (about 37 percent).
- Households in the City of Pittsburg have the highest percentage without an automobile available (nearly 8 percent), followed by the County (about 6.5 percent), and the City of Antioch (at 5 percent).
- Consistent with auto ownership data, a smaller percentage of the City of Antioch residents rode transit to work (4.2 percent) compared to the City of Pittsburg (8 percent) and the County (8.5 percent).

### Station Area Profiles

**Railroad Avenue Station.** The Railroad Avenue Station area in the City of Pittsburg has relatively large household sizes, reflecting a large concentration of households with children under 18. The average household size in the station area is 3.50 persons. Unlike the Hillcrest Avenue Station area, the Railroad Avenue Station area encompasses lower median household incomes (\$38,900) and substantially more multifamily development, compared to the Hillcrest Avenue Station area (see description below). The Railroad Avenue Station area has a much higher proportion of renters (46.3 percent) than the City of Pittsburg or the County.

Additionally, households in the Railroad Avenue Station area have considerably less access to a private automobile than households in the City of Pittsburg and the County as a whole. Approximately 17 percent of households in the station area do not own an automobile. Located approximately 3.0 miles from the existing Pittsburg/Bay Point BART Station, the Railroad Avenue Station area has a lower rate of transit ridership to work (5.4 percent) than the City of Pittsburg as a whole (see Table 3.4-2).

**Hillcrest Avenue Station.** Similar to the Railroad Avenue Station, the Hillcrest Avenue Station has larger household sizes than the County as a whole, reflecting a large concentration of households with children under 18. The average household size in the area of the Hillcrest Avenue Station options ranges between 3.18 and 3.40 persons. In addition, median household incomes are relatively high, ranging from \$80,500 to \$91,400 and residential development is primarily single family. This is consistent with a low percentage of renters, which ranges between 10.4 and 12.6 percent.

The access of residents to a private automobile in the area of the Hillcrest Avenue Station is relatively high, with about three percent or less of households not owning an automobile. This area also has a relatively low rate of transit ridership to work, ranging from 3.4 to 4.2 percent. In comparison, the Railroad Avenue Station area has a higher percentage of transit ridership (approximately 5.4 percent) (see Table 3.4-2).

## Population and Employment Projections

Population and employment projections for the cities of Pittsburg and Antioch and Contra Costa County are presented in Table 3.4-3.

**Population.** ABAG projects significant growth in population for the cities of Pittsburg and Antioch and the County between 2005 and 2030. Among these jurisdictions, the City of Pittsburg is expected to be the fastest growing, with projected population growth of nearly 50 percent over 25 years, while population growth in City of Antioch will be consistent with the County at approximately 22 percent over the same time period.

**Employment.** Job growth in the cities of Pittsburg and Antioch and the County is expected to be substantially faster than population growth in coming years. Between 2005 and 2030, the number of jobs in the City of Pittsburg is expected to more than double, while the number of jobs in the City of Antioch is expected to grow by 80 percent and the number of jobs countywide is expected to grow by 46 percent. Over time, this trend of employment growth outpacing population growth is anticipated to lead to a greater balance between the number of jobs and households in these cities (see jobs-housing ratio in Table 3.4-3).

**Table 3.4-3  
Demographic Projections for Contra Costa County and  
Project Corridor Cities, 2005–2030**

	2005	2030	Percent Change
<b>Contra Costa County</b>			
Population	1,023,400	1,255,300	22.7%
Households	368,310	466,430	26.6%
Employment	379,030	551,530	45.5%
Jobs-Housing Ratio	1.0	1.2	14.6%
<b>Pittsburg</b>			
Population	84,000	125,100	48.9%
Households	25,910	34,620	33.6%
Employment	18,260	37,270	104.1%
Jobs-Housing Ratio	0.7	1.1	53.0%
<b>Antioch</b>			
Population	102,300	125,100	22.3%
Households	33,090	42,030	27.0%
Employment	21,270	38,060	78.9%
Jobs-Housing Ratio	0.6	0.9	40.9%

*Source:* Association of Bay Area Governments, *Projections 2007*, December 2006.

*Note:*

Data for the cities of Pittsburg and Antioch pertain to each City and its sphere of influence, as defined by ABAG.

## Applicable Policies and Regulations

**Ridership Development Plans.** As discussed in detail in Section 3.3, Land Use, BART's System Expansion Policy requires transit expansion projects to achieve corridor-wide ridership targets by 2030. To implement this goal, BART has entered into a Memorandum of Understanding with the cities of Pittsburg and Antioch, along with Contra Costa Transportation Authority (CCTA) and Tri Delta Transit that commits those cities to implementing land use plans that will contribute to the attainment of the corridor-wide ridership target. Pittsburg and Antioch are developing Ridership Development Plans (RDPs) incorporating land use changes and/or access improvements. The cities must also provide the requisite environmental clearance under CEQA for these plans, as the cities are the public agencies responsible for approving and implementing the plans. The development and access improvements proposed by the RDPs are not part of the Proposed Project but are obviously related. The RDPs must be approved by the local jurisdictions before BART can approve the Proposed Project.

As of the release of this Draft EIR, the City of Pittsburg has released a Draft Specific Plan (Ridership Development Plan) for the Railroad Avenue Station area. This Specific Plan intends to channel growth into the Railroad Avenue area in order to achieve a community desire for the development of a compact, mixed-use district in the area. The Specific Plan envisions the development of approximately 1,845 new residential units and 1,004,000 square feet of new commercial space within a district surrounding the proposed Railroad Avenue Station. The station area is part of a Redevelopment Project Area, and the Pittsburg Redevelopment Agency has expressed an intention to assist with the implementation of the Specific Plan. While implementation of the Specific Plan is likely to move forward more quickly should improved transit service occur in the area, the Plan specifically indicates that it is not dependent on the Proposed Project or any particular mode of transit.<sup>1</sup>

The City of Antioch's General Plan, adopted in 2003, envisions the Hillcrest Avenue Station area as the site of a key transit node and allows for significant development in the area. In keeping with this vision, the City is considering several development options that could permit from 650 to 2,500 additional dwelling units and 2,150,000 square feet of commercial, office, and retail uses. The City is preparing a Hillcrest Station Area Specific Plan to accommodate this desired growth, which will be adopted prior to adoption of the Proposed Project by the BART Board of Directors. This area of Antioch is viewed as a key development site by the City and property owners, given its central location and attractive freeway frontage. As such, it is expected to see intensive development regardless of the Proposed Project.<sup>2</sup>

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<sup>1</sup> City of Pittsburg, *Railroad Avenue Specific Plan*, Revised Administrative Draft, October 2007.

<sup>2</sup> City of Antioch, *General Plan*, November 2003.  
[http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch\\_Adopted\\_General\\_Plan.pdf](http://www.ci.antioch.ca.us/CityGov/CommDev/PlanningDivision/docs/Antioch_Adopted_General_Plan.pdf)

Informed by these planning efforts, the projected households and employment within these station areas that could result under development of the proposed Ridership Development Plans is identified in Table 3.4-4. These station area plans are acknowledged in the cumulative assessment.

**Table 3.4-4  
Projected Station Area Households and Employment  
under Proposed Ridership Development Plans, 2030<sup>a,b</sup>**

	Railroad Avenue Station	Hillcrest Avenue Station <sup>c</sup>	Combined <sup>c</sup>
Households	3,322	1,649 - 2,899	4,971 - 6,221
Employment	8,857	5,366 - 6,616	14,223 - 15,473

*Source:* Fehr & Peers Associates traffic modeling numbers, reviewed by CCTA and the cities.

*Notes:*

- a. "Station Area" means the land within a one-half-mile radius of the proposed station location.
- b. These numbers include existing development within the station area plus possible development under the Ridership Development Plans that are currently prepared.
- c. Hillcrest Avenue Station and combined numbers vary depending on the station option.

**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.

### **Impact Assessment and Mitigation Measures**

This analysis focuses on potential project effects on population, housing, and employment, including long-term (operational) effects. Population-driven effects related to construction are not specifically addressed in this population and housing analysis because those impacts are temporary, whereas impacts associated with changes in population related to project operations occur over long periods of time and are not directly associated with construction activities. Future TOD impacts are not part of this analysis. The cities of Pittsburg and Antioch will undertake their own environmental review process for the Railroad Avenue and Hillcrest Avenue Station area specific plans, respectively, that will provide opportunities for public review and comments once impacts are assessed.

## Standards of Significance

A significant population and housing impact would occur if the project would substantially affect the population, household, or community characteristics of the project study area in a negative way. The criteria utilized to determine significance have been developed based on Appendix G of the CEQA Guidelines. These criteria include both qualitative and quantitative assessments, many of which are related to other environmental topic areas discussed in this Draft EIR. Based on these criteria, a significant population and housing impact would occur if the project would:

- Induce substantial growth in an area either directly (e.g., by proposing new homes or buildings) or indirectly (e.g., through extension of roads or infrastructure) not in accordance with existing community or city plans;
- Displace existing businesses or housing, especially affordable housing;
- Create a demand for additional housing that cannot be accommodated by existing housing stock; or
- Conflict with applicable plans and policies.

For each population and housing impact below, a level of significance is determined and reported in the italicized summary impact statement that precedes the analysis of each impact. Conclusions of significance are defined as follows: significant (S), potentially significant (PS), less than significant (LTS), no impact (NI), and beneficial (B). If the mitigation measures would not diminish potentially significant or significant impacts to a less-than-significant level, the impacts are classified as “significant and unavoidable effects (SU).” For this section, PH refers to Population and Housing.

### Project-Specific Environmental Analysis

*Impact PH-1 The Proposed Project would not be expected to induce substantial housing and employment growth beyond what is identified by affected cities as part of ongoing planning efforts. (LTS)*

The Proposed Project could have an indirect growth-inducing effect by accelerating planned growth in a more compact transit-oriented form, particularly in and around the Railroad Avenue and Hillcrest Avenue Stations. Proposed changes in land use designations under consideration by the cities of Pittsburg and Antioch would allow for more mixed-use development and would be designed to encourage growth. Transit-oriented and infill development would support BART ridership growth and a reduction in automobile commuting trips in the region.



As of 2005, the cities of Pittsburg and Antioch had a combined employment base of 39,500 jobs and a combined 59,000 households. According to ABAG, these cities will add approximately 35,800 jobs and 17,650 households between 2005 and 2030. By comparison, BART estimates that the Proposed Project would generate between 40 and 80 full-time equivalent (FTE) positions, including train operators, maintenance personnel, and other employees, generating demand for up to 80 additional housing units in the project corridor, assuming employees want to live in the project vicinity. Since preliminary planning for the Proposed Project began in 2002, the addition of up to 80 dwelling units associated with the project may have been included in growth forecasts for the area because this transit project was anticipated for development in local and regional plans. This level of additional employment and housing demand represents less than one percent of projected growth over the next 20 years and is considered negligible.

In addition to the 40 to 80 FTE positions that would be created to operate and maintain the Proposed Project, there would be additional employment generated throughout the County as a result of an “economic multiplier” effect. The economic multiplier refers to the way that income injected into one sector of the economy is then spent, and re-spent in other sectors of the economy, generating waves of economic activity. Estimates of how different economic sectors would be affected by Proposed Project investments and employees were derived using IMPLAN, an economic modeling software package. Based on IMPLAN model results, in addition to direct jobs created in the Transportation and Warehousing sectors, spending to operate and maintain the Proposed Project would generate 33 additional jobs in the following sectors: Retail Trade; Health Care and Social Assistance; and Professional, Scientific, and Technical Services. In a County with approximately 380,000 jobs, this level of additional employment is only approximately one-one hundredth of a percent.<sup>3</sup>

In addition to permanent operation-related jobs, the Proposed Project would also generate employment during the construction period. According to the IMPLAN model results, the Proposed Project would directly create approximately 614 jobs in the Construction, Information, and Public Administration sector, as well as 367 additional jobs through the economic multiplier effect. These other jobs would be spread across a range of other sectors, including Retail Trade; Health Care and Social Assistance; Professional, Scientific, and Technical Services; and Other Services. In total, construction-related direct and indirect/induced employment would represent only approximately 0.3 percent of countywide employment during the

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<sup>3</sup> Bay Area Economics, *eBART Project Direct, Indirect, and Induced Employment Growth Technical Report*, September 2008.

construction period and approximately 1.0 percent of countywide jobs in the Construction, Information, and Public Administration sector. Because most construction employees would already live in the Bay Area and because the number of construction-related jobs is low compared to current countywide totals and long-range growth forecasts, construction of the Proposed Project would not result in housing and employment growth beyond what is identified by affected cities as part of ongoing planning efforts.<sup>4</sup>

In summary, while the Proposed Project could have an indirect growth-inducing effect in the areas immediately adjacent to the proposed Railroad Avenue and Hillcrest Avenue Stations, this effect would be growth accommodating and would respond to recent growth in the area and would channel and intensify growth into areas where transit improvements are proposed, consistent with the cities' general plan policies described in Section 3.3, Land Use. Also, the Proposed Project is consistent with ongoing city planning efforts to accommodate a significant share of future housing and commercial development in a more compact and transit-supportive development, as planned under the RDPs, near transit service. Consequently, the Proposed Project would not induce unplanned growth and, therefore, would result in a less-than-significant impact.

*Impact PH-2 The Proposed Project would require the acquisition of various properties for use as stations, rights-of-way, ancillary facilities, parking areas, and a maintenance facility. For affected privately-owned property and business owners, these impacts could be significant and would require mitigation in accordance with applicable state laws. (PS)*

Although the project guideway would mainly occur within the right-of-way of SR 4, the Proposed Project would require public and private land acquisition to accommodate the Hillcrest Avenue Station and associated parking, a maintenance facility, and other project components, such as the staff building and related parking and the train control huts. The Proposed Project includes construction of staff building either at the east end of the transfer platform or on the narrow strip of land between SR 4 and Canal Road near the transfer platform within the state right-of-way. The staff building would include a parking lot, which would also be sited on the strip of right-of-way land between SR 4 and Canal Road. The areas proposed for the potential staff building locations and associated parking lot would be sited next to already developed land (SR 4, Canal Road, and an existing parking lot), and would be sited on state right-of-way. The proposed train control huts are mostly sited on

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<sup>4</sup> Bay Area Economics, *eBART Project Direct, Indirect, and Induced Employment Growth Technical Report*, September 2008.

private land; however, some are located on state right-of-way. In the proposed Hillcrest Avenue Station area, the land is largely undeveloped, although there are limited residential and light industrial uses.

In total, the Proposed Project could affect 16 privately-owned parcels in the vicinity of the Median Station as listed in Table 3.4-5. During subsequent design and engineering of the Proposed Project, the list of affected privately-owned parcels will become clearer, as well as whether all or just a portion of a parcel might need to be acquired. Given the uncertainty of the siting for project facilities, this assessment conservatively assumes that the entire parcel would be acquired if affected by a project feature; in reality, some parcels may only need to be partially acquired to accommodate the Proposed Project. Thus, this assessment likely overstates the land acquisition impact.

Of the parcels potentially affected, Assessors Parcel Numbers (APN) 052-030-013 and 052-030-015 are developed with single family dwellings. Assuming both parcels might require full acquisition and displacement, the number of persons that could be displaced would be seven (using the 2006 average household size for dwelling units within one-half mile of the Median Station). Site visits to APN 052-030-013 indicate that this property was vacant as of late 2007. If the property were vacant at the time of land acquisition, the Proposed Project would result in displacement of about four persons. In addition to the two residential parcels, there is one parcel that is occupied by a light industrial business on APN 052-030-006. According to the Assessor's office, this structure, which appears to be a warehousing facility, is vacant and thus would not involve displacement of any employees.

Displacement of residences, business activities, and/or reduction or loss of available parking, at existing development on privately-owned land is considered a significant impact. Because the Proposed Project could displace occupants in one residential dwelling, the Proposed Project would result in a significant displacement impact.

**Table 3.4-5  
Land Acquisition for the Proposed Project and Hillcrest Avenue Station Options**

Assessors Parcel Number (APN)	Existing Use	Northside West Station					Median Station East
		Median Station	Maintenance Facility	Remote Maintenance Facility Option	Northside East Station		
<b>Train Control Hut Parcels</b>							
086-020-006 <sup>a</sup>	Undeveloped/Vacant	X	X	X	X	X	
087-341-020 <sup>a</sup>	Undeveloped/Vacant	X	X	X	X	X	
074-080-028	Undeveloped/Vacant	X	X	X	X	X	
067-341-037 <sup>b</sup>	Undeveloped/Vacant	X	X	X	X	X	
067-342-017 <sup>b</sup>	Undeveloped/Vacant	X	X	X	X	X	
068-252-045	Undeveloped/Vacant	X	X	X	X	X	
<b>Hillcrest Avenue Station Options Parcels</b>							
041-021-025	Undeveloped/Vacant	-	-	-	X	-	
041-022-002	Undeveloped/Vacant	-	X	X	X	-	
041-022-004	Undeveloped/Vacant	-	-	X	X	-	
051-160-001	Undeveloped/Vacant	X	-	-	-	X	
051-160-005	Undeveloped/Vacant	X	-	-	-	X	
051-170-052	Undeveloped/Vacant	X	-	-	X	-	
051-170-054	Undeveloped/Vacant	X	-	-	-	X	
052-030-013	Unoccupied Dwelling	X	X	X	X	X	
052-030-015	Occupied Dwelling	X	X	X	X	X	
052-030-016	Undeveloped/Vacant	X	X	X	X	X	
052-030-017	Undeveloped/Vacant	X	X	X	X	X	
052-030-018	Undeveloped/Vacant	X	X	X	X	X	
052-030-021	Undeveloped/Vacant	X	X	X	-	X	
052-051-008	Undeveloped/Vacant	-	X	X	X	-	
052-052-002	Light Industrial/Vacant	-	X	X	X	-	
052-052-006	Light Industrial/Vacant	X	X	X	X	X	
052-052-008	Undeveloped/Vacant	-	X	X	X	-	
052-052-010	Undeveloped/Vacant	-	X	X	X	-	
052-052-015	Undeveloped/Vacant	-	-	X	X	-	
052-052-017	Undeveloped/Vacant	-	X	X	X	-	
052-052-018	Undeveloped/Vacant	X	X	X	-	X	
052-061-049	Undeveloped/Vacant	-	X	X	X	-	
<b>Total Number of Parcels Acquired<sup>c</sup></b>		<b>16</b>	<b>19</b>	<b>21</b>	<b>21</b>	<b>15</b>	

Source: BART, 2008.

*Notes:*

This table excludes state right-of-way, including the staff building and property owned by BART and Caltrans.

X = Indicates parcels to be acquired per station option.

- Either APN 086-020-006 or APN 087-341-020 would be acquired for a train control hut along SR 4 near Power Avenue or Frontage Road in Pittsburg.
- Either APN 067-341-037 or APN 067-342-017 would be acquired for a train control hut near SR 4 and the Contra Loma Boulevard/L Street interchange in Antioch.
- Total numbers of parcels to be acquired do not add up to total parcels tallied in each column because they only consider one parcel to be acquired per general location of three train control huts, as described under notes a and b.

**MITIGATION MEASURE.** Mitigation for displacement impacts is based on the California Relocation Assistance and Real Property Acquisition Guidelines. These guidelines set forth mandatory minimum requirements for acquisition, appraisal, and relocation payments and services to compensate for displacements resulting from public agency projects. Implementation of the following mitigation measure would ensure that impacts related to displacement of the affected properties are addressed as stipulated by applicable state laws, and would reduce them to a less-than-significant level. (LTS)

*PH-2.1 Acquire property and relocate affected residents and businesses.* BART's Real Estate Department shall implement an acquisition and relocation program that meets the requirements of applicable state acquisition and relocation law. Acquisition will involve compensation at fair market value for properties, and relocation assistance would include, but is not limited to, down payments or rental supplements, moving costs, business reestablishment reimbursement, and goodwill offers as appropriate. All benefits will be provided in accordance with the California Relocation Assistance and Real Property Acquisition Guidelines.

### **Hillcrest Avenue Station Options Analysis**

Impacts associated with the Hillcrest Avenue Station options are the same as described under the Proposed Project, with the exception of impacts to specific properties that could be acquired under each option. The differences specific to the three station options are presented in Table 3.4-5 and described below.

*Impact PH-3 The Hillcrest Avenue Station options would require the acquisition of various properties for use as stations, rights-of-way, parking areas, and a maintenance facility. For affected privately-owned property and business owners, these impacts could be significant and would require mitigation in accordance with applicable state law. (S)*

Similar to the Median Station, Northside West, Northside East, and Median Station East Station options would require private property acquisition, resulting in a significant impact. A list of affected properties for each option is provided in Table 3.4-5. The Northside West Station option would require the acquisition of 19 to 21 privately-owned parcels, depending on which maintenance facility option is selected. These parcels include one occupied residence, one unoccupied residence, and two light industrial properties with vacant buildings. The Northside East Station option would require the acquisition of 21 parcels involving the same developed properties as the Northside West Station option. The Median Station East option would require the possible acquisition of 15 parcels, including two developed residential

properties and one industrially developed property. Since the Hillcrest Avenue Station options would require acquisition of residences and businesses, they would result in a significant land acquisition impact.

**MITIGATION MEASURE.** Mitigation Measure PH-2.1, which calls for BART to carry out an acquisition and relocation program in accordance with applicable state law, would reduce acquisition impacts of the Hillcrest Avenue Station options to a less-than-significant level. (LTS)

## Cumulative Analysis

This cumulative analysis for population and housing considers the potential for the Proposed Project, in combination with the projected growth for the project station areas and eastern Contra Costa County, and increased capacity due to the SR 4 widening project to result in impacts to the physical environment. Potential physical impacts assessed are inducement of substantial housing and employment growth and displacement due to land acquisition.

*Impact PH-CU-4 The Proposed Project in combination with proposed station area development and future growth projected by ABAG is not expected to create additional demand for housing and employment in the affected communities beyond what is identified by the affected cities as part of ongoing planning efforts. (LTS)*

Based on station area plans that are being developed by the cities of Pittsburg and Antioch, a greater level of development and associated population than anticipated by the ABAG forecasts would occur in the immediate environs around the stations. While this level of growth is substantial (about 1,845 dwelling units and one million square of commercial space around the Railroad Avenue Station, and up to 2,500 dwelling units and 2,150,000 square feet of commercial space around the Hillcrest Avenue Station), it is consistent with adopted and draft City plans because this growth would redirect growth from other areas within those cities to the proposed station areas. Therefore, the Proposed Project would not induce unplanned growth. As described in Impact PH-1, the Proposed Project is a growth-accommodating project that responds to the existing need for transit services and future growth anticipated by development under the RDPs. The Proposed Project, in combination with the ongoing widening of SR 4, would add considerable additional commuting capacity along the project corridor and would support new growth projected for Pittsburg and Antioch. While the amount of new growth could be substantial, the specific planning processes underway by the cities of Pittsburg and Antioch promote new development around the Proposed Project stations to accommodate growth in a more compact, transit-oriented configuration. The Proposed Project would help serve the travel demand generated by this new development, as well as alleviate the travel demand that is forecast under No Project conditions (see Section 3.2, Transportation, of this document). The

station area development envisioned by the RDPs, as well as other changes to land use designations or zoning, are subject to their own environmental review.

The SR 4 widening project consists of improvements to approximately 6.5 miles from the Loveridge interchange easterly to the SR 160 flyover. As such, this project, in combination with the project corridor and the forecasted growth projected by both ABAG and the RDPs, is not expected to induce unplanned growth. Hence, the Proposed Project in combination with other foreseeable developments is not anticipated to have a significant negative cumulative impact on population and housing in the areas surrounding the project corridor.

*Impact  
PH-CU-5      The Proposed Project in combination with other cumulative development would lead to displacement of people, jobs, and housing due to privately-owned property land acquisition; however, because BART, Caltrans, and the relevant cities are legally required to mitigate such displacement with relocation assistance, these cumulative impacts would be less than significant. (LTS)*

Future projects within the project corridor could result in the need to acquire privately-owned lands already occupied by other uses, which could result in the conversion of those and possibly surrounding land uses. As stated under Impact PH-2, the Proposed Project itself would result in significant impacts due to land acquisition activities. The other foreseeable projects, including the widening of SR 4, which is currently in process, and projects involving major redevelopment activities surrounding the proposed stations could result in major changes to land use, would require private land acquisition, and could potentially displace existing uses. In each of these instances, the government entity approving these projects would be required to provide relocation assistance consistent with applicable state and possibly federal laws. As a result of these legally required measures, cumulative impacts from displacement would be less than significant.