



PDA Investment & Growth Strategy

2017 Update

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PDA INVESTMENT & GROWTH STRATEGY

2017 Update

Background

The *Contra Costa Priority Development Area (PDA) Investment & Growth Strategy (PDA Strategy)* outlines the Authority's plan for encouraging and supporting development within designated priority development areas (PDAs) in Contra Costa. The Authority recognizes that PDAs in Contra Costa are highly diverse and that different strategies and levels of resources will be required to achieve local goals and the development forecast in the Metropolitan Transportation Commission (MTC)'s *Plan Bay Area*.

Each Congestion Management Agency (CMA) in the Bay Area is required to prepare a PDA strategy as part of its responsibilities under MTC Resolution 4202. Resolution 4202 outlines the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). Like the first OBAG program, OBAG 2 is designed to support the implementation of Plan Bay Area, the region's first Sustainable Communities Strategy (SCS) through allocation the federal Surface Transportation Program (STP) and Congestion Mitigation-Air Quality (CMAQ) Program funding. According to the resolution:

The purpose of a PDA Investment & Growth Strategy is to ensure that CMAs have a transportation project priority-setting process for OBAG 2 funding that supports and encourages development in the region's PDAs, recognizing that the diversity of PDAs will require a range of different strategies.

The PDA Strategy, first adopted in 2013, established four objectives and eight actions to support planned development. The four broad objectives will continue to guide the *PDA Strategy* as it is updated:

1. Establish a process for allocating OBAG funds that gives priority to projects that support and encourage the development of designated PDAs in Contra Costa
2. Identify the infrastructure in the PDAs, both transportation and non-transportation, needed to support and encourage the development of designated PDAs and other barriers to the development of PDAs within Contra Costa
3. Support local efforts to refine development policies within designated PDAs to better respond to market conditions, community objectives and available resources
4. Coordinate the investment in projects that support and encourage the development of PDAs with investments in the maintenance and improvement of the broader transportation system

The *PDA Strategy* is structured around eight actions. These actions are intended to support local jurisdictions with planning for and investing in their PDAs consistent with market potential, local goals and policies, and the character and constraints of each PDA.

1. Establish a priority-setting process that focuses the majority of OBAG funds on projects that support PDA development and transportation alternatives, with additional emphasis on the maintenance of the transportation system
2. Integrate support for the development of PDAs and the policies of the 2013 Regional Transportation Plan and Sustainable Communities Strategy into the 2017 Contra Costa Countywide Comprehensive Transportation Plan

3. Monitor the planning and development of designated PDAs in Contra Costa to understand infrastructure needs, market conditions and other barriers to their development
4. Support local planning efforts, including the implementation of the PDA planning grant program and other CMA planning activities
5. Refine the Authority's planning tools, including the Countywide Model, to provide technical support for PDA planning
6. Better align Measure J funding programs with OBAG and other regional funding programs to most effectively achieve the Authority's goals
7. Work with regional agencies to ensure that their programs and policies reflect the market and community conditions in Contra Costa and support PDA development in the county
8. Advocate for changes to State laws and regulations and increased funding that support local efforts to develop their PDAs

Each update to the Contra Costa *PDA Strategy* will document progress made since the previous update and outline current efforts to target transportation investments to catalyze new housing and jobs in areas with multimodal transportation options. As part of each update, the Authority will expand information on the status of the PDAs and their evolving development conditions and infrastructure needs. This will allow the Authority to refine and prioritize the *PDA Strategy* actions with each update.

INITIAL PDA STRATEGY

The Initial PDA Strategy, adopted by the Authority in April 2013, focused on establishing a process for setting priorities for OBAG 1 funding. The OBAG 1 program was designed to fund transportation projects and programs that aid local jurisdictions in developing their PDAs. The Initial PDA Strategy also outlined a longer-term set of actions intended to fund needed transportation infrastructure and help local jurisdictions with planning for their PDAs.

PDA STRATEGY 2014 UPDATE

MTC's Resolution 4035, which established OBAG 1, required CMAs to update their PDA Strategy annually. The first update, adopted by the Authority in April 2014, documented the award and allocation of the OBAG 1 program during the prior year. The Authority awarded and allocated \$41 million OBAG 1 funding as grants to local jurisdictions including \$24.3 million awarded to eight projects on a competitive basis and \$16.6 million awarded to 21 "Local Streets and Roads Maintenance Projects". The *2014 Update* also described or included the following PDA Strategy implementation efforts:

- Initiation of the Authority's efforts to administer the Planning Grant Program that was delegated to the CMAs by MTC in 2013
- Evaluation of PDA development opportunities and constraints that included assembly of a Portfolio describing each of Contra Costa's 37 PDAs.
- Assessment of the local jurisdiction's housing policies

PDA STRATEGY 2015 UPDATE

The *2015 PDA Strategy* focused on updating the status of the eight actions identified in the *Initial PDA Strategy*, describing progress on these actions taken by the Authority during 2014 and the related activities planned during 2015. The main changes were to reflect the policies of *Plan Bay Area* in the 2014 CTP Update, the approval of \$2.745 million for ten PDA Planning Grants to address obstacles to developing PDAs in Contra Costa, and the monitoring of development trends in PDAs.

Following submittal of the *2015 PDA Strategy*, the Association of Bay Area Governments (ABAG) and MTC changed the requirement for annual updates to biennial updates. Consequently, the Authority did not update the PDA Strategy in 2016.

2017 UPDATE OF THE PDA STRATEGY

Like the 2015 update, the *2017 PDA Strategy* focuses on updating the status of the eight actions, which are described in the remainder of this document. The key

changes reflect the Authority's integration of Measure J and One Bay Area Grant funding, new growth forecasts from MTC and ABAG, and additional research into market conditions within PDAs in Contra Costa. It also responds to the updated requirements outlined in Resolution 4202. Consistent with that resolution, the Authority will substantially update the PDA Strategy in four years — that is, in 2021 — and provide a status report update in two years (2019).

Implementing the Strategies

1. IMPLEMENTING THE OBAG GRANT PROGRAM

In 2016, MTC adopted Resolution 4202 which laid out the project selection policies and project programming for the second round of the One Bay Area Grant program (OBAG 2). As outlined in the resolution, the purpose of the OBAG 2 program is to “integrate the region's federal transportation program with California's climate statutes and the Sustainable Communities Strategy (SCS), and to implement the goals and objectives of the Regional Transportation Plan (RTP).” These goals are reflected in the structure of the OBAG program and the factors that Congestion Management Agency's (CMAs) must consider when selecting projects for funding.

MTC allocated \$56,136,000 to Contra Costa for the OBAG 2 program, covering the five-year period from FY 2017–18 to FY 2021–22. Resolution 4202 requires that the Authority allocate at least the following minimum amounts to several programs:

- \$4,343,000 for CMA planning and outreach
- \$1,343,000 for Federal Aid Secondary improvements (essentially, improvements to rural roadways)
- \$4,088,000 for Safe Routes to School (SRTS) projects and programs

The Authority agreed to divide the remaining \$46,362,000 to two sub-programs:

- \$28,445,000 for Local Streets and Roads Preservation (LSRP), and

- \$17,817,000 for Transportation for Livable Communities (TLC) projects or Pedestrian and Bicycle Improvements.

The LSRP funds will be allocated by formula to eligible jurisdictions. The formula used is the same formula developed by MTC and used in OBAG 1 and the earlier CMA Block Grant program, but updated using more recent data. The TLC and pedestrian-bicycle funds will be allocated competitively, with at least the top-scoring project in each of the sub-region of the county being funded.

As in OBAG 1, the Authority will use two sets of criteria to score projects for the competitive sub-program, one set addressing the project's context based on the MTC factors, and one set addressing the project's impacts and characteristics. The context criteria are drawn from the factors listed in Resolution 4202 that jurisdictions must consider when defining their programs and selecting projects:

- Projects located in high impact project areas
- Projects located in Communities of Concern (COC)
- PDAs with affordable housing preservation, creation strategies and community stabilization policies
- Projects that protect public health during construction and operation
- PDAs that overlap or are co-located with: 1) populations exposed to outdoor toxic air contaminants as identified in the Air District's Community Air Risk Evaluation (CARE) Program and/or 2) freight transport infrastructure

The other criteria address the relative benefits that the project will provide, project readiness, and consistency of the project with locally-adopted plans and policies. The criteria used and the measures used in applying them are listed in Appendix A.

As described under Action 6 below, the Authority has combined the OBAG 2 call for projects with a call for projects for two similar Measure J programs, Program 12, Transportation for Livable Communities (TLC), and Program 13, Pedestrian, Bicycle and Trail Facilities (PBTF).

One of the major objectives of *Plan Bay Area*, in addition to achieving a more compact urban form in the Bay Area, is to promote a diversity of housing types and affordability within the PDAs and beyond. This objective is reflected in Resolution 4202 in several ways. First, MTC used both housing production and forecast housing need in determining the shares of funding allocated through OBAG 2, including placing greater emphasis on the production and need for very low-, low- and moderate-income housing. Second, it added a requirement that CMAs “adopt a specific scoring methodology for funding allocation to projects within PDAs or Transit Priority Areas (TPAs) that rewards jurisdictions with the most effective housing anti-displacement policies.” The Authority’s criteria for selecting projects through the OBAG Competitive program include the following criterion meant to address this requirement:

Which housing policies has the jurisdiction in which the project is located adopted that effectively limit or prevent the displacement of vulnerable populations? Explain why they are effective within the context of the jurisdiction

Finally, Resolution 4202 requires CMAs to assess local jurisdiction success approving sufficient housing at all income levels and, where appropriate, assist local jurisdictions in implementing local policy changes to facilitate achieving these goals. Appendix A also provides the status of local jurisdiction compliance with MTC requirements for local complete streets programs and certification of Housing Elements by the State Department of Housing and Community Development (HCD). The County and all of the cities have adopted, and HCD has certified, general plan housing elements for the fifth revision (2015–2023) period and established related programs for achieving affordable housing specified through the Regional Housing Needs Allocation (RHNA).

2. INTEGRATING PDA SUPPORT EFFORTS WITH THE CTP

The Authority is in the process of developing the 2017 Countywide Comprehensive Transportation Plan (2017 CTP) and will release a draft at the end of May. The Draft 2017 CTP is the result of five years of work with stakeholders throughout Contra Costa and the Bay Area. The Authority began work on the 2017 CTP in 2012 with considerable outreach to and involvement with stakeholders over those five years.

Because the forecasts used in the next RTP, *Plan Bay Area 2040*, are not yet available, the Authority must rely on the demographic forecasts from *Plan Bay Area*, the 2013 RTP.

The CTP addresses many of the same issues addressed in both *Plan Bay Area* and *Plan Bay Area 2040*. In addition to this policy alignment, the 2017 CTP will incorporate all of the OBAG-funded transportation projects and a large number of transportation improvement projects that will facilitate PDA development, including major investments in alternative transportation modes (transit, bikeways, and pedestrian improvements), funding street and highway improvements that improve access and mobility within PDAs, and cooperative planning to support PDA development. Roughly half of the proposed future projects in the CTP support alternative transportation modes, including transit, bicycling and walking. Many of these transportation improvements will improve PDA development readiness in one manner or another.

Implementing *Plan Bay Area*, however, will call for a closer integration of land use and transportation planning going forward. Accordingly, the CTP Update addresses how *Plan Bay Area* goals will be integrated with the Authority's ongoing cooperative local planning efforts and the funding framework of Measure J.

3. MONITOR PLANNING AND DEVELOPMENT OF PDAS

To meet MTC's requirements, the Authority must:

1. Monitor land use changes in Contra Costa;
2. Assist local jurisdictions with their PDA planning efforts;
3. Monitor each jurisdiction's efforts to approve sufficient housing for all income levels as part of the Regional Housing Needs Allocation (RHNA) process; and
4. Coordinate related transportation improvements.

The ongoing monitoring of land use and transportation conditions in Contra Costa's PDAs is essential in helping the Authority meet these requirements. ABAG has taken on the responsibility for monitoring on and reporting land use changes. Each year, ABAG will report on the number of new housing units permitted, the type of that housing, and its location, including whether it is within or outside a PDA.

Updated Demographic Projections

As part of its update to *Plan Bay Area*, MTC and ABAG are now revising the regional population, housing and employment forecasts for the 2040 horizon year. Within Contra Costa, these draft projections are generally consistent with *Projections 2013*. At the regional level, however, the housing forecast could increase from 700,000 to 824,000 new households. MTC and ABAG propose to locate the bulk of this new housing in San Francisco, San Jose and Oakland, and not in Contra Costa or other parts of the region.

The draft population and employment for Contra Costa's PDAs is shown on **Table 1 – Draft Plan Bay Area 2040 PDA Population and Employment Forecasts**. There have been corrections to the size (acres) of a number of PDAs resulting in different “base year” (2010) numbers. There have been some changes to the actual PDA boundaries, notably Walnut Creek which has expanded its Downtown PDA to include additional part of its downtown area. The “preferred scenario” included in the draft *Plan Bay Area 2040* also reflects a reallocation of growth allocation to the PDAs based upon ABAG's updated spatial allocation analysis. During local review of the initial forecasts for *Plan Bay Area 2040*, local staff noted that existing entitlements, adopted policies, and infrastructure and environmental constraints will make it difficult or impossible to meet the draft forecasts. The PDA Portfolio in Appendix C provides more details.

Population and Employment Forecast and Travel Demand Modeling

As part of its transportation modeling efforts, the Authority has historically maintained a detailed land use database that details, in a GIS mapping format, land use throughout Contra Costa, including the PDAs. This land use database — which quantifies existing land use and future land use capacity, population and employ-

ment data, and related socioeconomic data — provides a key “input” to the Authority’s Land Use Information System (LUIS), allowing an accurate reflection of current conditions “on the ground” as well as future conditions consistent with adopted population and employment projections (e.g. ABAG *Projections 2013*) The LUIS may also be applied for the analysis of various forecast scenarios prepared by the Authority reflecting alternative future growth and development patterns in Contra Costa. This land use and socioeconomic information serves as a key input to the Authority’s Countywide Travel Demand Forecasting Model (the Countywide Model). Using the TransCAD® software, the Countywide Model is used to develop travel forecasts for the 2040 horizon year, and test alternative transportation improvement strategies for the future.

The Authority has continuously improved its LUIS as part of its travel demand modeling. It will also rely on a browser-based “dashboard” provided by ABAG for monitoring PDA development. Trends in PDA development will be reported on as part of updates to the PDA Strategy.

PDA Inventory

The jurisdictions in Contra Costa have designated 33 PDAs. Appendix B provides general information about each PDA, including the size in acres.

Table 1 — Draft Plan Bay Area 2040 PDA Population and Employment Forecasts ¹

Sponsor	Name of PDA	Households			Employment				
		2010	2040	Growth	% Growth	2010	2040	Growth	% Growth
West County									
El Cerrito	San Pablo Avenue Corridor	811	2,152	1,341	165%	3,613	4,059	446	12%
	Central Hercules	81	445	364	449%	992	1,024	32	3%
	Waterfront District	623	807	184	30%	82	48	(34)	-41%
Pinole	Appian Way Corridor	65	170	105	162%	2,144	2,589	445	21%
	Old Town San Pablo Avenue	288	469	181	63%	2,956	3,598	642	22%
Richmond	Central Richmond & 23rd Street Corridor	4,859	14,901	10,042	207%	6,356	9,019	2,663	42%
	South Richmond	3,199	7,725	4,526	141%	5,747	24,200	18,453	321%
San Pablo	San Pablo Avenue & 23rd Street Corridors	1,608	2,160	552	34%	4,311	5,326	1,015	24%
	Rumrill Boulevard	-	-	-	-	-	-	-	-
WCCTAC	San Pablo Avenue Corridor - Unincorporated County	1,586	4,784	3,198	202%	847	1,087	240	28%
	San Pablo Avenue Corridor - Richmond	640	1,344	704	110%	1,503	2,083	580	39%
	San Pablo Avenue Corridor - Hercules	189	445	256	135%	50	68	18	36%
	North Richmond	1,080	4,304	3,224	299%	1,797	2,400	603	34%

¹ As noted by local staff and echoed in the PDA Portfolio in Appendix B, adopted policies, existing development entitlements and other limitations will limit the ability to achieve these population and employment forecasts

Table 1 — Draft Plan Bay Area 2040 PDA Population and Employment Forecasts ¹

Sponsor County	Name of PDA	Households				Employment			
		2010	2040	Growth	% Growth	2010	2040	Growth	% Growth
	Downtown El Sobrante	559	784	225	40%	1,030	1,127	97	9%
Central County									
Clayton	None	-	-	-	-	-	-	-	-
	Community Reuse Area	0	4,817	4,817	#N/A	209	21,770	21,561	10316%
	Community Reuse Area	0	8,247	8,247	#N/A	81	5,571	5,490	6778%
	Downtown	3,899	8,191	4,292	110%	10,545	12,990	2,445	23%
Martinez	Downtown	757	1,039	282	37%	7,200	9,423	2,223	31%
	Buskirk Avenue Corridor	851	998	147	17%	5,584	6,788	1,204	22%
Pleasant Hill	Diablo Valley College	0	28	28	#N/A	574	809	235	41%
	Core Area	5,226	10,439	5,213	100%	26,892	29,156	2,264	8%
Contra Costa County	Contra Costa Centre	354	623	269	76%	4,441	5,888	1,447	33%
East County									
Antioch	Hillcrest eBART Station	1	3,541	3,540	354,000%	171	142	(29)	-17%
	Rivertown Waterfront	1,363	1,756	393	29%	1,868	2,578	710	38%
Brentwood	None	-	-	-	-	-	-	-	-
Oakley	Downtown	176	228	52	30%	532	606	74	14%
	Employment Area	329	4,913	4,584	1393%	841	2,258	1,417	168%
	Potential Planning Area	197	773	576	292%	165	197	32	19%

Table 1 — Draft Plan Bay Area 2040 PDA Population and Employment Forecasts ¹

Sponsor	Name of PDA	Households				Employment			
		2010	2040	Growth	% Growth	2010	2040	Growth	% Growth
Pittsburg	Downtown	1,972	2,427	455	23%	667	1,057	390	58%
	Railroad Avenue eBART Station	3,618	6,134	2,516	70%	3,817	4,359	542	14%
Contra Costa County	Pittsburg/Bay Point BART Station	847	1,460	613	-	838	1,959	1,121	134%
Southwest County									
Lafayette	Downtown	1,810	2,240	430	24%	6,932	7,495	563	8%
Moraga	Moraga Center	31	182	151	487%	1,428	1,631	203	14%
Orinda	Downtown	287	328	41	14%	2,745	3,147	402	15%
San Ramon	City Center	188	1,064	876	466%	13,247	17,420	4,173	32%
	North Camino Ramon	149	902	753	505%	12,303	27,501	15,198	124%

Evaluation of PDA Development Opportunities and Constraints

As part of efforts to support local planning and development efforts, the Authority developed, and continues to improve a PDA Portfolio and database. The PDA Portfolio in **Appendix C** provides information about the individual PDAs that help the Authority focus its activities and generally support PDA planning and development in the most effective and efficient manner, directing limited resources where they are likely to have the greatest impact, as required by MTC. As a part of the 2017 PDA Strategy, the PDA Portfolio was updated to include information regarding “development readiness” that was prepared for MTC during 2015.¹

The PDA Portfolio, in addition to providing basic descriptive information, addresses the following topics:

- 1. Real Estate Market Activity and Potential.** A key factor influencing development potential of a PDA is its real estate market potential -- Is there an active real estate development market in the immediate vicinity of the infill area and in the surrounding community? Contra Costa’s PDAs vary widely in this regard due to local market factors. While a few notable areas are exhibiting strong market conditions in the current business cycle, others, particularly in the more out-lying areas, have not seen substantial new development.
- 2. PDA size and Available Opportunity Sites.** Is the size of the PDAs and the availability of “opportunity sites” adequate to meet the ABAG population and employment allocations? The amount of vacant or underutilized land that can be converted to higher intensity development influences development potential.
- 3. Infill Development Physical Constraints and Infrastructure Requirements.** Are there physical constraints or infrastructure deficiencies that limit development potential? The assessment of PDA infrastructure capacity focuses on the amount of development that can be accommodated within existing infrastructure capacity and the need for major infrastructure investments necessary to provide adequate levels of service for ABAG’s PDA population and employment allocations.

¹ PDA Assessment Update, MTC, November 2015

- 4. Supporting Planning Policies and Entitlement Process.** Are supporting planning, zoning, CEQA clearances and entitlement procedures in place? The status of existing plans and development regulations within each PDA and also the resulting development capacity is documented. This capacity is affected by current development conditions (i.e. the amount of vacant land versus development capacity derived from redevelopment of existing uses). This information can help identify the need of the local jurisdiction PDAs for additional and targeted planning or related technical support efforts. Generally, Contra Costa's PDAs have undergone substantial land use planning and regulatory changes over the past decade and are generally in alignment with the intensification of uses envisioned in *Plan Bay Area 2040*.
- 5. Community Support and Institutional Capacity.** Is there political and community support and institutional capacity for proposed infill development? The fact that a PDA has been created by local application to ABAG provides some indication of community support, however even within PDAs opposition can occur due to concerns about higher density development, dislocation of existing lower-intensity land uses, displacement and concerns regarding impacts on traffic congestion and other public service levels. There is also the concern that sponsoring jurisdiction have the resources and capacity to pursue redevelopment efforts which are often complex and time consuming.
- 6. Adequate Fiscal and Financial Resources.** Does the local jurisdiction have the fiscal and financing capacity to accommodate and incentivize infill development? The assessment of PDA infrastructure and housing funding capacity identifies existing funding resources and how funding capacity might be improved through adoption of "best practices" techniques, future OBAG or Authority funding, or other new funding sources.

The PDA Portfolio and database is an ongoing effort; the Authority will continue to collaborate with ABAG and local jurisdiction staff to improve and expand our understanding of physical conditions, market trends and prospects, emerging planning and development efforts, and infrastructure needs affecting PDAs in Contra Costa. With the "dashboard" information from ABAG and the MTC's *PDA Development Readiness Assessment* — the Authority will be well-positioned to understand development capacity, constraints, and needs for each Contra Costa PDA. The on-

going Planning Grant Program will help update development capacity and readiness information

Assessing Sponsoring Jurisdiction Housing Policies

One of the major objectives of Plan Bay Area, in addition to achieving a more compact urban form in the Bay Area, is to promote a diversity of housing types and affordability within the PDAs and beyond. As such, the Regional Housing Needs Allocation (RHNA) process that ABAG administers in cooperation with the HCD has been being incorporated into *Plan Bay Area* with the new affordable housing allocations being proportional to the growth targets. One important criterion for being favorably considered for future OBAG funding will be the effectiveness of local jurisdiction efforts toward achieving their RHNA allocations including adoption and certification of general plan housing elements and related general plan policies and implementation programs.

Appendix 6 of MTC Resolution 4202 specifies that CMAs (including the Authority) should, as a part of the PDA Strategies “assess” local jurisdiction housing policies and “assist” with achieving affordable housing objectives, without precisely defining either term. While it can document its local agency housing programs, the Authority has little power and few resources to assist with this significant regional problem. Housing program information that is assembled will be integrated as a criterion within the future OBAG funding process (or other funding efforts) and planning grants and related technical support will be (as a selection criteria) directed at improving opportunities for housing production and meeting affordable housing (RHNA) targets.

Table 2 compares local RHNA allocations to the amount of housing permitted in each jurisdiction between 2007 and 2014 (fourth revision). Countywide, only 55 percent of the RHNA requirements were met during this period which is understandable given the effects of the Great Recession on housing production.

The current cycle fifth revision (2015–2023) RHNA for Contra Costa jurisdictions are shown in Table 3. While Plan Bay Area specifies overall housing growth targets for the PDAs, there are no specific allocations regarding the location of affordable housing in PDAs. It is assumed that, given the substantial fraction of growth di-

rected toward the PDAs, a proportional fraction of the RHNA requirements within each jurisdiction will be met within PDAs. As noted above, the Authority will monitor PDA development trends, including construction of affordable housing units as part of the Authority's ongoing local agency technical support and planning efforts. Appendix D outlines the progress local jurisdictions have made through the end of 2015 in meeting their RHNA targets.

Despite these technical and planning efforts, the County and cities will continue to be challenged in meeting affordable housing goals given the substantial financial subsidies required to achieve affordable housing targets, limited funding resources, and the need to assure, or at least not deter, feasible market-rate development. The Great Recession had a substantial impact on housing production in Contra Costa. During the previous (fourth revision) RHNA period, few agencies met their Housing Element quantified objectives due to these unfavorable market conditions and the related lack of funding. Meanwhile, the loss of redevelopment powers was a huge blow to local agencies as redevelopment related powers and funding were a primary source of funding for affordable housing in redevelopment areas. Going forward it will be necessary for the State and regional and local governments, in concert with housing advocacy groups and the housing industry, to develop new strategies and funding sources to support affordable housing.

Table 2
Fourth Revision RHNA Requirements (2007-2014) and Housing Production

Household Affordability Category															
	Very Low			Low			Moderate			Above Moderate			Total		
	RHNA	Permits	% Met	RHNA	Permits	% Met	RHNA	Permits	% Met	RHNA	Permits	% Met	RHNA	Permits	% Met
Antioch	516	23	4%	339	84	25%	381	514	135%	1,046	325	31%	2,282	946	41%
Brentwood	717	191	27%	435	56	13%	480	170	35%	1,073	1,193	111%	2,705	1,610	60%
Clayton	49	0	0%	35	1	3%	33	2	6%	34	46	135%	151	49	32%
Concord	639	2	0%	426	0	0%	498	8	2%	1,480	216	15%	3,043	226	7%
Danville	196	2	1%	130	82	63%	146	96	66%	111	235	212%	583	415	71%
El Cerrito	93	86	92%	59	38	64%	80	13	16%	199	157	79%	431	294	68%
Hercules	143	0	0%	74	0	0%	73	0	0%	163	153	94%	453	153	34%
Lafayette	113	47	42%	77	6	8%	80	11	14%	91	160	176%	361	224	62%
Martinez	261	48	18%	166	0	0%	179	3	2%	454	65	14%	1,060	116	11%
Moraga	73	0	0%	47	0	0%	52	0	0%	62	9	15%	234	9	4%
Oakley	219	242	111%	120	191	159%	88	874	993%	348	331	95%	775	1,638	211%
Orinda	70	72	103%	48	20	42%	55	8	15%	45	96	213%	218	196	90%
Pinole	83	2	2%	49	1	2%	48	10	21%	143	59	41%	323	72	22%
Pittsburg	322	79	25%	223	126	57%	296	450	152%	931	839	90%	1,772	1,494	84%
Pleasant Hill	160	8	5%	105	1	1%	106	4	4%	257	167	65%	628	180	29%
Richmond	391	74	19%	339	153	45%	540	243	45%	1,556	752	48%	2,826	1,222	43%
San Pablo	22	0	0%	38	1	3%	60	3	5%	178	0	0%	298	4	1%
San Ramon	1,174	196	17%	715	255	36%	740	297	40%	834	2,031	244%	3,463	2,779	80%
Walnut Creek	456	150	33%	302	25	8%	374	18	5%	826	881	107%	1,958	1,074	55%
Unincorp.	815	88	11%	598	53	9%	687	330	48%	1,408	1,672	119%	3,508	2,143	61%
Totals	6,512	1,310	20%	4,325	1,093	25%	4,996	3,054	61%	11,239	9,387	84%	27,072	14,844	55%

Source: ABAG

Table 3
Fifth Revision RHNA Requirements 2015-2023

<i>Jurisdiction</i>	<i>Affordability Category</i>				<i>Total</i>
	<i>Very Low 0-50%</i>	<i>Low 51-80%</i>	<i>Moderate 81-120%</i>	<i>Above Moderate 120%+</i>	
Antioch	349	205	214	680	1,448
Brentwood	234	124	123	279	760
Clayton	51	25	31	34	141
Concord	798	444	559	1,677	3,478
Danville	196	111	124	126	557
El Cerrito	100	63	69	166	398
Hercules	220	118	100	244	682
Lafayette	138	78	85	99	400
Martinez	124	72	78	195	469
Moraga	75	44	50	60	229
Oakley	317	174	175	502	1,168
Orinda	84	47	54	42	227
Pinole	80	48	43	126	297
Pittsburg	392	254	316	1,063	2,025
Pleasant Hill	118	69	84	177	448
Richmond	438	305	410	1,282	2,435
San Pablo	56	53	75	265	449
San Ramon	516	279	282	340	1,417
Walnut Creek	604	355	381	895	2,235
Unincorporated	374	218	243	532	1,367
Total	5,264	3,086	3,496	8,784	20,630

Source: ABAG

4. SUPPORTING LOCAL PDA PLANNING AND DEVELOPMENT EFFORTS

Authority staff has historically collaborated with local agency staff to coordinate transportation planning and transportation project funding and construction. Over the past two years this collaboration has included preparing and implementing the PDA Strategy. Collaboration occurs through one-on-one contacts between Authority and local staff, and also includes participation in standing and ad hoc multi-jurisdictional committees. As an example, creation of regional policies and related implementing actions typically occurs at the Authority's Growth Management Task Force, the Technical Coordinating Committee (TCC), the four sub-county RTPC TACs, and the Contra Costa Planning Directors Committee.

Planning Grant Program Administration

In 2013, MTC set aside \$20 million for Bay Area CMAs to "support local jurisdictions in their planning and implementation of PDAs". The Contra Costa share of this funding was \$2.745 million. Through the PDA Planning Grant program, the Authority is funding and administering ten planning studies designed to support the development of PDAs in Contra Costa. These planning studies will help local jurisdictions update land use plans and development regulations, identify market opportunities, and create detailed infrastructure improvement programs in their PDAs and also provide the Authority with detailed information on infrastructure needs, market demand and policy approaches generally appropriate in Contra Costa. The following table describes the planning studies and their status:

Table 4
PDA Planning Grants

<i>Study</i>	<i>Status</i>
City of Oakley Downtown PDA Market Study: Assess the feasibility of TOD near or around a San Joaquin JPA Station and/or a Tri Delta Transit park and ride lot and the potential benefits they would bring to the Downtown PDA	Complete

<i>Study</i>	<i>Status</i>
San Pablo Avenue Complete Streets Project: Study feasibility of reallocating the existing road right-of-way along San Pablo Avenue to better accommodate bicyclists and pedestrians. The approximately 3-mile segment of the roadway between Rodeo and Crockett is owned and maintained by Contra Costa County and adjoins the San Francisco Bay Trail alignment.	Draft report released for public review
Priority Development Area Market and Fiscal Analysis: Market study and fiscal analysis for the City of Martinez to overview of the market conditions and or barriers to development so the City can realistically begin to jumpstart the PDA.	Complete
Moraga Center Specific Plan Implementation Strategy: The scope of the Moraga Center Specific Plan Implementation Strategy project includes two tasks: 1) eliminating inconsistencies between the Zoning Ordinance and the Moraga Center Specific Plan, and 2) augmenting the Circulation Element of the MCSP	Work funded by PDA Planning Grant is complete but Town has funded additional related work that is in progress
Sustainable Communities Strategy by Strengthening Public Health Plan: Create a comprehensive medical sub-corridor and infrastructure plan to promote service, commercial, and residential infill development for the City of San Pablo.	Complete
Grant Street, Salvio Street and Oak Street Corridor Plan: Develop Corridor Plan that recommends and identifies shelf-ready projects for implementation that encompass a unified design that considers all users and aspects of the streetscape.	Complete
Downtown Congestion Study for Implementing Lafayette's PDA: Evaluate critical intersections for a range of opportunities to increase efficiencies, explore downtown bypass route options, identify innovative, multi-modal demand management approaches, and evaluate off-street parking in the downtown.	Completion mid-2017
El Cerrito San Pablo Avenue PDA Implementation Plan: Develop a comprehensive list of the public policies, programs, and capital improvement projects needed to support full implementation of the San Pablo Avenue Specification Plan, conduct the required studies for gaps in current PDA planning processes, and calculate the public costs of implementing these policies, programs, and projects.	In progress

Study	Status
San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossings Bollinger Canyon Road and Crow Canyon Road: Community outreach, preliminary design and environmental clearance for this component of the San Ramon City Center PDA.	In progress
North Downtown Specific Plan: The main objectives of the proposed Walnut Creek North Downtown Specific Plan include improving connectivity throughout the study area; identifying new infrastructure improvements needed to expand access to a broad range of transportation options, including walking, bicycling, and transit; and enhancing land uses to identify potential areas of intensification.	In progress

5. REFINING THE COUNTYWIDE TRANSPORTATION MODEL AND OTHER TOOLS

During 2013, the Authority updated its Countywide Model to make it capable of estimating greenhouse gas emissions linked to increased travel demand, as well as providing vehicle miles traveled, vehicle hours traveled, and vehicle hours of delay as standard outputs. In addition, the Authority developed new techniques and adjustments when evaluating PDAs and similar types of development where more traditional standards and approaches would not adequately assess the impacts of the development (e.g. use “context sensitive” trip generation rates).

As part of the Countywide Transportation Plan update effort, the Countywide Model’s land use inputs were updated using the latest land use forecasts — *Projections 2013* — consistent with the adopted SCS. (As noted earlier, ABAG & MTC have yet to adopt *Projection 2017* and the Authority must rely on the earlier forecasts from *Plan Bay Area*.) Authority staff plans to continue updating its Technical Procedures to address other changes in State and local policy, including the changes to CEQA being developed under SB 743, which shifts from “congestion” measures to “vehicle miles traveled” for determining the significance of impacts in an EIR and also provides other reforms to CEQA intended to promote infill development in California.

6. ALIGNING MEASURE J FUNDING WITH OBAG AND OTHER FUNDING PROGRAMS

To support the implementation and effectiveness of the funding programs, the Authority developed a Coordinated Call for Projects for both the OBAG Program in Contra Costa and the Measure J TLC and PBTF programs. Because the OBAG program and the two Measure J programs share many purposes, from supporting infill development to encouraging active transportation, the Authority agreed to combine the three programs into a single call for projects. The purpose for combining these three programs into a single call for projects was to increase flexibility for sponsors and to allow the Authority to fund larger projects and to tailor the funding plans to better match the funding sources.

In the Call for Projects, sponsors considerable flexibility in developing their proposed funding plans: they could apply for funding from any or all of the available funding “pots” using a single application.

The Call for Projects was released in September 2016 with applications due in December. Altogether, the Authority received 77 applications for funding. The requests broke down as follows:

<i>Program</i>	<i>Available</i>	<i>Requests</i>	<i>Requested</i>
One Bay Area Grant			
Safe Routes to School (SRTS)	\$4,088,000	11	\$5,875,000
Federal Aid Secondary (FAS)	\$1,343,000	1	\$1,343,000
Local Streets and Roads Preservation (LSRP)	\$28,445,000	20	\$28,445,000
OBAG Competitive	\$17,917,000	16	\$49,539,000
Measure J			
Transportation for Livable Communities (TLC)	\$27,736,000	31	\$50,941,000
Pedestrian, Bicycle & Trail Facilities (PBTF)	\$7,599,000	25	\$20,510,000
Total	\$87,128,000		\$156,653,000

Because sponsors could submit more than one funding plan — for example, one for OBAG Competitive and one each for TLC and PBTF funding — the total amount requested is somewhat inflated. The difference between total project cost and local

amount committed is \$96,355,000. This means that the total funding needed is closer to \$130 million, not \$157 million.

7. COORDINATION WITH ABAG AND MTC REGARDING PDA REFINEMENTS

The Authority will continue to work with ABAG and MTC to ensure that regional plans, policies and programs reflect market and community conditions in Contra Costa's PDAs and to support PDA development. During 2014, this work included changes to definitions of the PDA place types, updating the range of expected PDA development densities, and minor adjustments to PDA boundaries. During 2015 and 2016, staff worked to support the studies and planning activities funded through the PDA Planning Grants. These studies have provided project sponsors and the Authority with additional information on market conditions, infrastructure needs and policy changes needed to encourage and support development in Contra Costa's PDAs.

MTC has also augmented its earlier study evaluating development potential in Bay Area PDAs. This study, completed in 2015, provides additional information and a regional perspective on obstacles limiting development in PDAs. As more information becomes available, Authority staff will work with local jurisdictions and ABAG to refine development forecasts and policy approaches for the PDA program as it applies to development in both the region and Contra Costa.

8. ADVOCATE FOR SUPPORTIVE STATE LEGISLATIVE CHANGES AND FUNDING

The Authority will continue to work with ABAG and MTC and other regional agencies and advocacy groups to seek legislative and funding changes at the State level to support PDA development. Changes to State laws and regulations and increased direct funding and improved local funding options will be needed to accomplish the PDA development goals in *Plan Bay Area*. These changes should include the refinement of CEQA requirements, consistent with the legislative efforts of MTC and other regional agencies, streamlining of the local assistance process, reducing the voter approval requirements for transportation sales tax measures, reinstating local redevelopment powers and improving the fiscal resources and

flexibility of local governments. Passage of SB 1 in 2017 will make significant additional funding available for roadway and bridge maintenance and active transportation projects, among other uses.

The Authority's 2017 legislative program includes support for legislation that achieves these objectives. More specifically, the 2017 legislative program includes the following strategies that would, if enacted, facilitate the development of PDAs in Contra Costa and elsewhere:

- Ensure Cap and Trade funds are invested to best assist in meeting county SB 375 goals and sustainability policies.
- Work with Bay Area partner agencies or other coalitions to support CEQA streamlining and/or reform for transportation projects that are consistent with an RTP.

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Appendix A — OBAG 2 Criteria and Compliance

CRITERIA USED IN THE COMPETITIVE OBAG PROGRAM

As in OBAG 1, the Authority will use two sets of criteria to score projects for the competitive sub-program, one set addressing the project's context based on the MTC factors, and one set addressing the project's impacts and characteristics.

Most of the context criteria and a few of the project criteria will be evaluated initially by staff based on the location of the project and information on existing and future conditions in the project area. (The project area is defined as within one-half mile of the project itself.) The remaining criteria will be evaluated in response to the information provided by the applicant in their application. See below for a fuller description of the review and recommendation process.

Criteria marked with a * will be initially scored by Authority and confirmed by the review committee.

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Context Criteria		40 points maximum
Priority Development Area	Is the project in or within proximate access of a PDA? http://gis.abag.ca.gov/website/PDAShowcase/	4
	Project is in a PDA = 4	
	Project is within proximate access to a PDA = 2	
	Not in or near a PDA = 0	

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Communities of Concern *	<p>Is the project located in a COC? http://www.arcgis.com/home/item.html?id=6395becff0324b7c9aa2887cc46ada11</p> <p>In = 4</p> <p>Immediately adjacent = 2</p> <p>No = 0</p>	4
Housing Anti-Displacement Policies	<p>Which housing policies has the jurisdiction in which the project is located adopted that effectively limit or prevent the displacement of vulnerable populations? Explain why they are effective within the context of the jurisdiction.</p> <p>Significant number of policies = 4</p> <p>Some policies = 2</p> <p>Minimal housing displacement policies = 0</p>	4
Past Housing Growth *	<p>Has the jurisdiction in which the project is located met its RHNA target? http://abag.ca.gov/files/RHNAProgress2007_2014_082815.pdf</p> <p>City met its last RHNA target = 4</p> <p>City met at least 50% of its last RHNA target = 2</p> <p>City met less than 50% of its last RHNA target = 0</p>	4
Forecast Housing Growth *	<p>Will the PDA or TPP served by the project take on a significant amount of growth?</p> <p>PDA or TPP forecast growth 50% or greater = 4</p> <p>PDA or TPP forecast growth 25% or greater = 2</p> <p>PDA or TPP forecast growth less than 25% = 0</p>	4
Dense Job Centers Near Transit *	<p>Is the project in or adjacent to a job center currently with a significant number of jobs near quality transit? http://alltransit.cnt.org/</p> <p>5,000 or more jobs near transit and near project = 4</p> <p>500 or more jobs near transit and near project = 2</p> <p>Less than 500 jobs = 0</p>	4

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Dense Job Centers Near Housing *	Is the project in or adjacent to a job center currently with a significant number of jobs near housing?	4
	Job density near project is 21 per acre or higher AND housing density is 6 per acre or higher = 4	
	Job density near project is 21 per acre or higher AND housing density is between 1 and 6 per acre = 3	
	Job density near project is between 11 and 21 per acre AND housing density is 6 per acre or higher = 2	
	Job density near project is between 11 and 21 per acre AND housing density is between 1 and 6 per acre = 1	
	Job density near project is less than 11 per acre OR housing density is less than 0.1 per acre = 0	
Quality Transit Service *	Is the project in an area served by quality transit?	4
	http://alltransit.cnt.org/	
	AllTransit performance score 8.0 or more = 4	
	AllTransit performance score 6.0–7.9 = 3	
	AllTransit performance score 4.0–5.9 = 2	
	AllTransit performance score 2.0–3.9 = 1	
TDM Measures	Has the jurisdiction established TDM measures consistent with <i>Planning Healthy Places</i> in project area?	4
	Broad range of TDM measures = 4	
	Some TDM measures = 2	
	Minimal TDM measures = 0	
Traffic Management Strategies	Has the jurisdiction established traffic management strategies consistent with <i>Planning Healthy Places</i> in project area?	4
	http://www.baaqmd.gov/~media/files/planning-and-research/planning-healthy-places/php_may20_2016-pdf.pdf?la=en	
	Broad range of traffic management measures = 4	
	Some traffic management measures = 2	
	Minimal traffic management measures = 0	
Project Criteria		52 points maximum
Safety	Would the project improve safety?	5
	Remedy a demonstrated safety issue = 5	
	Incorporate designs that improve safety = 3	
	No safety features = 0	

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Connectivity	Project provides new or improved connection to major destinations, including job centers, governmental services, transit stations and centers, parks and other areas of dense development	5
Alternative Modes	Project connects directly to transit stations and improve ped/bike access = 5 Ped/bike OR transit improvement only = 2 Else = 0	5
Project Definition *	Project is clearly defined and would result in a usable segment	5
Sustainability	Sponsor has identified an ongoing process and funding for maintaining or operating the project into the future	5
Removes constraints	Removes significant constraint (development will not occur without project) = 4 Removes moderate constraint (removes constraint to pedestrian and bicycle movement)= 2 Else = 0	5
Project Readiness	Project has NEPA clearance or 35% design = 6 Project has preliminary engineering or conceptual design = 3 None = 0	6
Community support	Policy support = 2 Community outreach to review or identify project = 2 Both = 5 None = 0	5
Sponsor Delivery Record *	Within last 4 years: No failures = 6 1 failure = 3 More than 1 failure = 0	6
Matching Funds	Sponsor has identified matching funds beyond the required 11.47 percent required for federal funds 100% or greater = 5 80%–100% = 4 55%–79% = 3 35%–54% = 2 11.47%–34% = 1	5

<i>Subject</i>	<i>Metric</i>	<i>Max Score</i>
Cost-Effectiveness Criteria		8 points maximum
Cost-Effectiveness *	Relative measure of the effectiveness of the project for the amount of funds requested. Calculated by dividing the project cost by the total score under the context and project criteria — normalized to the maximum of 8 points.	8

LOCAL COMPLIANCE WITH OBAG COMPLETE STREETS AND HOUSING ELEMENT REQUIREMENTS

To be eligible for OBAG 2 funding, Resolution 4202 requires local jurisdictions to, among other things, comply with certain complete streets and housing element actions. Specifically, each jurisdiction must either update the Circulation Element of its General Plan to comply with the Complete Streets Act of 2008 after January 1, 2010 or adopt a complete streets resolution consistent with MTC's model resolution. Jurisdictions must also adopt a general plan housing element and have it certified by the California Department of Housing and Community Development (HCD) for RHNA fifth revision (2015–2023) by May 31, 2015.

As shown in the following table, all jurisdictions in Contra Costa comply with these two requirements.

<i>Jurisdiction</i>	Complete Streets		Housing Element
	<i>Resolution No.</i>	<i>General Plan Update Adoption Date</i>	<i>Date of HCD Certification</i>
Antioch	Resolution 2012/57		May 27, 2015
Brentwood	Resolution 2012-174	July 22, 2014	May 18, 2015
Clayton	Resolution 02-2013		December 11, 2014
Concord	Resolution 12-89	Dec 10, 2013	January 20, 2015
Danville	Resolution 5-2013	March 19, 2013	May 11, 2015
El Cerrito	Resolution 2016-28		May 18, 2015
Hercules	Resolution 13-008		April 22, 2015
Lafayette		Nov 3, 2012	March 26, 2015
Martinez	Resolution 127-12		May 29, 2015
Moraga	Resolution 93-2015		February 11, 2015
Oakley	Resolution 02-13		April 27, 2015
Orinda	Resolution 67-12		May 12, 2015

<i>Jurisdiction</i>	Complete Streets		Housing Element
	<i>Resolution No.</i>	<i>General Plan Update Adoption Date</i>	<i>Date of HCD Certification</i>
Pinole		October 20, 2010	July 22, 2015
Pittsburg	Resolution 13_11920		May 18, 2015
Pleasant Hill	Resolution 6-13		April 23, 2015
Richmond		April 25, 2012	May 27, 2015
San Pablo		April 18, 2011	May 26, 2015
San Ramon		April 26, 2011	May 11, 2015
Walnut Creek	Resolution 15-54		September 25, 2014
County	Resolution 2016/374		March 11, 2015

PROJECTS FUNDED THROUGH THE OBAG 1 PROGRAM

<i>Competitive Share OBAG Projects</i>	<i>Sponsor</i>	<i>Amount</i>
San Pablo Avenue Complete Streets Project	San Pablo	\$5,978,000
Detroit Avenue Complete Streets Project	Concord	\$2,154,000
Ohlone Greenway Station Access, Safety and Placemaking	El Cerrito	\$3,468,000
Last-Mile Bike and Pedestrian Access to BART	Concord	\$1,195,000
Richmond BART Station Intermodal Improvement Project	BART	\$2,900,000
Pittsburg Multimodal Transit Station Access Improvements	Pittsburg	\$1,300,000
Golf Club Road/Old Quarry Road Enhancement Project	Pleasant Hill	\$4,770,000
Hercules Intermodal Transit Center / Hercules Bayfront Village	Hercules	\$2,584,000
	TOTAL	\$24,349,000

<i>Local Streets and Roads Maintenance Projects</i>	<i>Sponsor</i>	<i>Amount</i>
Dornan Drive/Garrard Blvd Tunnel Rehabilitation	Richmond	\$413,000
9th Street Roadway Improvements	Antioch	\$673,000
Balfour Road - Overlay	Brentwood	\$290,000
Collector Street Rehabilitation - CIP No. 10425	Clayton	\$386,000
City of Concord Pavement Rehabilitation	Concord	\$757,000
Countywide Overlay Project	Contra Costa County	\$1,941,000
Sycamore Valley Road & El Cerro Boulevard Pavement Rehab	Danville	\$933,000
2013 Pavement Rehabilitation Program	El Cerrito	\$630,000
Pavement Rehabilitation of Refugio Valley Road	Hercules	\$702,000
Mt. Diablo Boulevard West End Pavement Management	Lafayette	\$584,000
Downtown PDA Pavement Restoration Project	Martinez	\$1,023,000
2015 Moraga Road (St Mary's to Draeger) Resurfacing Project	Moraga	\$709,000
West Cypress Road and Big Break Road Pavement Rehab	Oakley	\$1,031,000
Ivy Drive Pavement Rehabilitation	Orinda	\$552,000
San Pablo Avenue Rehabilitation (Pinole Shores to Sunnyview)	Pinole	\$453,000
Railroad Avenue Improvements	Pittsburg	\$299,000
Contra Costa Boulevard Improvement (Taylor to Chilpancingo)	Pleasant Hill	\$799,000
Richmond Local Streets and Roads Preservation	Richmond	\$3,030,000
San Pablo 2013 Pavement Preservation Project	San Pablo	\$454,000
San Ramon Valley Boulevard Pavement Rehabilitation	San Ramon	\$291,000
North Main Street Preservation Project	Walnut Creek	\$655,000
		\$16,605,000

Status of OBAG 1 Funded Projects

Project — Jurisdiction

<i>Project Description</i>	<i>Type</i>	<i>OBAG Funding</i>	<i>Project Status</i>
San Pablo Avenue Complete Streets Project — San Pablo The San Pablo Avenue Complete Streets Project will construct sidewalks and bicycle lanes where they are lacking. It will increase safety and accessibility on a major arterial, connecting schools, housing, civic and economic centers in San Pablo/Richmond.	TLC	\$5,978,000	PES field review and MOU with Richmond (joint project) pending. RFP for design services in March 2015; design and ROW assembly by November 2016
Detroit Avenue Complete Streets Project — Concord Complete streets improvements on Detroit Ave between Clayton Rd and Monument Blvd including bike lanes and bike routes with sharrows; sidewalk gap closures; signalization of two intersections; curb extensions; curb ramps; and crosswalk enhancements.	Bike/Ped	\$2,154,000	E-76 "Authorization of Proceed" package submitted to Caltrans on January 26, 2015
Ohlone Greenway Station Access, Safety and Placemaking Improvements — El Cerrito Ohlone Greenway widening, surveillance, crosswalk and landscaping improvements within the City's PDA and adjacent to two BART Stations to improve livability in these transit-rich neighborhoods and address pedestrian and bicycle access and safety concerns.	TLC	\$3,468,000	City will issue a RFP for design services in February 2015
Last-Mile Bike and Pedestrian Access to BART — Concord Improvements for last-mile bike and pedestrian access to the Downtown Concord BART station including buffered bike lanes (0.7 miles), Class 2 bike lanes (0.6 miles), and Class 3 bike routes (0.1 miles), and improvements at three unsignalized crosswalks.	Bike/Ped	\$1,195,000	City has applied for an allocation extension but plans to meet original Request for Authorization deadline of June 2015
Richmond BART Station Intermodal Improvement Project — BART Redesign the intermodal zone to improve operational efficiencies and to remove potential safety conflicts between pedestrians, cars and buses and provide a more comfortable and safe environment for BART, bus and Amtrak patrons.	TLC	\$2,900,000	Project design complete and construction contract awarded. Notice to proceed in February and project to be complete by December 2015

Project — Jurisdiction

<i>Project Description</i>	<i>Type</i>	<i>OBAG Funding</i>	<i>Project Status</i>
Pittsburg Multimodal Transit Station Access Improvements — Pittsburg Multimodal Transit Station Improvements, including a Kiss-n-Ride lot, transit access improvements, pedestrian access improvements with public art, and bicycle parking and access improvements.	TLC	\$1,300,000	Engineering design underway. Request for Authorization to be completed October 2015
Golf Club Road/Old Quarry Road Enhancement Project — Pleasant Hill Pavement rehabilitation, sidewalk installation, bike lane striping, roundabout construction, new traffic signal installation, new landscaping, and new pedestrian street lighting within the project limit.	TLC	\$4,770,000	Engineering design to be completed by October 2015. Environmental review underway
Hercules Intermodal Transit Center / Hercules Bayfront Village — Hercules The Hercules Intermodal Transit Center (ITC) is a planned multi-modal traversed by the San Francisco Bay Trail with bus, train, and ferry service providing alternatives for access to employment, educational, and recreational destinations.	TLC	\$2,584,000	Complete
Total Competitive OBAG 1 Funding		\$24,349,000	

Appendix B — PDAs in Contra Costa

The following table lists the designated Priority Development Areas within Contra Costa.

<i>Name of PDA</i>	<i>Sponsor</i>	<i>Place Type</i>	<i>Size (gross acres)</i>
West County			
San Pablo Avenue Corridor	El Cerrito	Mixed-Use Corridor	250.0
Central Hercules	Hercules	Transit Neighborhood	251.9
Waterfront District	Hercules	Transit Town Center	244.3
Appian Way Corridor	Pinole	Transit Town Center	140.6
Old Town	Pinole	Suburban Center	240.5
Central Richmond & 23rd Street Corridor	Richmond	Mixed-Use Corridor	774.0
South Richmond	Richmond	Transit Neighborhood	1,421.7
San Pablo Avenue & 23rd Street	San Pablo	Mixed-Use Corridor	284.3
Rumrill Boulevard	San Pablo	Employment Center	55.3
San Pablo Avenue Corridor	West Contra Costa Transportation Advisory Committee	Mixed-Use Corridor	346.0
North Richmond	Contra Costa County	Transit Neighborhood	1,125.6
Downtown El Sobrante	Contra Costa County	Mixed-Use Corridor	170.8
Central County			
Community Reuse Area	Concord	Regional Center	1,065.7
Community Reuse Area	Concord	Transit Neighborhood	1,605.9
Downtown	Concord	City Center	486.5
Downtown	Martinez	Transit Neighborhood	191.1
Buskirk Avenue Corridor	Pleasant Hill	Mix-Use Corridor	320.0
Diablo Valley College	Pleasant Hill	Transit Neighborhood	58.0
West Downtown	Walnut Creek	Suburban Center	792.0
Contra Costa Centre	Contra Costa County	Mix-Use Corridor	100.1
East County			
Hillcrest eBART Station	Antioch	Suburban Center	381.7
Rivertown Waterfront	Antioch	Transit Town Center	474.5

<i>Name of PDA</i>	<i>Sponsor</i>	<i>Place Type</i>	<i>Size (gross acres)</i>
Downtown	Oakley	Transit Town Center	146.0
Employment Focus Area	Oakley	Suburban Center	758.2
Potential Planning Area	Oakley	Transit Neighborhood	232.5
Downtown	Pittsburg	Transit Neighborhood	435.0
Railroad Avenue eBART Station	Pittsburg	Transit Town Center	1,070.9
Pittsburg/Bay Point BART Station	Contra Costa County	Transit Neighborhood	408.7
East County			
Downtown	Lafayette	Transit Town Center	303.6
Moraga Center	Moraga	Transit Town Center	179.8
Downtown	Orinda	Transit Town Center	155.0
City Center	San Ramon	Suburban Center	455.6
North Camino Ramon	San Ramon	Transit Town Center	302.4

Appendix C — PDA Portfolio

The Contra Costa PDA Portfolio provides descriptions, statistical summaries, and a development readiness assessment for each of the County's 33 PDAs. Consistent with the PDA Investment and Growth Strategy the Authority, as directed by MTC, will monitor growth in the PDAs and assist, in various ways, to achieve PDA development as envisioned in *Plan Bay Area* and in the related local jurisdiction land use plans. The original PDA Portfolio was included in the Authority's 2014 *PDA Strategy Update* to provide a description of each PDA, documentation of the ABAG/MTC 2040 growth projections, and an assessment of development potential and constraints, with the expectation that this information can provide a basis of strategy for overcoming constraints and achieving PDA development potential.

This update of the PDA Portfolio provides an improved "development readiness" assessment framework based on a Region-wide assessment of PDA readiness originally prepared for MTC in 2014 and expanded in 2015¹. The methodology was further refined in a subsequent MTC Infrastructure Financing White Paper published in 2016². The MTC readiness assessment framework is based upon six criteria that are intended to measure, when taken together, "development readiness" of a given PDA. Initially, this assessment was intended to determine the degree to which the ABAG/MTC Regional Growth Projection prepared for *Plan Bay Area* could be accommodated in the Region's designated PDAs. The development readiness assessment, by identifying development opportunities and constraints, also provides a topical basis for formulating the "PDA investment and growth strategy" as required by MTC.

The updated PDA Portfolio applies the development readiness criteria to Contra Costa's 33 PDAs. This effort is intended to stimulate a conversation with the PDA jurisdictions regarding their PDAs, seek additional updated information, refine the development readiness assessment, and most significantly, collaborate to specify and fund PDA infrastructure investment requirements and other actions needed to improve PDA development readiness through continuing MTC Planning Grants, administration of OBAG and other federal and State grant funding, allocations of Measure J funding, and completion of CTP projects.

¹ PDA Development Readiness Assessment Update; MTC, November 2015

² Infrastructure Financing for Infill Development in the Bay Area, MTC, June 2106

CCTA PDA Portfolio Development Readiness Scoring Criteria

Criteria	Link to Development Readiness and Factual Considerations	Criteria Scoring Range
1. Market Activity and Potential Factors		
Is there an active real estate market (development) in the immediate vicinity of the infill area?	Development-based funding sources all depend on the scale and velocity of new development; nearby development is an indicator of such potential. Actual development activity and pending applications in the infill area are the best indicator of market activity	None = 1 Limited area, no local = 2 Strong area, no local = 3 Strong area, limited local = 4 Strong area, strong local = 5
2. Infill Plan Area Size		
Is the infill area large enough and containing diverse property ownerships and opportunity sites to provide adequate scale for public financing techniques?	The larger the area and the more viable development opportunity sites the greater the value potential and related creditworthiness of the area	< 50 acres = 1 50 - 100 acres = 2 100 - 150 acres = 3 150 - 200 acres = 4 > 200 acres = 5
3. Infill Development Requirements		
Are there physical or infrastructure deficiency constraints that limit development potential?	Large physical constraints (e.g. hazardous materials remediation) or extraordinary infrastructure deficiencies may prevent or deter substantial development activity	Substantial physical/infra. constraint = 1 Constraint subject to mitigation = 2 Infrastructure costs uncertain = 3 Costs known but substantial = 4 Costs known and limited = 5
4. Planning & Entitlement		
Is proper planning, zoning, CEQA clearances and entitlement procedures in place?	Having supportive planning and land use regulations and environmental review documents completed or streamlined creates value by reducing the uncertainties of the entitlement process	Infill planning/zoning not present = 1 Plans/zoning need update = 2 Plans/zoning under preparation = 3 Plans/zoning complete = 4 Plans/zoning/CEQA clearance = 5
5. Community Support		
Is there political and community support for proposed infill development?	Political and community support reduces potential impediments and legal challenges to development approvals and signals cooperative efforts by city to achieve infill development	History of initiative/referendum = 1 Vocal opposition & split council support = 2 Limited opposition and council support = 3 No opposition and council support = 4 Council support and development incentives offered = 5
6. Fiscal Resources		
Does city have the fiscal and financing capacity to accommodate and incentivize infill development?	Fiscal status of the City and related financing capacity provides flexibility to engage in efforts to incentivize and subsidize desired infill development	Weak fiscal position and weak area performance = 1 Weak fiscal position and strong area performance = 2 Strong fiscal position and weak area performance = 3 Strong fiscal position and strong area performance = 4 Strong fiscal and area performance and financial incentives = 5

WEST COUNTY PDAs

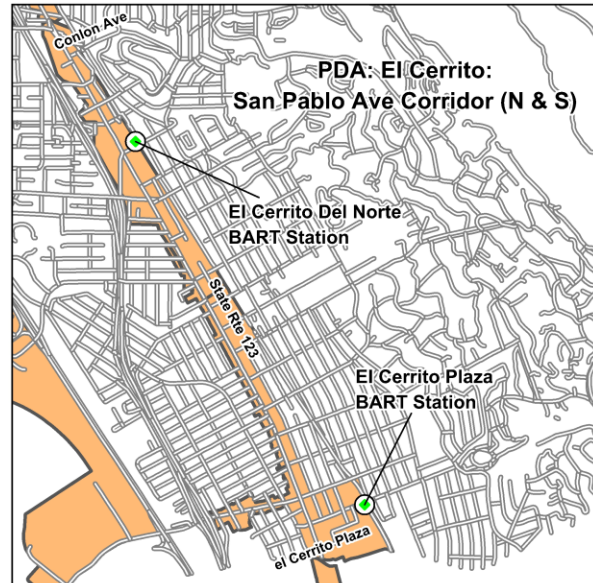
- El Cerrito San Pablo Corridor (Del Norte & South (El Cerrito Plaza))
- Hercules Central
- Hercules Waterfront
- Pinole Appian Way
- Pinole Old Town
- Richmond Central
- Richmond South
- San Pablo San Pablo Avenue & 23rd
- San Pablo Rumrill Boulevard
- WCCTAC San Pablo Avenue Corridor (Unincorporated Contra Costa County, Hercules, Richmond)
- Contra Costa County North Richmond
- Contra Costa County Downtown El Sobrante

El Cerrito – San Pablo Avenue Corridor

Mixed-Use Corridor

OVERVIEW

The 250-acre San Pablo Avenue Corridor in El Cerrito PDA is a largely developed area along which infill development and intensification is occurring, as envisioned in and supported by the 2014 adoption of the San Pablo Avenue Specific Plan. This PDA is served by the El Cerrito Del Norte and El Cerrito Plaza BART Stations, and has extensive AC Transit bus service, including BRT express service along San Pablo Avenue. The Ohlone Greenway also runs the length of the PDA beneath the BART tracks.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate relatively modest growth in the PDA including 1,341 new households and 446 new jobs. The City's development pipeline indicates it is well on its way to meeting the household projections. The PDA Development Readiness Assessment indicates that there is adequate development potential in the PDA for this allocation. Key Strategy components include effective site assembly and successful entitlement and construction of currently proposed infill projects, streamlined zoning, funding for affordable housing and pursuing needed transportation and other infrastructure improvements.

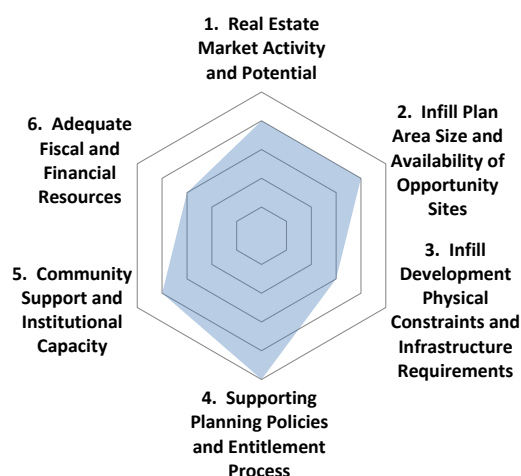
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The City's recent and emerging plans for this PDA are generally consistent with higher density, mixed-use development that supports and utilizes both fixed rail and bus transit systems. Market support and project feasibility have thus far been challenging for these types of uses, particularly because most parcels in the area already have some ongoing private uses or important transit functions. Continuing recovery and gains in the housing market can enhance the feasibility of higher density and mixed-use development.

El Cerrito - San Pablo Ave. Corridor Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	811	2,152	1,341	165%
Jobs	3,613	4,059	446	12%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The San Pablo Avenue Corridor in El Cerrito PDA is relatively large and has remaining opportunity sites arrayed along San Pablo Avenue although many of the sites are relatively small and are of shallow depth. Active public and private efforts at parcel assembly will be necessary to realize the development potential of the remaining vacant and underutilized sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The City is pursuing numerous improvements for pedestrian and streetscape improvements, bike routes, and other infrastructure along San Pablo Avenue. Maintaining vehicular flow during and following construction of these improvements will be critical, as San Pablo Avenue is a major surface road and connects multiple jurisdictions and transit services. The key connection to the I-880 and I-580 freeways at Central Avenue is well above capacity at this time and requires substantial improvement.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The San Pablo Avenue Specific Plan, including a Form-Based Code, Complete Streets Plan and Programmatic Environmental Impact Report, were adopted in 2014, and related Multimodal Capital Improvement Plan, subsequently developed in 2015. The plans call for a mix of residential and commercial uses in higher density development, in addition to infrastructure improvements to make the area better suited for walking and biking in addition to its current

automobile orientation. The plans call for a form-based code and do not specify the number or type of development allowed, but heights up to 85 feet are planned in certain areas and minimum heights of two stories for commercial and three stories for residential are required. In this and El Cerrito's other PDA, several private development proposals have emerged in recent years that would conform to the vision for higher density.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

The City has adopted zoning regulations that are conducive to redevelopment along the San Pablo Corridor.

FISCAL AND FINANCIAL RESOURCES

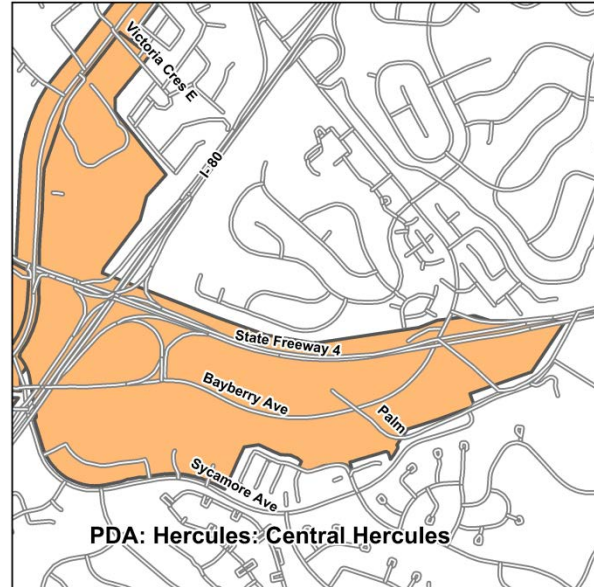
The plans for this area have not yet produced a comprehensive financing strategy or analysis of funding capacity. However, given the moderate residential and commercial values in this location and the general challenges to infill development feasibility, it is likely that project-based financing capacity will be limited. Similarly, the loss of Redevelopment poses a challenge for both the assembly of parcels in this corridor and the ability to contribute public resources toward infrastructure improvements.

Hercules – Central Hercules

Transit Neighborhood

OVERVIEW

The 252-acre Central Hercules PDA is envisioned to become a transit-oriented urban center in a suburban sub-region. The PDA is located astride the regional crossroads of Interstate 80 and State Route 4. The area is presently underutilized though plans envision conversion to a new mixed use neighborhood.

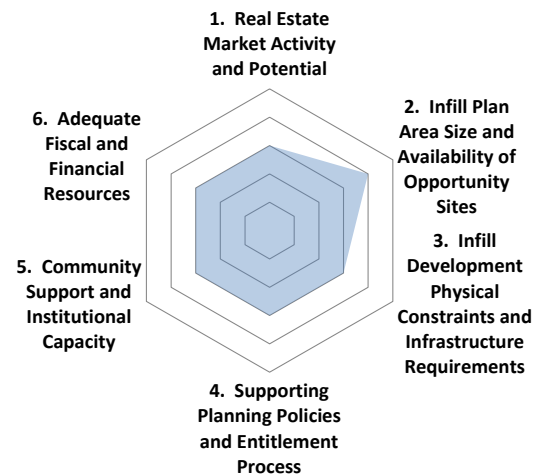


ABAG/MTC's proposed 2040 PDA Growth Projections allocate relatively significant growth in the PDA including 364 new households and 32 new jobs. The PDA Development Readiness Assessment indicates that there is adequate development capacity in the PDA for this allocation. Key Strategy components will include effective site assembly, improved internal circulation, and pursuing needed regional transportation infrastructure improvements. Market constraints will limit infill and higher density mixed use development in the near term.

Hercules Central Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	81	445	364	449%
Jobs	992	1,024	32	3%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

There has been limited development in the designated downtown area as development activity has concentrated in the Waterfront District PDA over the past several decades. The Recession slowed development and the City is just beginning to recover. Market preferences for single family and attached single family remain. Demand and pricing for mixed use/multifamily will improve over the forecast period. Mixed use/multifamily development in Hercules will continue to face financial feasibility constraints given site-related costs and pricing constraints in the near to midterm. Development of the Intermodal Transit Center (ITC) will strengthen demand for residential and commercial development. Still, the amount of planned growth is substantial, and it may take several decades for development as envisioned in Plan Bay Area to emerge.

PDA SIZE AND OPPORTUNITY SITES

The 252-acre PDA is relatively large and has substantial development capacity as reflected in the available opportunity sites and land use regulations. Access and parcel assembly issues may limit actual development capacity in the PDA.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The area is served by bus transit, with service provided by WestCAT. Future services could include BART, Amtrak's Capitol Corridor route, and connections to passenger ferry service located in the Waterfront District. Internal road access and connections to I-880 and SR-4 require substantial and costly improvement as part of PDA development.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Central Hercules Plan, which was prepared in 2000, outlines the overall vision of a series of pedestrian-friendly, mixed-use districts. Housing, employment, retail, and civic uses are envisioned for multi-story buildings on an interconnected grid of streets, arranged around transit terminals, restored wetlands and creeks. The physical character will be defined by a network of walkable streets with attractive public spaces, organized around a regional transit facility. The two districts that comprise the Central Hercules PDA, the New Town Center District and the Hilltown District, were expected to accommodate housing growth of 2,440 units and employment growth of 1,030 jobs. However, the previously approved entitlements for New

Town Center have lapsed, and there are no applications pending. The Hilltown District will require a zoning change from Industrial to Planned Commercial-Residential and a remediation plan, as the site is a former PG&E Tank Farm.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been community support for development in Central Hercules as expressed in recent planning and development activities.

FISCAL AND FINANCIAL RESOURCES

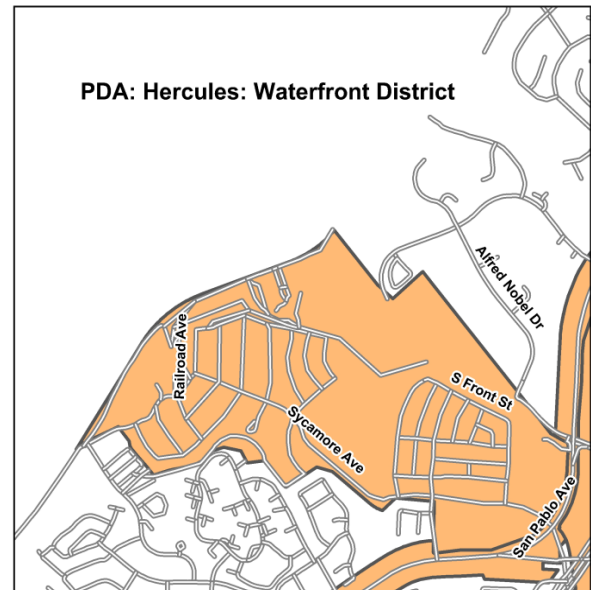
Assuming that market potential for the proposed land uses improves, new development should provide substantial funding capacity. The costs associated with the Intermodal Transit Center (ITC), when added to the need for improvements to arterials, connections to I-880, and typical urban infrastructure, is likely to exceed the capacity of the development-based funding sources, suggesting that some external source of funding will be required.

Hercules – Waterfront District

Transit Town Center

OVERVIEW

The 184-acre Waterfront District PDA is located aside San Pablo Bay on the western side of the City of Hercules, adjacent to the Central Hercules PDA. Across the railroad and directly on the shoreline, Hercules Point will undergo further environmental cleanup to allow for future recreational uses. The PDA is served by AC Transit bus service and connections to Amtrak at the Intermodal Transit Center (ITC)

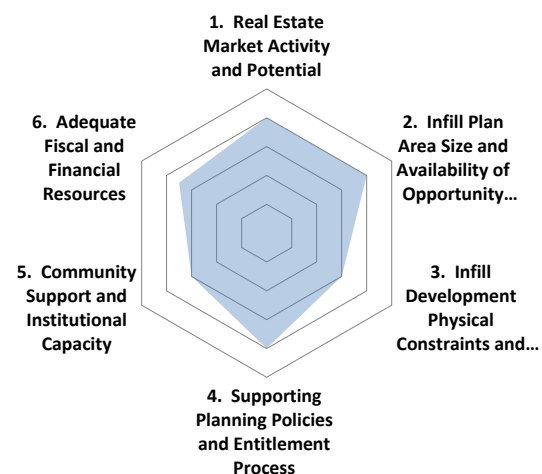


ABAG/MTC's proposed 2040 PDA Growth Projections allocate relatively modest growth in the PDA including 184 new households and a job loss relative to 2010. These allocations are well below the planned development capacity of the PDA. The PDA Development Readiness Assessment suggests that key Strategy components will include effective site assembly, improved internal circulation, development of amenities including Bayfront Park, and pursuing needed regional transportation infrastructure improvements including the WETA ferry terminal.

Hercules Waterfront Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	623	807	184	30%
Jobs	82	48	(34)	-41%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Development activity has concentrated in the Waterfront District PDA over the past several decades. The Recession slowed development and the City but is now beginning to recover. Market preferences for single family and attached single family remain. Demand and pricing for mixed use/multifamily will improve over the forecast period. Mixed use/multifamily development in Hercules will continue to face financial feasibility constraints given site-related costs and pricing constraints in the near to midterm. Development of the Intermodal Transit Center (ITC) and WETA ferry service will strengthen demand for residential and commercial development in the PDA. Still, the amount of planned growth is substantial, and it may take several decades for development as envisioned in Plan Bay Area to emerge.

Development of the Intermodal Transit Center (ITC) will strengthen demand for residential and commercial development. Still, the amount of planned growth is substantial, and it may take several decades for development as envisioned in Plan Bay Area to emerge.

PDA SIZE AND OPPORTUNITY SITES

The 252-acre PDA is relatively large and has opportunity sites that more than accommodate the proposed ABAG/MTC 2040 growth allocation.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Portions of the PDA will require remediation of hazardous materials located on the historical industrial sites. Infrastructure needs will include local improvements required as a part of development. Assuming that WETA ferry service is extended, there will be a major investment required to create a ferry terminal and related channel improvements.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Amendments to the City's Waterfront District Master Plan were approved in December 2011. The plan envisions a range of new housing options developed on existing underutilized industrial sites will support wide choices for household needs and incomes in the Waterfront District. Additional uses in the Waterfront District will include office and retail. In addition to transit access to many Bay Area destinations, Waterfront District residents will live in a complete community with high-quality public plazas, vibrant streets, parks and schools, and

access to neighborhood services and local and regional job centers. The City broke ground on its Intermodal Transit Center (ITC) during the summer of 2013. The ITC was proclaimed the “Highest Priority Project for the City of Hercules.” The Hercules Bayfront mixed-use project, a 42-acre Master Planned Transit-Oriented Development project, is being closely coordinated with construction of the ITC.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for planning and development activities in the PDA.

FISCAL AND FINANCIAL RESOURCES

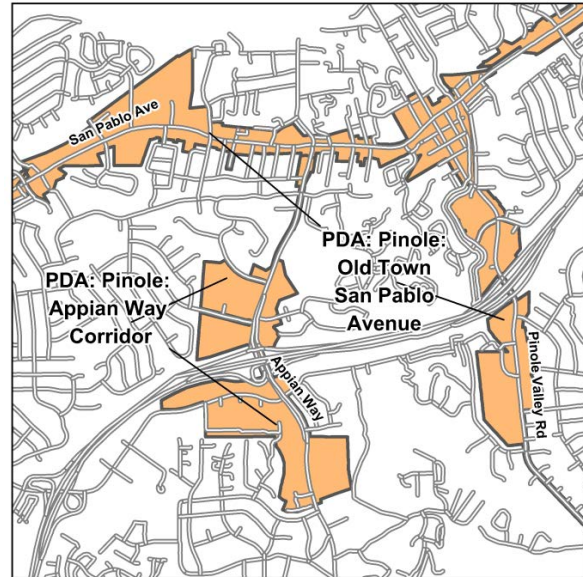
The new development should provide substantial funding capacity, but it may take time for the related development-based funding to become available. Meanwhile, construction of the ITC is drawing on numerous funding sources including Measure J funding. Funding for the Ferry terminal, assuming that service is extended to Hercules, will require regional and State grant funding, in addition to local development-based sources.

Pinole – Appian Way Corridor

Suburban Center

OVERVIEW

The 141-acre Appian Way PDA is envisioned as a thriving retail and service hub for the community and region with new open space and gathering places and well-integrated circulation for pedestrians, bicyclists, and vehicles. Appian Way will serve as a regional gateway into Pinole at the I-80 interchange, and continue to function as the primary north/south auto route through the City.

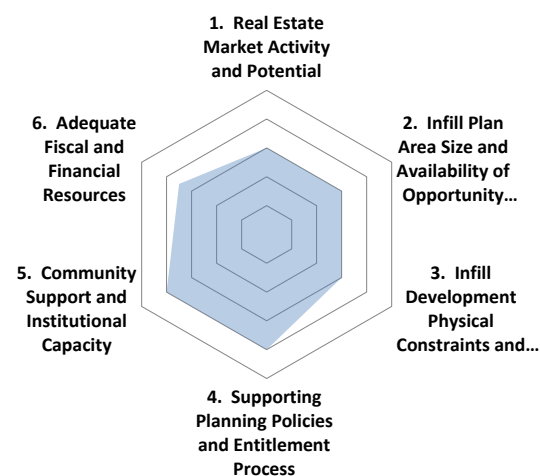


ABAG/MTC's proposed 2040 PDA Growth Projections allocate relatively modest growth in the PDA including 105 new households and 445 new jobs relative to 2010. These allocations are well below the planned development capacity of the PDA. The PDA Development Readiness Assessment suggests that key Strategy components will include effective site assembly, improved internal circulation and streetscape improvements. Market conditions will limit new higher density and mixed use development in the near term.

**Pinole Appian Way
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	65	170	105	162%
Jobs	2,144	2,589	445	21%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Market potential has continued to improve in West County, including Pinole. Demand and pricing for mixed use/multifamily will improve over the forecast period. Mixed use/multifamily development in Pinole will continue to face financial feasibility constraints given site-related costs and pricing constraints in the near to midterm.

PDA SIZE AND OPPORTUNITY SITES

The 141-acre PDA has ample opportunity sites to accommodate planned and allocated amounts of housing and commercial development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Of critical importance to the Specific Plan is the capacity and condition of the sewage treatment plant. Large portions of the existing collection system are old and experience substantial infiltration that results in wet weather flows that exceed the capacity of the treatment plant. This issue will have to be corrected in order to accommodate new development without further exacerbating treatment deficits. There is also the need for a range of roadway, intersection, and pedestrian facilities.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Three Corridors Specific Plan (Nov. 2010) establishes a land use framework, design and development standards, and implementation actions that will guide development along the Appian Way corridor for the next 20 to 30 years. The Specific Plan increases development potential within the three corridors. The Plan provides zoned capacity and opportunity sites to accommodate an estimated 877 residential units, which is greater than the Plan Bay Area growth allocations. The Plan provides retail, office and industrial areas zoned for new development that would support new jobs far in excess of the Plan Bay Area allocations, although market conditions will be the determining factor in the number of new jobs created. However, the Three Corridors Specific Plan recognizes that market conditions are a limiting factor to realizing buildout of zoned capacity and opportunity sites, and forecasts less growth than allowed by capacity.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's planning and development in the PDA.

FISCAL AND FINANCIAL RESOURCES

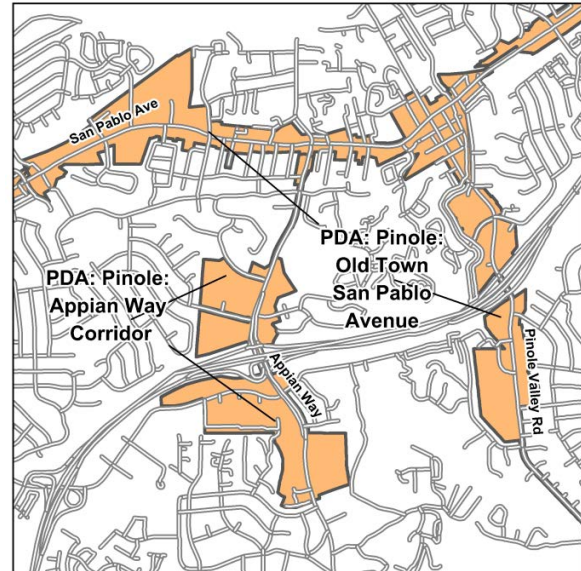
The City utilized redevelopment funding to undertake actions in its corridors, including parcel assembly for parking. While redevelopment commitments enabled certain projects to continue, it will be necessary for the City to find alternative funding sources to fund future projects. The City's General Fund has limited ability to contribute to infrastructure, as the City is recovering from the significant financial impacts and cutbacks imposed by the Great Recession. The City collects a range of development impact fees for police, fire, public facilities, wastewater, drainage, and parks and recreation. The City does not have an impact fee for transportation impacts.

Pinole – Old Town

Transit Town Center

OVERVIEW

The 240-acre Old Town PDA exhibits a strong sense of place as the City's cultural, civic, and historic core. The City's plans for the area envision the area intensifying and transitioning to a vibrant mixed-use district serving the needs of local residents and visitors.



ABAG/MTC's proposed 2040 PDA Growth

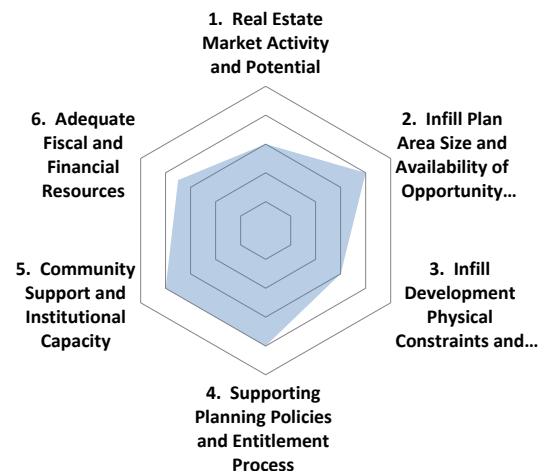
Projections allocate relatively modest growth in the PDA including 181 new households and 642 jobs as compared to 2010. The household allocations are well below the planned development capacity of the PDA.

The PDA Development Readiness Assessment suggests that key Strategy components will include effective site assembly, improved internal circulation and streetscape improvements. Market conditions will limit new higher density and mixed use development in the near term.

Pinole Old Town Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	288	469	181	63%
Jobs	2,956	3,598	642	22%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The Three Corridors Specific Plan (Nov. 2010) establishes a land use framework, design and development standards, and implementation actions that will guide development along the San Pablo Avenue (including Old Town) corridor for the next 20 to 30 years. The Specific Plan increases development potential within the three corridors. The Plan provides zoned capacity and opportunity sites for increased density to accommodate an estimated 1,119 residential units, which is greater than the Plan Bay Area growth allocations. The Plan provides retail, office and industrial areas zoned for new development that would support new jobs far in excess of the Plan Bay Area allocations, although market conditions will be the determining factor in the number of new jobs created.

PDA SIZE AND OPPORTUNITY SITES

The PDA is relatively large and contains a number opportunity sites needed to accommodate planned levels of residential and commercial development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

To implement the Specific Plan vision for Old Town, San Pablo Avenue will have to be recast as a main street rather than a bypass. To accomplish this, San Pablo Avenue needs to be redesigned to discourage bypass traffic, slow automobiles, and promote pedestrian activity on the street. In order to provide development opportunity and adequate parking in Old Town, two important actions are: 1) assembly of property for shared parking, and 2) City-promulgated standards that rely on this parking rather than compelling each business to satisfy parking demand on-site. The City has initiated these steps towards addressing parking constraints on development.

Of critical importance to the Specific Plan is the capacity and condition of the sewage treatment plant. Large portions of the existing collection system are old and experience substantial infiltration that results in wet weather flows that exceed the capacity of the treatment plant. This issue will have to be corrected in order to accommodate new development without further exacerbating treatment deficits.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Three Corridors Specific Plan proposes transportation improvements to support job growth and housing, consistent with Plan Bay Area objectives for existing suburban communities. However, the Three Corridors Specific Plan recognizes that market conditions are a limiting factor to realizing buildout of zoned capacity and opportunity sites, and forecasts less growth than allowed by capacity. The Plan Bay Area allocations fall within the development accommodated by and forecasted in the Three Corridors Plan.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's planning and development in the PDA.

FISCAL AND FINANCIAL RESOURCES

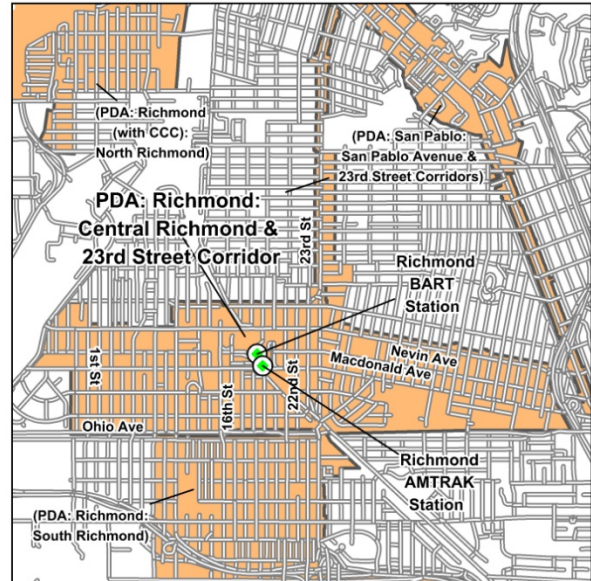
The City historically utilized redevelopment funding to undertake actions in its corridors, including parcel assembly for parking. While redevelopment commitments enabled certain projects to continue, with the elimination of redevelopment agencies, it will be necessary for the City to find alternative funding sources to fund future projects. The City's General Fund has limited ability to contribute to infrastructure, as the City is in a "recovery and restore" mode following significant financial impacts and cutbacks imposed by the Great Recession. The City collects a range of development impact fees for police, fire, public facilities, wastewater, drainage, and parks and recreation. The City does not have an impact fee for transportation impacts.

Richmond – Central Richmond & 23rd Street Corridor

City Center

OVERVIEW

The 774-acre PDA encompasses Richmond's historic downtown, and is planned for a mix of public, civic, commercial, and residential uses. At the Richmond BART, a significant transit oriented development has been completed and future phases are anticipated. The 23rd Street Corridor is a "key corridor" where the City envisions increased local retail, multi-family housing, and community uses within walking distance of residential neighborhoods.

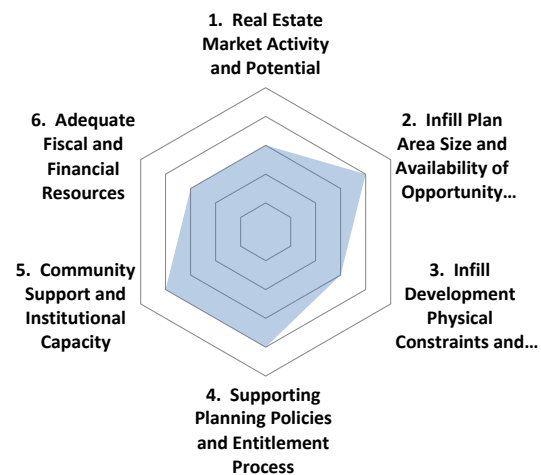


ABAG/MTC's proposed 2040 PDA Growth Projections allocate a very large amount of growth in the PDA including over 10,000 new households and nearly 2,700 jobs as compared to 2010. The household allocations far exceed the likely development capacity of the area, given the existing pattern of uses, its market potential, and infrastructure needs. The PDA Readiness Assessment indicates that strategies should include land assembly, improvements to local infrastructure and amenities, and economic development efforts.

Richmond Central Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	4,859	14,901	10,042	207%
Jobs	6,356	9,019	2,663	42%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Richmond was hard-hit by the foreclosure crisis and numerous residential mortgage holders in the city are still underwater years later. While the real estate market has improved with home values rising in the area, the market is unlikely to support new mixed use and higher density residential development in the near-term.

PDA SIZE AND OPPORTUNITY SITES

The PDA is large, encompassing much of Richmond's downtown area and surrounding corridors. There are ample opportunity sites though most of the sites require redevelopment of existing lower density and underutilized parcels. Substantial parcel assembly by the City or private investors will be necessary to realize full potential of underutilized sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The City will need to upgrade, maintain, and expand infrastructure to provide effective levels of services and utilities in all neighborhoods. The City hopes to attract new public facilities Downtown, especially within walking distance of the Richmond BART/Amtrak Station and to implement streetscape improvements to enhance access, lighting, safety and experience for pedestrians, bicyclists, transit users, and motorists.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

A top priority of the City of Richmond General Plan is to improve the downtown and Civic Center area as a social, cultural and civic destination through support of new and existing entertainment and cultural facilities. Current planning also allows for additional transit-oriented development proximate to BART.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There is strong community support and active efforts by City staff to pursue higher density infill development as envisioned in the City's General Plan and also in *Plan Bay Area*.

FISCAL AND FINANCIAL RESOURCES

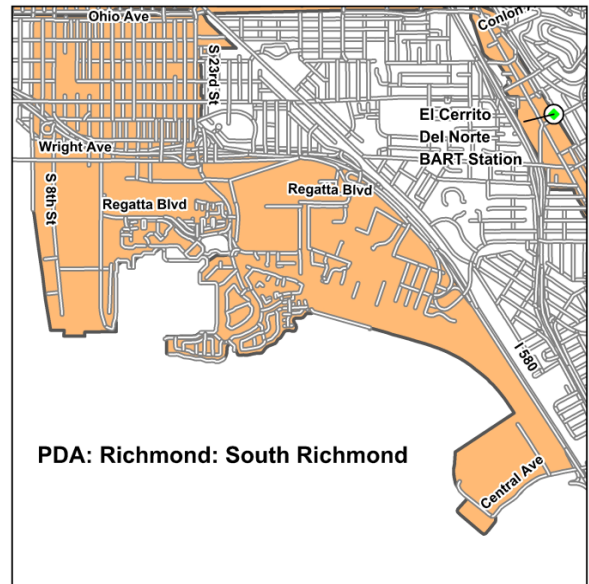
The City currently uses General Fund obligations, revenue bonds, assessment districts, development fees, and community facilities districts. The City's Redevelopment Agency had been active in the City, before dissolution.

Richmond – South Richmond

Transit Neighborhood

OVERVIEW

The 1,422-acre South Richmond PDA is currently a mix of newer residential and commercial development (Marina Bay) along with a range of water- and transportation-dependent industrial activities established in the early 20th century that still operate along the City's southern shoreline.



ABAG/MTC's proposed 2040 PDA Growth

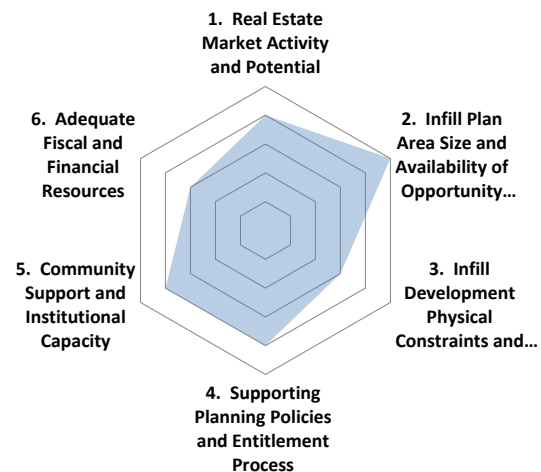
Projections allocate a large amount of growth in the PDA including nearly 5,000 new households and over 18,000 jobs as compared to 2010. Job allocations are related to expectations for the University of California Global Campus project. With the Global Campus now suspended by UC and the persistence of significant remediation constraints on key opportunity sites, it is unlikely that this allocation will be realized.

The PDA Development Readiness Assessment indicates that that key Strategy components will include economic development efforts to rekindle the Global Campus project, improved internal circulation improvements, and addressing hazardous materials remediation through a cooperative public/private partnership.

Richmond South Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	3,199	7,725	4,526	141%
Jobs	5,747	24,200	18,453	321%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Though the area remains characterized by intense industrial and port uses, major redevelopment potential remains available and is likely to occur over the next several decades. Richmond was hard-hit by the foreclosure crisis and even years later a portion of residential mortgage holders in the City are still underwater. South Richmond, with its concentration of newer and higher density development at Marina Bay, has performed better than the City overall and new developments are in the planning stages. The natural shoreline setting and highway access will support a higher-intensity, mixed use center. The market is unlikely to support substantial new development in the near-term, especially given the suspension of the Global Campus development announced last year by UC due to their budgetary constraints.

PDA SIZE AND OPPORTUNITY SITES

South Richmond has modest opportunity sites, although one of the larger sites is subject to significant hazardous remediation constraints that will continue to limit its development potential.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

In the South Richmond area, the City hopes to work with local transit agencies to enhance transit service.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City's General Plan notes that the proposed ferry terminal on the Ford Peninsula in Marina Bay provides a "great impetus" for redevelopment and private investment in the area. A goal of the General Plan is to develop the Southern Shoreline, Ford Peninsula in Marina Bay, and San Pablo Peninsula as regional and recreational destinations, creating a mixed-use area and employment center services and utilities in all neighborhoods.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There is broad community support for the continuing redevelopment of the South Richmond area and City staff has been active in planning and development in the area.

FISCAL AND FINANCIAL RESOURCES

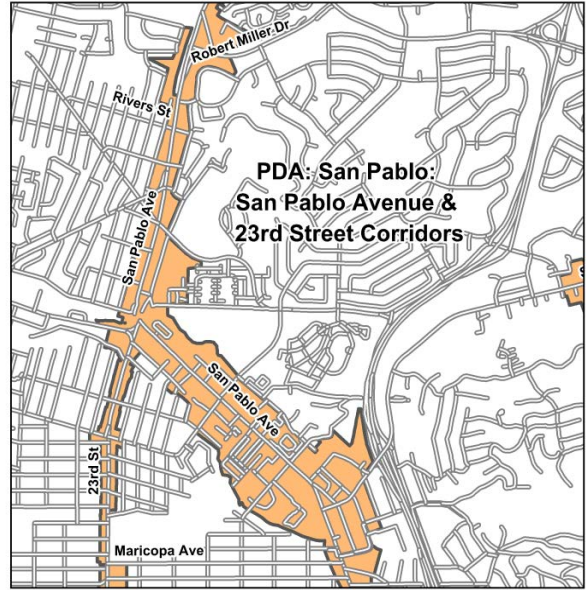
The City uses General Fund obligations, revenue bonds, assessment districts, development fees, and community facilities districts. The City's Redevelopment Agency had been active in the City, before dissolution. Without additional development-based funding, City tax increment sources (e.g. an EIFD) or regional and State funding it will be difficult for substantial new development to occur in the South Richmond area.

San Pablo – San Pablo Avenue & 23rd Street

Mixed-Use Corridor

OVERVIEW

The 284-acre San Pablo and 23rd Street Mixed Use Corridor is located in central San Pablo along the length of San Pablo Avenue and 23rd Street. The corridors are currently served by several AC Transit bus lines.

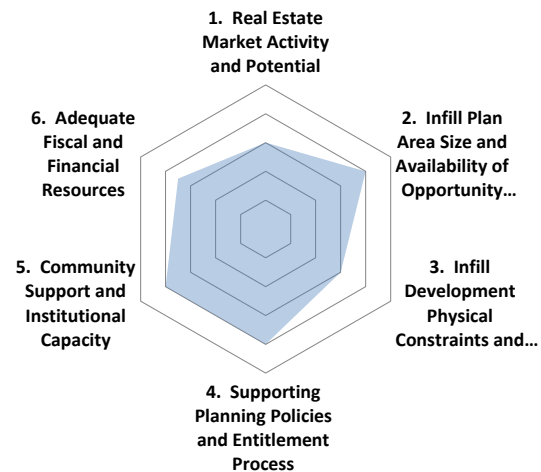


ABAG/MTC's proposed 2040 PDA Growth Projections allocate 552 new households and over 1,015 jobs as compared to 2010. This appears to be a realistic expectation given the capacity of the area. The PDA Development Readiness Assessment suggests that key Strategy components will include effective site assembly, improved internal circulation and streetscape improvements. Market conditions will limit new higher density and mixed use development in the near term.

San Pablo San Pablo Avenue & 23rd Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1,608	2,160	552	34%
Jobs	4,311	5,326	1,015	24%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

It may take time for market support consistent with the land use envisioned in the Specific Plan to evolve. The San Pablo Corridor in West County is a transitional area not yet reflecting the market strength needed to encourage private investment. In these areas public investments improving the area and making it more accessible (e.g. transit improvements) will be an important part of attracting needed investment.

PDA SIZE AND OPPORTUNITY SITES

With 284 acres, the PDA is large and contains opportunity sites suitable for redevelopment once market conditions justify the necessary land acquisition, assembly, and improvements.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

A variety of infrastructure improvements, as outlined in the Specific Plan, are required to accommodate and attract planned development including streetscape, traffic safety, bicycle and parking improvements.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City completed a Specific Plan for the San Pablo Corridor and previously completed a Specific Plan for the 23rd Street Corridor. These Specific Plans envision transformation of the area into a vibrant mixed use neighborhood and create substantial capacity for this development. Development may occur on the few vacant sites in the area but will likely occur primarily on currently underutilized sites that would be redeveloped with pedestrian, and transit facility improvements along San Pablo Avenue and 23rd Street Boulevard. Improved transit service would also support the additional planned mixed use development.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There is strong community support and related efforts by City officials to pursue infill development in the PDA.

FISCAL AND FINANCIAL RESOURCES

New planned development will create financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. Given likely cost burdens and the extended duration of development in the area, this PDA would benefit from grant funding, allowing improvements to be made sooner and thus creating an additional attraction to desired development.

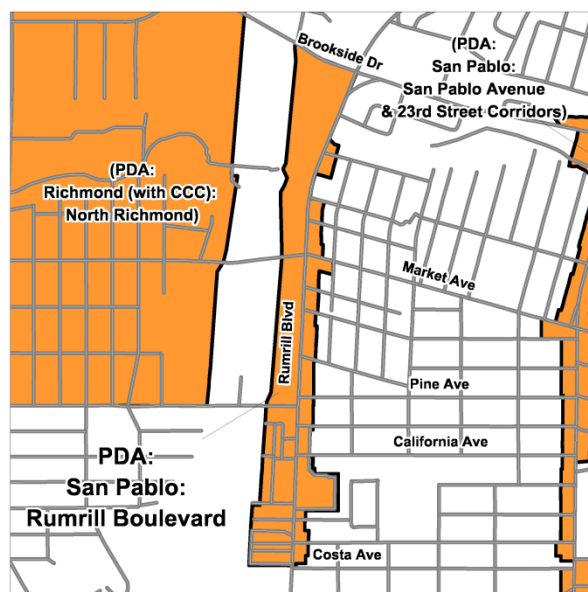
San Pablo – Rumrill Boulevard

Employment Focus Area

OVERVIEW

The Rumrill Boulevard PDA lies several blocks west of the City's San Pablo Corridor PDA. The 55-acre area is currently in low intensity industrial, warehouse, and storage uses.

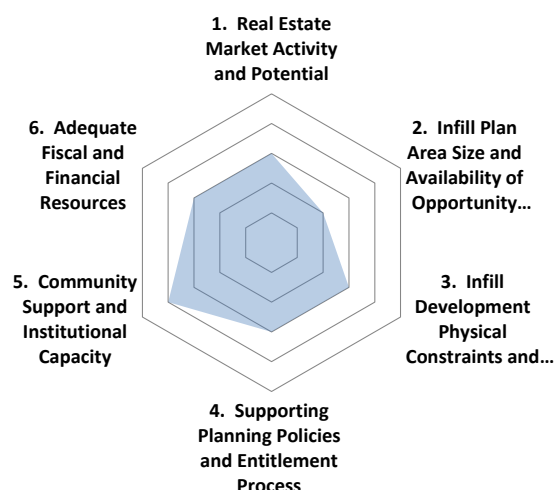
ABAG/MTC's proposed 2040 PDA Growth Projections allocate 22 new households and over 194 jobs as compared to 2010. This appears to be a realistic expectation given the capacity of the area. The PDA Development Readiness Assessment suggests that key Strategy components will include effective site assembly, improved internal circulation and streetscape improvements. Market conditions will limit development opportunities in the near term.



San Pablo Rumrill Boulevard Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	385	407	22	6%
Jobs	345	539	194	56%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The *Plan Bay Area* employment allocations for the Rumrill PDA are modest. Capacity for this amount of development exists today and will likely be enhanced by subsequent planning efforts. Market demand for the uses contemplated is highly competitive so it will be necessary to collaborate with landowners to make sites attractive to new development. It may take time

for market support to evolve. The entire San Pablo Corridor in West County is a transitional area not yet reflecting the market strength needed to encourage private investment. In these areas public investments improving the area and making it more accessible (e.g. transit improvements) will be an important part of attracting needed investment.

PDA SIZE AND OPPORTUNITY SITES

With only 55 acres, the PDA is relatively small but contains a number of opportunity sites suitable for redevelopment once market conditions justify the necessary land acquisition, assembly, and improvements.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Roadway and streetscape improvements are likely to be needed along with upgrades to water and sewer utilities. City has successfully created a new playfield park in the Area.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City's General Plan designates the Rumrill Boulevard PDA as "Industrial Mixed Use" permitting a range of industrial and commercial uses. There is substantial development potential given the preponderance of vacant and underutilized sites in the area. Additional planning efforts are contemplated for the area including a Specific Plan that will further clarify land use policy in the area.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There is strong community support and related efforts by City officials to pursue infill development in the PDA.

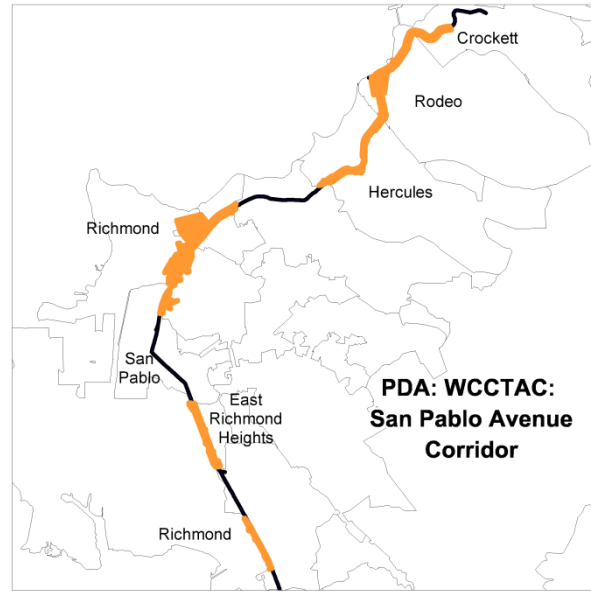
FISCAL AND FINANCIAL RESOURCES

New planned development will create financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. Given likely cost burdens and the extended duration of development in the area, this PDA would benefit from grant funding, allowing improvements to be made sooner and thus creating an additional attraction to desired development.

WCCTAC San Pablo Ave. Corridor – Richmond, Hercules, and Unincorporated Segments Mixed-Use Corridor

OVERVIEW

The West Contra Costa Transportation Advisory Committee (WCCTAC) has sponsored the San Pablo Avenue Corridor PDA, which stretches 16 miles along San Pablo Avenue from the southern border of the City of El Cerrito to the northern border of the Town of Crockett. There are three segments to the PDA, a segment running through Richmond, a segment running through Hercules, and the most northerly portion located in unincorporated Contra Costa County. The overall vision for the entire San Pablo Avenue corridor is to develop an attractive, thriving, vibrant, mixed-use transportation corridor with nodes of medium- to high-density residential uses supported by a complete spectrum of local and regional civic and cultural opportunities and professional, retail, and services jobs.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate a large amount of growth in the PDA including over 4,100 new households across all three PDA corridor segments. At the same time, job allocations appear to be very limited, especially given the existing commercial/industrial character of the San Pablo Avenue corridor. The PDA Development Readiness Assessment indicates that while there are opportunity sites along the corridor, market conditions limit feasibility for higher density mixed use development in the near term. Key Strategy components will include investments in improved transit service, streetscape and pedestrian-related improvements, land assembly, and economic development efforts.

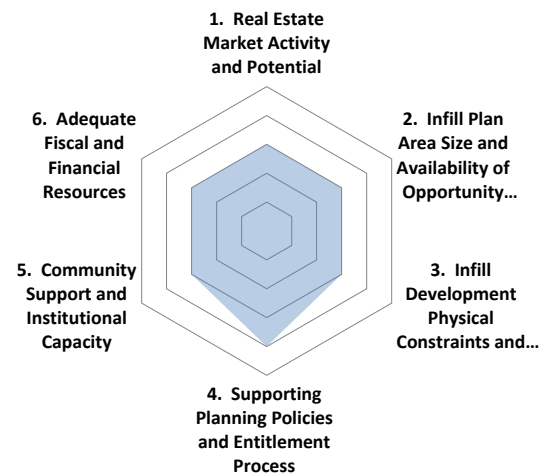
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Plan Bay Area allocates housing growth of 710 units and employment growth of 450 jobs along the Corridor. There is no particular plan guiding this growth, apart from the County's standard planning regulations.

**WCCTAC San Pablo Avenue (3 segments)
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Segment 1: Contra Costa County				
Housing	1,586	4,784	3,198	202%
Jobs	847	1,087	240	28%
Segment 2: Richmond				
Housing	640	1,344	704	110%
Jobs	1,503	2,083	580	39%
Segment 3: Hercules				
Housing	189	445	256	135%
Jobs	50	68	18	36%
TOTAL				
Housing	2,415	6,573	4,158	172%
Jobs	2,400	3,238	838	35%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The 16 mile total length of the PDA contains a variety of vacant and underutilized sites that could accommodate new infill development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The San Pablo Avenue Corridor is served by BART (El Cerrito and Richmond stations), AC Transit, AMTRAK's Capitol Corridor Route, WestCAT, Vallejo Transit, and Golden Gate Transit. In the future, there will be ferry service between Richmond and San Francisco and preliminary planning is underway for ferry services between Hercules and San Francisco. WCCTAC had determined that a study of high-capacity transit options along the Interstate 80 corridor is a priority for the agency. The Interstate 80 Corridor Study will be an open-ended study of high-capacity transit options that can connect the broader West Contra Costa County communities with existing BART services at either the Richmond or El Cerrito del Norte BART Stations. At the conclusion of the comprehensive study, a preferred option for addressing the corridor's needs would be selected by local elected officials. Different rail technologies and

alignments – a group of options commonly referred to as wBART – will be part of the options that will be examined in the study.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The County and cities located along the San Pablo Avenue Corridor PDA are planning for growth and development that are in alignment with Plan Bay Area allocations by studying mobility and transit options in West County. However, there does not appear to be any particular land use plan guiding this growth.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There appears to be community support for WCCTAC's efforts to promote new infill development along the San Pablo Corridor and active efforts with the respective city and County officials to align land use policy and infrastructure investments.

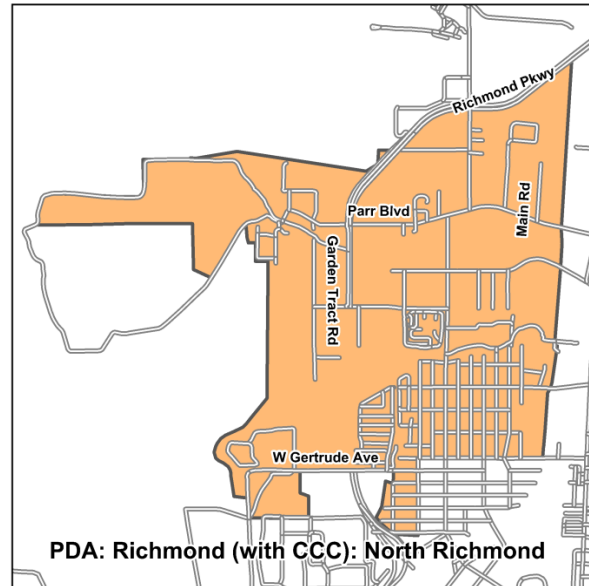
FISCAL AND FINANCIAL RESOURCES

WCCTAC is one of four Regional Transportation Planning Committees that were created to manage the 1988 Measure C 1/2 cent transportation sales tax projects and programs, and its Extension, Measure J, approved by Contra Costa voters in 2004. WCCTAC manages revenues from Measures C and J, and also administers the sub-regional transportation mitigation fee program (STMP). No formal allocation of funding has been made to support new growth along the Corridor PDA.

North Richmond -- Contra Costa County Unincorporated -- Transit Neighborhood

OVERVIEW

The North Richmond PDA encompasses a large unincorporated area that includes active industrial and commercial uses along with an older residential neighborhood. North Richmond is envisioned as a Transit Neighborhood with increments of new industrial development, new housing development, and a range of investments in community facilities to support the existing residential community and strengthen the area's economic base.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate a relatively large amount of growth in the PDA including over 3,000 new households and over 600 jobs as compared to 2010. The PDA Development Readiness Assessment indicates that while there are opportunity sites along the corridor, market conditions limit feasibility for higher density mixed use development in the near term. Key Strategy components will include land assembly and related remediation, pursuing planned major investments including construction of a new community park, improved transit service, and streetscape and pedestrian-related improvements.

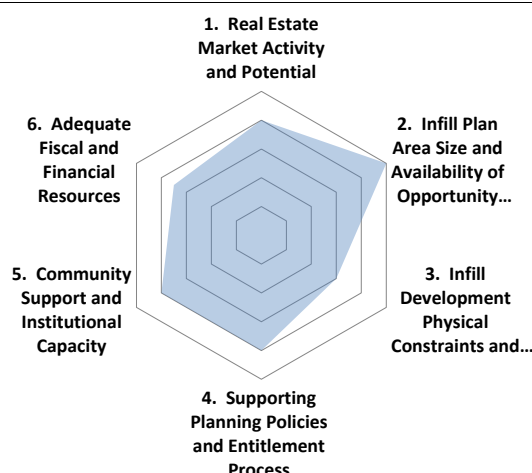
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

As was the case for other portions of the Richmond area, the Great Recession had a chilling effect upon ongoing planning and development activities in North Richmond. Over time, the real estate market will improve, though constraints on new higher density development will remain.

Contra Costa County North Richmond Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1,080	4,304	3,224	299%
Jobs	1,797	2,400	603	34%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

Containing over 1,000 acres and having large tracts of vacant and underutilized land, the PDA is ripe for redevelopment and intensification of uses.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Infrastructure needs have long been identified as a critical barrier to new development in the North Richmond area. Infrastructure challenges include deteriorating roadways, inadequate water transmission and wastewater facilities, and inadequate drainage facilities. A 2006 study identified the need for a base investment of over \$25 million in infrastructure in the industrial areas of North Richmond alone to support existing and new industrial development, with substantially larger investments required if residential development were added in these areas. Substantial investments in roadway improvements, right-of-way acquisition, and water, wastewater, and storm drain improvements were identified.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Before the Great Recession, a number of planning studies were conducted to consider a potential future for North Richmond. The North Richmond Specific Plan process, initiated in 2006, evaluated the redevelopment potential for a portion of the industrial area of North Richmond. A range of new compact, residential uses were envisioned that would help fund important infrastructure improvements and community amenities. A new neighborhood shopping center was also included in the initial plans along with some additional light industrial development. With the onset of the Great Recession and the end of redevelopment,

the North Richmond Specific Plan was put on hold. At present, land use designations in North Richmond provide substantial capacity for new industrial development as well as for some residential development.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been community support for the North Richmond planning process and related redevelopment efforts. With the loss of their Redevelopment Agency, the County did lose key institutional capacity to pursue planning and redevelopment activities in North Richmond.

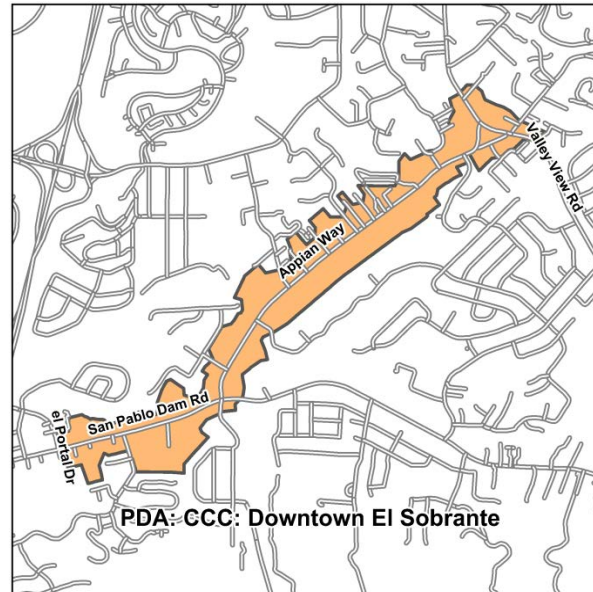
FISCAL AND FINANCIAL RESOURCES

The North Richmond Specific Plan envisioned financing backbone infrastructure investments in industrial and residential areas using financing capacity associated with a new compact residential community and tax increment revenues. The Plan requires major investments in land assembly and infrastructure that requires funding beyond that available from development-based sources. However, with the ending of Redevelopment Agencies and the more modest development plans since the Great Recession, funding capacity is more limited. Funding through federal and State grants or regional funding sources, as available, will likely be required to fund some of the needed infrastructure improvements.

Contra Costa County Unincorporated – Downtown El Sobrante Mixed-Use Corridor

OVERVIEW

The 171-acre El Sobrante PDA largely encompasses the historical commercial district of El Sobrante. County plans for the area envision its transformation into a more intensively developed mixed use district. The PDA is served by several AC Transit Bus routes.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate a limited amount of growth in the PDA including just over 200 new households and less than 100 jobs as compared to 2010. The PDA Development Readiness Assessment notes that there are opportunity sites along the San Pablo Dam Road/Appian Way corridor, although market conditions limit feasibility for higher density mixed use development in the near term. Key Strategy components will include land assembly, pursuing investments in streetscape and pedestrian-related improvements, improved transit service, and increased utility capacity.

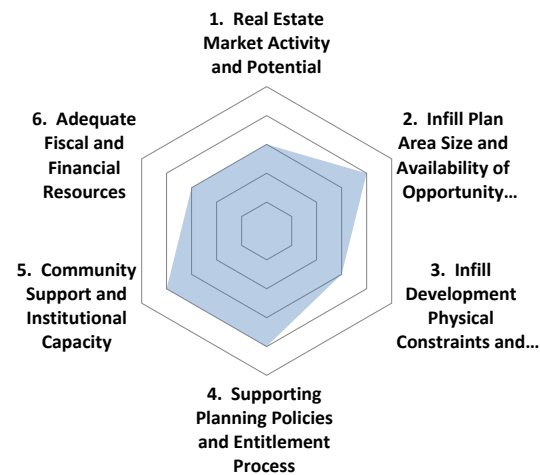
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The Downtown El Sobrante General Plan Amendment revises the Contra Costa County General Plan (2005-2020) by establishing three new "mixed use" land use designations on selected blocks in the downtown area. While the amendments result in less potential new development, the capacity for new units (490, per the 2010 EIR) is slightly greater than the Plan Bay Area allocations. The zoned capacity for new commercial square feet (402,585 per the 2010 EIR) would support employment 2 to 3 times the Plan Bay Area allocations.

Contra Costa County El Sobrante Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	559	784	225	40%
Jobs	1,030	1,127	97	9%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and, being developed at relatively low density, has a number of opportunity sites where new infill development could occur

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The County's planning efforts have focused on the need for improved signage, trees and landscaping, and improved parking siting to provide buffers and enhance street frontage. Improved pedestrian and bicycle facilities are also proposed. Sewers leading to the treatment plant operated by the West County Wastewater District (WCWD) which serves the region may need to be enlarged to accommodate increased flows from new development in its service area.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

On June 7, 2011, the Contra Costa County Board of Supervisors approved the El Sobrante General Plan Amendment (ESGPA), which revised the Land Use Element and Transportation-Circulation Element of the Contra Costa County General Plan. The ESGPA provides for "mixed use" land use designations consistent with the "Mixed-Use Corridor" PDA designation. The ESGPA is a community based effort to revitalize El Sobrante's commercial core and transform downtown El Sobrante into a pedestrian friendly, vibrant business district with a community center that will attract visitors and residents to shop, dine, and conduct business in downtown.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been good community support for the County's planning efforts in El Sobrante and local organizational efforts as well. Additional effort will be required of the County staff to pursue related redevelopment efforts.

FISCAL AND FINANCIAL RESOURCES

Funding the improvements necessary to upgrade the physical character of the area and improve its ability to attract new development will require a mix of economic development grants, transit and transportation improvement-related funding, and development in-kind construction. No plan for funding needed improvements has been noted.

CENTRAL COUNTY PDAs

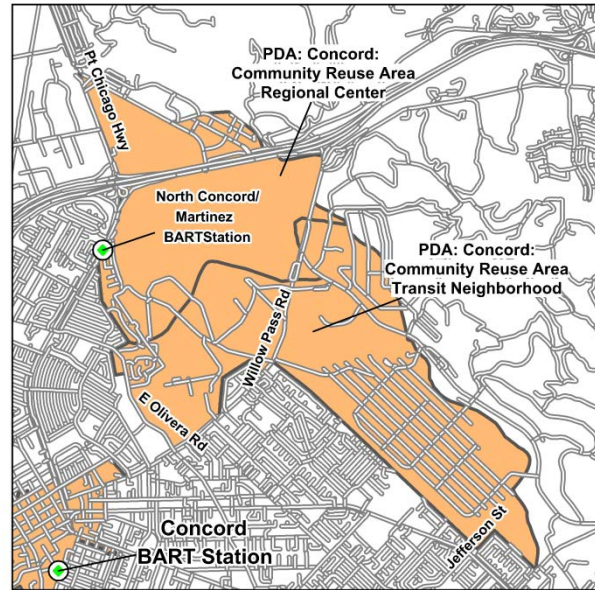
- Concord Community Reuse Area, Transit Neighborhood
- Concord Community Reuse Area, Regional Center
- Concord Downtown
- Martinez Downtown
- Pleasant Hill Buskirk Avenue Corridor
- Pleasant Hill Diablo Valley College
- Walnut Creek Greater Downtown
- Contra Costa County Contra Costa Centre

Concord – Community Reuse Area

Regional Center

OVERVIEW

The 1,066-acre Concord Community Reuse Area Regional Center is envisioned as an entirely new urban neighborhood located adjacent to the North Concord BART Station and mostly south of State Route 4. The Regional Center PDA covers the northwest section of the former Naval Weapons Station and is envisioned as being the hub of substantial new employment in Concord. Redevelopment planning activities have been underway over the past decade.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate, in accordance with its size and ongoing development planning activities, a large amount of growth in the PDA including 4,817 new households and 21,561 new jobs. The PDA Development Readiness Assessment indicates that there is more than adequate development capacity in the PDA for this allocation although it is highly unlikely, especially given capacity of the adjoining Transit Neighborhood and Downtown PDAs, that the market will actually support such growth. Key Strategy components will include finalizing related planning and land use regulations, pursuing needed regional and internal transportation infrastructure improvements, and creating robust funding mechanisms to pay for required infrastructure and services.

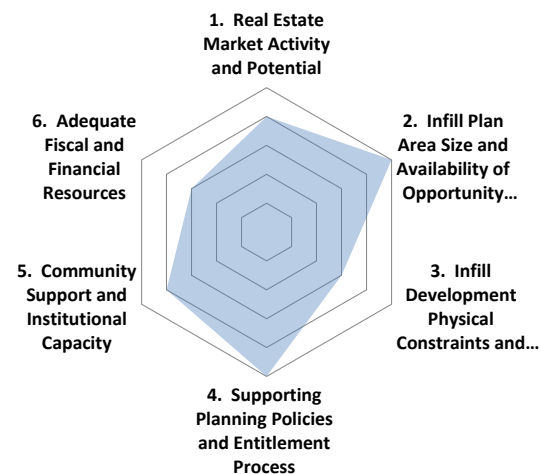
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Higher density residential development near BART has recently shown relatively strong performance in downtown Concord, suggesting strong prospects for the residential densities outlined in the Specific Plan. However, it may take three decades for buildout of the residential capacity of the area. Moreover, given the continuing weak growth of office and retail employment in Concord, commercial development as envisioned for the area in the City's General Plan, may take decades to achieve.

Concord CRA -- Regional Center Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	0	4,817	4,817	N/A
Jobs	209	21,770	21,561	10316%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

At over 1,000 acres, the PDA is sufficiently large to accommodate the ABAG/MTC 2040 Proposed PDA Projection. Additionally, the entire site, being largely vacant, is a single opportunity site.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

As a newly developed area, the Concord Community Reuse Area Regional Center will require the full range of urban infrastructure to service new development as it occurs, including internal streets, parks, schools, water and sewer utilities, etc. While the PDA is currently served by the existing North Concord BART Station, State Route 4 and Willow Pass Road that provide access to major transportation corridors and other employment centers, there will also need to improvements to these facilities and other Citywide and regional infrastructure.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City of Concord 2030 General Plan (adopted in 2012) includes an overview of the development strategy for the former Concord Naval Weapons Station (CNWS), which includes the Community Reuse Area Regional Center PDA. The General Plan envisions the Regional Center to include a mix of attached and detached housing with densities ranging from 6 to 45 units per acres. Residential densities will be lowest adjacent to established neighborhoods to the south of the PDA and highest adjacent to the North Concord/Martinez BART Station. A high

density, transit-oriented, mixed-use employment center is also located adjacent to the BART station. A mix of commercial uses including light industrial, R&D, retail, hospitality and office are planned for the area along State Route 4. In addition, a campus district that could accommodate a university with up to 10,000 students and 1,700 employees is envisioned in the central portion of the development area. Buildout of the General Plan land use designations for the Naval Weapons Stations Reuse will result in over 12,000 housing units and over 26,000 jobs (6.1 million square feet of commercial space), the majority of which is slated to be developed in the Regional Center Area.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

Planning for the Concord Naval Weapons Station included extensive community outreach and interaction and the results of this effort are reflected in the General Plan. The City has devoted considerable effort to planning and development of the CNWS and this effort is expected to continue as development gets underway.

FISCAL AND FINANCIAL RESOURCES

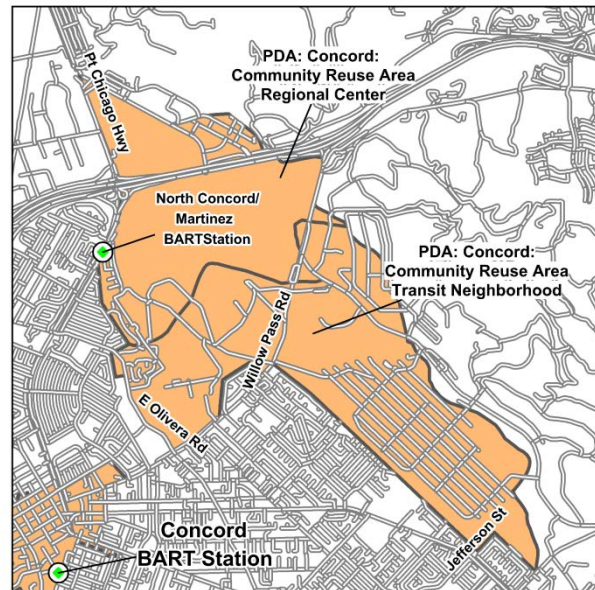
The City of Concord collects development impact fees and exactions from new development to mitigate the costs of providing the necessary services and infrastructure. In addition, the Community Reuse Project Area Plan identifies the possible use of land secured financing special districts and seeking Federal and State funding sources for infrastructure investment, conservation activities, needed hazardous materials remediation as well as Climate Action planning and implementation.

Concord – Community Reuse Area

Transit Neighborhood

OVERVIEW

The Concord Community Reuse Area Transit Neighborhood is envisioned as an entirely new urban neighborhood located east of Willow Pass Road in northeast Concord and will provide the core of new residential growth in the Concord Naval Weapons Station (CNWS) area.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate, in accordance with its size and ongoing planning activities, a large amount of growth in the PDA including 8247 new households and 5,490 new jobs. The PDA Development Readiness Assessment indicates that there is more than adequate development capacity in the PDA for this allocation although it is highly unlikely, especially given capacity of the adjoining Regional Center and Downtown PDAs, that the market will actually support such growth. Key Strategy components will include finalizing related planning and land use regulations, pursuing needed regional and internal transportation infrastructure improvements, and creating robust funding mechanisms to pay for required infrastructure and services.

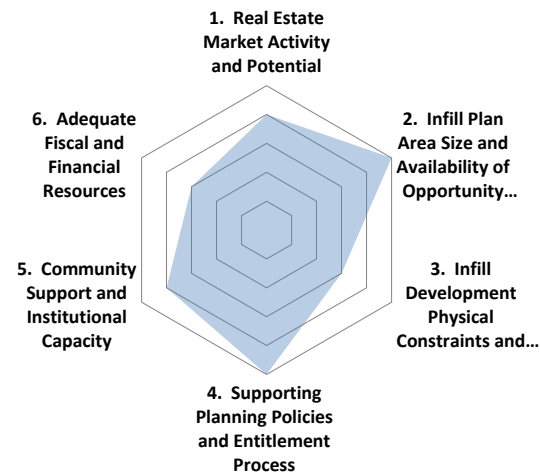
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Higher density residential development near BART has recently shown relatively strong performance in downtown Concord, suggesting strong prospects for the residential densities outlined in the Specific Plan. However, it may take three decades for buildout of the residential capacity of the area. Moreover, given the continuing weak growth of office and retail employment in recent years, commercial development as envisioned for the area in the City's General Plan is unlikely to occur in the near future.

Concord CRA -- Transit Neighborhood Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	0	8,247	8,247	N/A
Jobs	81	5,571	5,490	6778%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

Containing over 1,000 acres and having large tracts of vacant and underutilized land, the PDA is ripe for redevelopment and intensification of uses.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

As a newly developed area, the Concord Community Reuse Area Transit Neighborhood will require the full range of urban infrastructure to service new development as it occurs. However, the development area is currently served by the existing BART station and major arterial, Willow Pass Road.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City of Concord 2030 General Plan (adopted in 2012) includes an overview of the development strategy for the former Concord Naval Weapons Station (CNWS), which includes the Community Reuse Area Transit Neighborhood PDA. The General Plan envisions the Transit Neighborhood to include a mix of attached and detached housing with densities primarily ranging from 6 to 24 units per acre. Village Centers will include a mix of retail/service uses, multifamily housing, civic facilities and open space. Buildout of the General Plan land use designations would result in capacity for over 12,000 housing units and over 26,000 jobs (6.1 million square feet of commercial space) for the Community Reuse Area. The Transit

Neighborhood PDA is envisioned to include the largest portion of the residential development in the CNWS area.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

Planning for the Concord Naval Weapons Station included extensive community outreach and interaction and the results of this effort are reflected in the General Plan. The City has devoted considerable effort to planning and development of the CNWS and this effort is expected to continue as development gets underway.

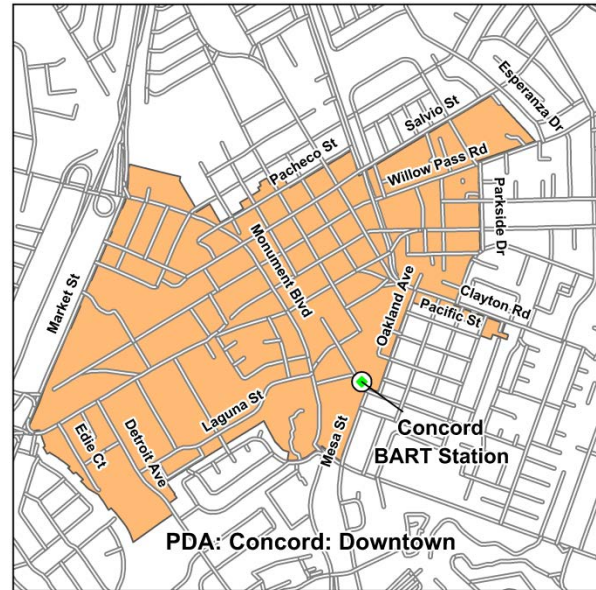
FISCAL AND FINANCIAL RESOURCES

The City of Concord collects development impact fees and exactions from new development to mitigate the costs of providing the necessary services and infrastructure. In addition, the Community Reuse Project Area Plan identifies the possible use of land secured financing special districts and seeks Federal and State funding sources for infrastructure investment, conservation activities, needed hazardous materials remediation as well as Climate Action planning and implementation.

Concord – Downtown City Center

OVERVIEW

The 486-acre Concord Downtown PDA is envisioned as a dynamic, transit-oriented urban place that serves both as a focal point for the City as well as a regional transit hub for the surrounding portions of Contra Costa County. The City views job creation and enhancing the local business climate in the Downtown as a priority. The area will include new housing, office and urban amenities. The Downtown Concord BART Station serves the area.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate, in accordance with its size and ongoing development planning activities, a large amount of growth in the PDA including 4292 new households and 2,445 new jobs. The PDA Development Readiness Assessment indicates, assuming that underutilized parcels can be successfully acquired and assembled, that sufficient development capacity exists in the PDA for this growth allocation. However, given existing regional trends it is unlikely, especially given the competing capacity of the adjoining Regional Center and Downtown PDAs, that the market will actually support such growth. Key Strategy components will include pursuing creative approaches to land assembly and development, pursuing needed internal circulation and pedestrian improvements, and increasing capacity of Citywide and regional infrastructure and facilities.

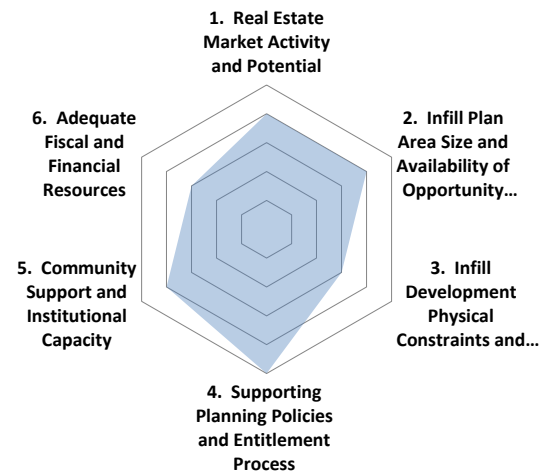
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Although the decline in Concord's housing prices following the Great Recession was among the steepest in the County, the downtown area has seen relatively strong performance from recent multifamily residential development near BART, suggesting strong prospects for the mid and high-density residential envisioned in the Specific Plan. However, as both retail and office growth has been weak in recent years, it may take several decades for commercial development as envisioned in the Specific Plan to emerge.

Concord Downtown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	3,899	8,191	4,292	110%
Jobs	10,545	12,990	2,445	23%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and contains vacant and underutilized sites that will provide capacity for planned infill and redevelopment.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The Downtown is currently served by BART, buses and shuttles, and much of the existing street grid is pedestrian scale. However, a number of large thoroughfares designed for high volume traffic (such as Clayton Road, Willow Pass Road and Concord Avenue) create barriers to non-automobile transportation modes. These arterials, in combination with the existence of large surface parking lots and vacant or underutilized sites, impede pedestrian and bicycle access, creating a less cohesive urban district. A variety of streetscape and pedestrian-related improvements are needed to overcome this constraint.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Adopted in 2014, the Downtown Specific Plan focuses on pursuing the utilization of underdeveloped and vacant sites, capitalizing on parking lots adjacent to the Concord BART Station and encouraging existing property owners to upgrade existing properties, all in an effort create a vibrant, mixed-use downtown district. The Specific Plan calls for the development of a mix of medium and high-density residential, mixed-use, and both regional and neighborhood-

serving commercial. In addition, the Successor Agency still controls a number of sites in the Downtown district, which are highlighted in the Specific Plan as potential development opportunities.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

Specific Plan preparation included extensive community outreach and interaction and the results of this effort are reflected in the Downtown Concord Specific Plan. The City has devoted considerable effort to planning and redevelopment of the Downtown and this effort is expected to continue as development gets underway.

FISCAL AND FINANCIAL RESOURCES

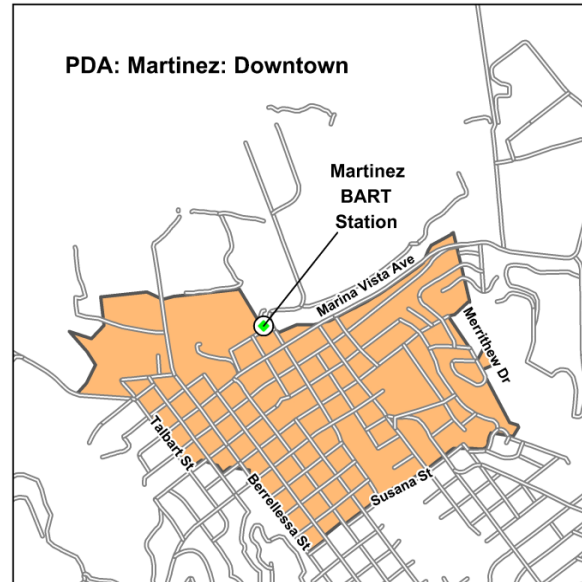
The City of Concord collects development impact fees and exactions from new development to mitigate the costs of providing the necessary services and infrastructure. In the Specific Plan, the City is considering the feasibility of financing needed infrastructure that benefits both existing and new development through assessment districts such as a Property Based Improvement District (PBID).

Martinez – Downtown

Transit Neighborhood

OVERVIEW

The 191-acre Downtown Martinez Plan encourages mixed-use development as a way to revitalize and strengthen the commercial core of Martinez into a town-center destination that will attract residents and visitors to shop, eat, and recreate. To encourage retail growth and draw residents and visitors downtown, the plan calls for new, high-density housing close to transit, new cultural resources, and development of the Martinez Marina. The downtown core will allow for the highest densities and a mix of uses, including retail, office, multifamily residential, entertainment and cultural uses, as well as visitor-serving uses. The goal for the downtown core is to create a concentration of uses that generate activity during evenings and weekends as well as on weekdays.

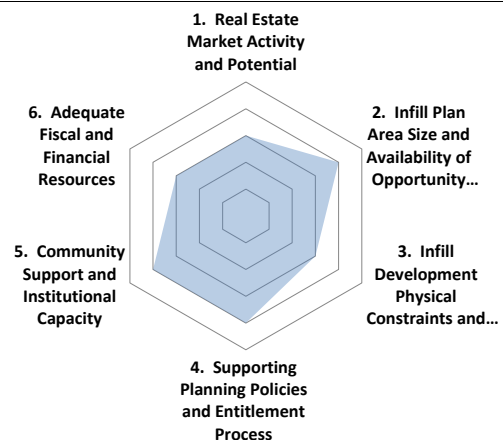


ABAG/MTC's proposed 2040 PDA Growth Projections allocate a limited amount of growth in the PDA including 282 new households and 2,223 jobs as compared to 2010. The PDA Development Readiness Assessment notes that while there are opportunity sites, market conditions limit feasibility for higher density mixed use development in the near term. Key Strategy components will include land assembly, pursuing investments in parking, streetscape and pedestrian-related improvements, improved transit service, and increased water and sewer utility capacity.

Martinez Downtown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	757	1,039	282	37%
Jobs	7,200	9,423	2,223	31%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The City has been hosting a series of workshops and tours designed to “refresh” the vision for and guide the transformation of Downtown Martinez. This series is part of the General Plan Update process which is currently underway. Growth and new development in Downtown Martinez also is guided by the Downtown Martinez Plan which was approved in 2006.

PDA SIZE AND OPPORTUNITY SITES

The PDA is of an adequate size and contains a number opportunity sites that can accommodate additional residential and employment development

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Downtown Martinez is served by AMTRAK’s Capitol Corridor route, BART via the North Concord station, and by bus, including County Connection, Tri-Delta Transit, and Benicia Bridge. Despite this excellent level of transit service, a central parking structure and better parking management generally is needed to support Downtown revitalization. Full buildout of the Downtown Specific Plan will require improvements to the water and sewer utilities. Some individual Downtown property owners have begun making investments but a comprehensive upgrade may require an assessment district or some other financing mechanism that shares the costs more equitably. In addition, there are many unreinforced masonry buildings in Downtown Martinez that will require significant retrofitting to accommodate the types of tenants willing to pay higher rents. These buildings would also require a significant investment from property owners for structural upgrading.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Martinez has not yet developed a substantial multifamily housing market and/or exhibited much job growth in recent decades, particularly office-based employment. Thus it may take several decades for development as envisioned in the Specific Plan (and Plan Bay Area) to emerge.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for Downtown development in Martinez and the City has the capacity to proceed with additional planning, development, and infrastructure-related actions.

FISCAL AND FINANCIAL RESOURCES

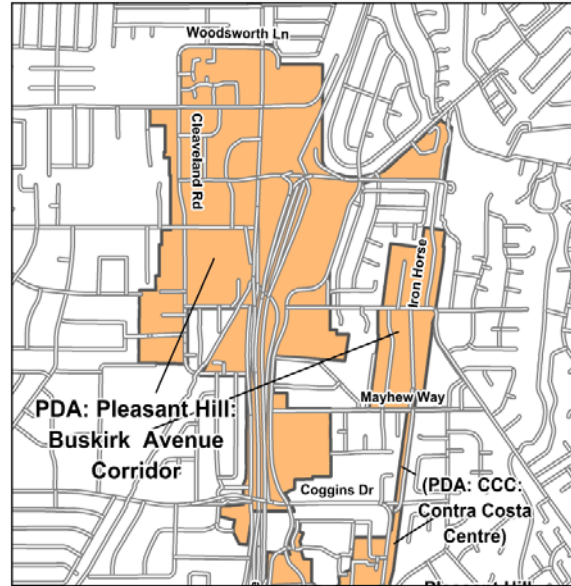
The Downtown Martinez Specific Plan includes an implementation chapter that recommends a financing strategy for funding the catalyst projects required by the Plan. Federal, State and regional funding, assessment districts, private investment and direct City financing are all contemplated. In addition, assuming that a market develops for the proposed uses, the new development should provide substantial funding capacity.

Pleasant Hill – Buskirk Avenue Corridor

Mixed-Use Corridor

OVERVIEW

The 320-acre Pleasant Hill – Buskirk Avenue Corridor is currently characterized by low-density commercial and single family residential uses, and includes the City’s Central Business District.

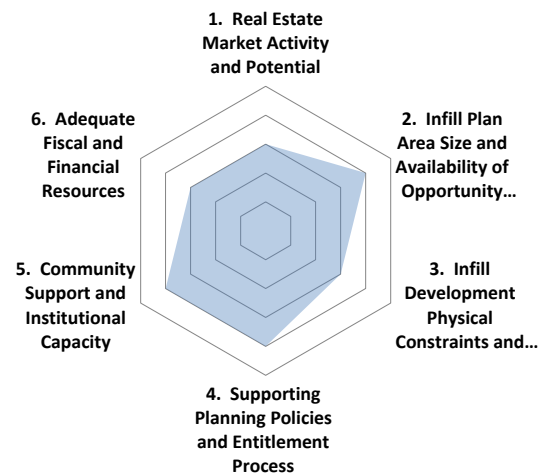


ABAG/MTC’s proposed 2040 PDA Growth Projections allocate a limited amount of growth in the PDA including 147 new households and 1,204 jobs as compared to 2010. The PDA Development Readiness Assessment notes that while there are opportunity sites, market conditions limit feasibility for higher density mixed use development in the near term. Key Strategy components will include land assembly, streetscape and pedestrian-related improvements, and improved transit service.

Pleasant Hill Buskirk Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	851	998	147	17%
Jobs	5,584	6,788	1,204	22%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The successful development of the downtown area is positive factor influencing potential for redevelopment and intensification to higher-density mixed use development potential in the Buskirk Avenue Corridor PDA, although there has been limited new development in the area in the post-Recession period.

PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and contains a good supply of vacant and underutilized opportunity sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The development of downtown required infrastructure improvements such as streets, utilities, and parking facilities. Additional new development likely would require some additional infrastructure to support the transition to higher density urban forms.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City of Pleasant Hill General Plan designations for the Buskirk Avenue Corridor include mixed use, multifamily residential, office, commercial and retail, and industrial. There are no City plans that are unique to the Buskirk Avenue Corridor. Pleasant Hill is a supportive mixed use development, particularly near downtown (which is contained within the Corridor) on vacant or underutilized sites.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been community support for the City's redevelopment efforts and, despite loss of redevelopment powers, continued efforts by City officials to promote additional redevelopment in downtown Pleasant Hill and along the commercial corridors.

FISCAL AND FINANCIAL RESOURCES

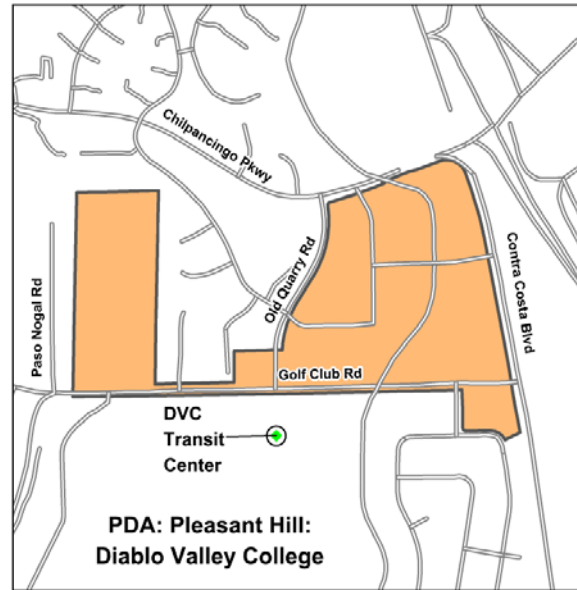
The City of Pleasant Hill collects fees to cover the costs of processing permits and development impacts and providing the necessary services and infrastructure related to new development. In addition, the City created an Assessment District to fund infrastructure supporting the downtown project. The City's Redevelopment Agency had been active in the City, before dissolution.

Pleasant Hill – Diablo Valley College

Transit Neighborhood

OVERVIEW

The 58-acre Pleasant Hill – Diablo Valley College PDA currently includes retail and commercial uses, as well as a significant parking field affiliated with Diablo Valley College. The area has potential for additional mixed use development that benefits from the recently opened Diablo Valley College Transit Center.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate a limited amount of growth in the PDA including 28 new households and 235 jobs as compared to 2010, below the development capacity of even such as small PDA. The PDA Development Readiness Assessment notes that while there are opportunity sites, Key Strategy components will include land assembly, streetscape and pedestrian-related improvements, and improved pedestrian access to the new DVC Transit Center.

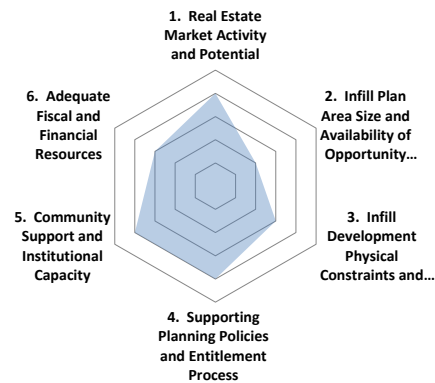
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

There is an active market for townhome and multifamily residential development proximate to Diablo Valley College, though a market for high-density housing is yet to be established.

**Pleasant Hill Diablo Valley College
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	0	28	28	N/A
Jobs	574	809	235	41%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is quite small, less than 60 acres, but contains several opportunity sites that could accommodate new residential or mixed use development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Given its small size and limited development potential, the Diablo Valley College PDA will not require substantial additional infrastructure to support the transition to higher density residential and mixed use development other than streetscape and pedestrian access improvements.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City of Pleasant Hill General Plan designations for the Pleasant Hill – Diablo Valley College area includes school, semi-public and institutional, mixed use, and commercial and retail uses.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been community support for the City's redevelopment efforts and, despite loss of redevelopment powers, continued efforts by City officials to promote additional redevelopment in downtown Pleasant Hill and along the commercial corridors.

FISCAL AND FINANCIAL RESOURCES

The City of Pleasant Hill collects fees to cover the costs of processing permits and development impacts and providing the necessary services and infrastructure related to new development. In addition, the City created an Assessment District to fund infrastructure supporting the downtown project; a similar approach could fund improvements needed in the PDA.

Walnut Creek – Downtown Core Area

Suburban Center

OVERVIEW

The now 792-acre Walnut Creek Downtown PDA currently encompasses a highly successful mixed use district that attracts workers and visitors from throughout the Bay Area for jobs, shopping, entertainment and other activities. As a well-established urban location, this PDA is largely built-out and most future development will require intensification and reuse of existing properties. However, excellent auto and transit accessibility (including BART, I-680, and I-24), a range of urban amenities, and track record of successful higher-density development, suggest it is well positioned to capture future growth from a market perspective. The PDA has been expanded to include portions of the downtown south of Mount Diablo Boulevard and the area north of Ygnacio Valley Road to reflect ongoing City planning efforts.

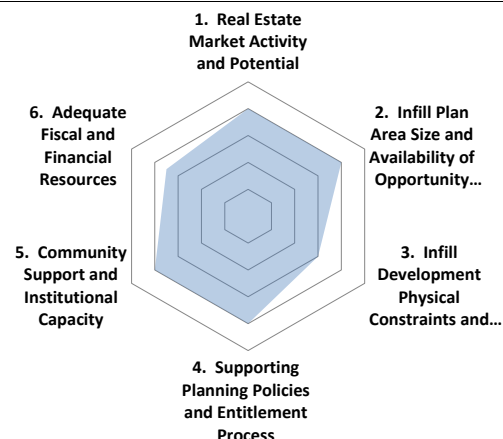


ABAG/MTC's proposed 2040 PDA Growth Projections allocate substantial growth in the PDA including 5,213 new households and 2,264 jobs as compared to 2010, consistent with the recent market strength and capacity of the area. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, additional parking facilities, streetscape and pedestrian-related improvements, improved park and recreation facilities, and improved pedestrian access to the BART Station.

**Walnut Creek Downtown Core Area
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	5,226	10,439	5,213	100%
Jobs	26,892	29,156	2,264	8%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Downtown Walnut Creek has recently been the most dynamic local market in Contra Costa County reflected by a strong multifamily residential market, related new construction and the expansion of the Broadway Plaza Shopping Center, and the general strength of its destination-based regional retail sector. Despite the existing concentration of regional office buildings, the office market, reflective of a Countywide trend, remains relatively weak with little new construction underway or planned.

PDA SIZE AND OPPORTUNITY SITES

The existing local planning including the West Downtown Specific Plan and Specific Plans underway for the northern and southern portions of the Downtown. These planning efforts appear to be consistent with ABAG's PDA land use, especially on the residential side. In addition, market conditions are and will likely remain favorable, suggesting that new development will be feasible on available sites. The primary constraint over the long-term relates to ensuring adequate supply (e.g. land acquisition and parcel assembly) to support the level of development implied by the Plan Bay Area allocations.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Generally speaking, the Walnut Creek West Downtown PDA is well served by basic urban infrastructure, including transportation, sewer, water, storm drainage and other public facilities (e.g. parks and plazas). A summary of the key public infrastructure systems is provided below.

Transportation: Regional access to the Plan Area is provided by I-680, SR 24, Olympic Boulevard, and Ygnacio Valley Road. The Walnut Creek BART Station and parking area is located in the northeastern portion of the PDA. CCCTA bus service fixed routes directly serving the area. The West Downtown Specific Plan specifies a number of transportation facilities that would reduce congestion and improve bicycle and pedestrian access, which can be phased in with new development

Water: The East Bay Municipal Utility District (EBMUD) operates and maintains the potable water system in the Plan Area and asserts that fire flow demands far exceed existing and projected urban usage demands and as such fire flow demands are the controlling design factor. Currently, there are no known deficiencies regarding fire flow capacity in the Plan Area.

Sewer: Sanitary sewer service is provided to the Plan Area by the Central Contra Costa Sanitary District (CCCSD). CCCSD maintains an ongoing district-wide annual program of upgrading lines that may either be deficient in capacity or structurally questionable. No deficient or structurally questionable lines were identified within the Plan Area. Proposed development projects will be responsible for addressing the deficiencies of any CCCSD sewer facilities immediately adjacent to a specific development site. All costs associated with upgrading these facilities are the responsibility of the developer of the proposed project.

Storm Drainage: Master planning and construction of major storm drainage facilities is the responsibility of the Contra Costa County Flood Control District (CCCFCDD). There are no known deficiencies within the existing system.

Other: Additional infrastructure improvements may include streetscape or public open space facilities or enhancements (e.g. plazas, bike lanes), parking structures, and potential road alignment or on / off-ramp, public plazas and public space improvements. However, these improvements can be phased with development

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City has been engaged in an intensive land use planning effort for its Downtown area over the past decade. This effort has included the approved Locust Street / Mt. Diablo Boulevard Specific Plan, the West Downtown Specific Plan, and ongoing specific plans for the northeastern portion of the Downtown and the southern portion of the Downtown along South Main Street. The purpose of the Specific Plans is to guide new development in a way that builds upon, enhances and expands the existing pedestrian-oriented retail district, while preserving the diverse and eclectic character of the Traditional Downtown.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been continuing community support for the City's downtown planning efforts although concerns are expressed regarding traffic congestion and effects on other infrastructure and City services. The City has strong institutional capacity to pursue planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

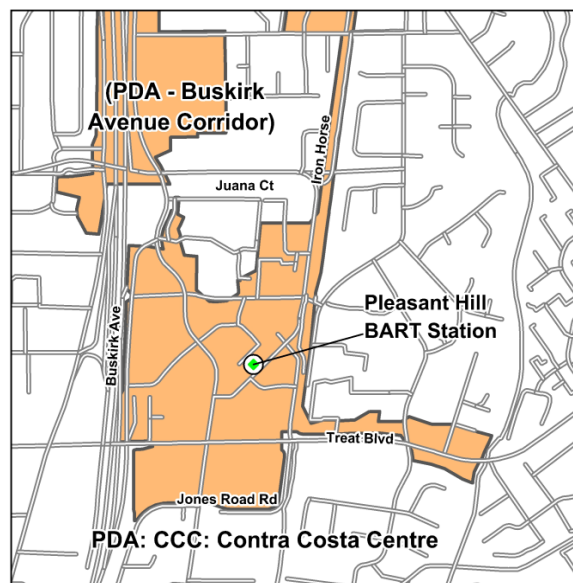
While the basic infrastructure is in place, the development envisioned by Walnut Creek's West Downtown Specific Plan and the other Specific Plan areas require a range of infrastructure improvements including streetscape and pedestrian facilities, park and recreation improvements, additional public parking, and improved connections to the intersecting freeways (I-680 and SR 24). Funding and financing capacity for this new infrastructure is likely to fall within normal and accepted levels of financial burden on new development. In addition, given the lack of immediate infrastructure constraints, future improvements are likely to correspond closely to the phasing of private development. The City currently has a variety of development impact fee and other infrastructure financing mechanisms in place to facilitate adequate investments. However, it is likely that land secured financing (e.g. a Community Facilities District) and other financing mechanisms will be needed in addition to regional funding for freeway ramp improvements.

Contra Costa County Unincorporated – Contra Costa Centre

Mixed-Use Corridor

OVERVIEW

The 100-acre Contra Costa Centre PDA has long been the site of intensive redevelopment, and already has a mix of mid- and high-rise commercial and residential buildings. Previous funding efforts have already constructed key infrastructure improvements, including the replacement of parking structures at the Pleasant Hill BART Station.

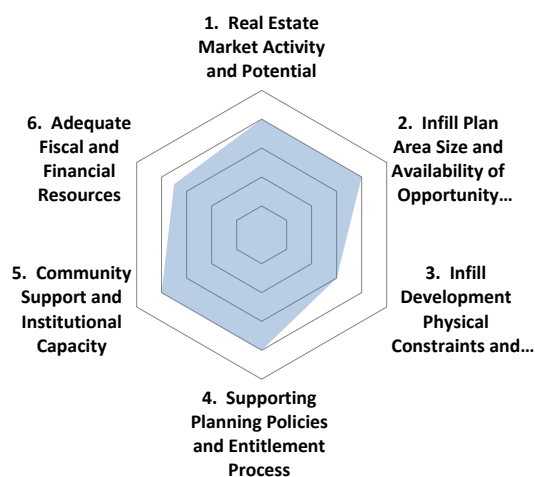


ABAG/MTC's proposed 2040 PDA Growth Projections allocate limited growth in the PDA including 269 new households and 1,447 jobs as compared to 2010, perhaps reflecting the nearly complete buildout of the area. The PDA Development Readiness Assessment notes that while there are several opportunity sites remaining, key Strategy components will need to include land assembly, streetscape and pedestrian-related improvements, and improved pedestrian access to the BART Station from adjoining areas of Pleasant Hill.

Contra Costa County Contra Costa Centre Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	354	623	269	76%
Jobs	4,441	5,888	1,447	33%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The market for higher density residential development is well-established in this PDA and new multi-family residential development has proceeded in the post-Recession period. Planned office and commercial development has been delayed due to relatively weak market conditions but longer-term market prospects appear positive.

PDA SIZE AND OPPORTUNITY SITES

The PDA is of moderate size. Being nearly fully redeveloped, there are a few remaining opportunity sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Most infrastructure is in place to accommodate planned growth, including replacement parking for BART patrons that has enabled development on other BART land. This condition places this PDA at a comparative advantage versus some other PDAs in the Contra Costa County market areas.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Contra Costa Centre PDA has supportive zoning and a history of both public and private development and financing activity to support the type of intensive, mixed-use growth envisioned in Plan Bay Area. The Pleasant Hill Station Comprehensive Station Plan was adopted by BART in 2002, and envisioned the development of dense, mid- and high-rise residential and office buildings with ancillary retail to intensify an existing activity node in this station area. Over 400 housing units have been built in the station area thus far, as well as retail development. Current zoning allows development heights up to 180 feet near the BART station. While planning and development have supported PDA-type projects in recent years, it is not clear that adequate parcels remain to accommodate all of the housing and job growth allocated to this PDA.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for planning and development in the surrounding community. Loss of its redevelopment agency reduced the County's institutional capacity but major planning efforts are completed.

FISCAL AND FINANCIAL RESOURCES

The Contra Costa County Redevelopment Agency funded much of the infrastructure, parcel assembly, and other efforts to prepare the Station Area for redevelopment. Development values for office and residential uses are relatively strong in this location, and may be able to support any additional costs required for infrastructure improvements.

SOUTHWEST COUNTY PDAs

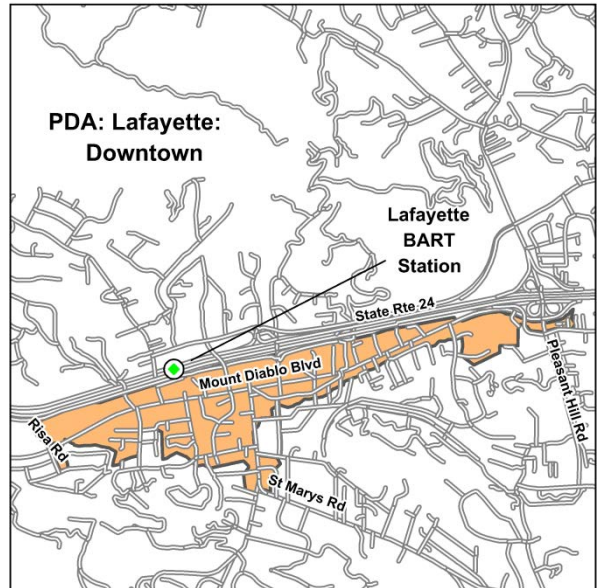
- Lafayette Downtown
- Moraga Center
- Orinda Downtown
- San Ramon City Center
- San Ramon North Camino Ramon

Lafayette – Downtown

Transit Neighborhood

OVERVIEW

The 304-acre Downtown Lafayette PDA is a vibrant commercial and residential area extending along Mount Diablo Boulevard. PDA development would include a continued intensification of residential and commercial uses. Transit service includes the Lafayette BART station and CCCTA bus service.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 430 new households and 563 jobs as compared to 2010. The PDA Development Readiness Assessment notes that there are adequate opportunity sites to accommodate this allocation and that market conditions are favorable for higher density mixed use development in the near term. Key Strategy components will include continued efforts at land assembly and streetscape and pedestrian-related improvements.

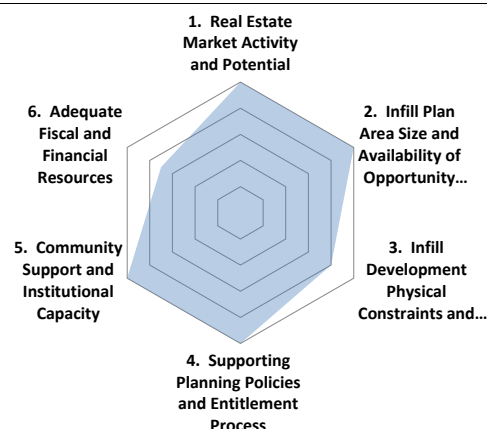
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The City has prepared a Specific Plan (adopted in 2012) that encompasses most of the PDA. The land use policies and zoning regulations in the Specific Plan can accommodate growth projections. New development is expected on the few remaining vacant sites as well as redevelopment of existing underutilized sites.

Lafayette Downtown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1,810	2,240	430	24%
Jobs	6,932	7,495	563	8%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and the City has identified a number of opportunity sites suitable for higher density development in the near future.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

A variety of infrastructure improvements as outlined in the Downtown Specific Plan are required to accommodate and attract planned development including streetscape and traffic safety improvements along Mount Diablo Boulevard. Public parking facilities are also needed to alleviate existing parking deficiencies and to provide capacity for additional commercial development.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Market prospects in Lafayette are consistent with the amount and type of development reflected in local policy (General Plan and Downtown Specific Plan) and in Plan Bay Area growth allocations.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for ongoing residential and commercial development in the Downtown Lafayette PDA. City officials have created a conducive regulatory framework and also have worked closely with landowners and developers to realize desired residential and mixed use development.

FISCAL AND FINANCIAL RESOURCES

New planned development will have the financial capacity to fund improvements needed as conditions of approval or through other mechanisms that may be established by the City. Streetscape, traffic safety, and parking improvements may require broader-based funding and would benefit from grant funding, allowing improvements to be made sooner, thus creating an additional attraction and amenity for ongoing redevelopment.

Moraga – Moraga Center

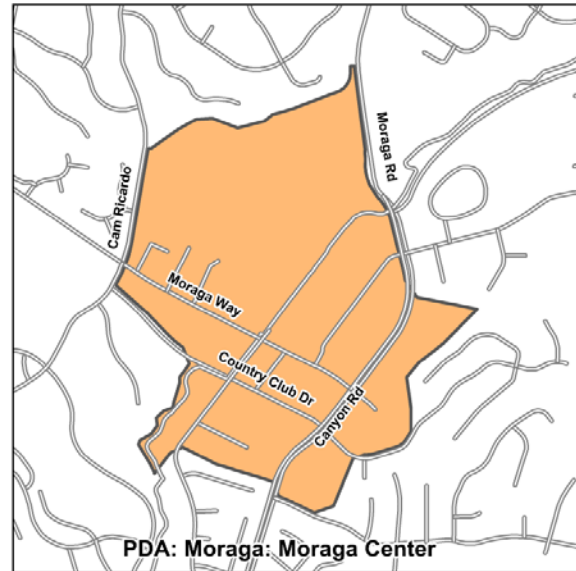
Transit Town Center

OVERVIEW

The 180-acre Moraga Center PDA encompasses the Town's major shopping district. CCCTA bus service provides a linkage to the Lafayette BART station and other bus transit lines.

ABAG/MTC's proposed 2040 PDA Growth Projections allocate 151 new households and 203 new jobs as compared to 2010. The PDA

Development Readiness Assessment notes that there are adequate opportunity sites to easily accommodate this allocation as opportunity sites exist in the area for considerably more multi-family development. Market conditions are favorable for higher density mixed use development in the near term. Key Strategy components will include continued efforts at land assembly, streetscape and pedestrian-related improvements, and improved transit connections to the nearby Orinda and Lafayette BART stations.



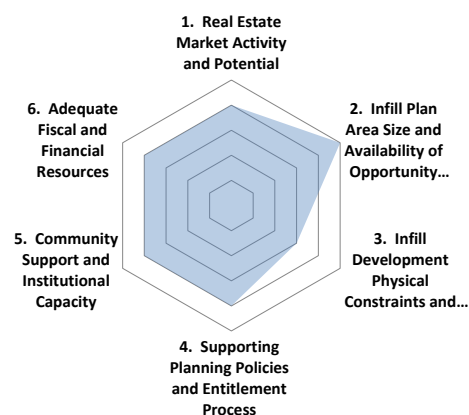
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Market prospects for additional multi-family development in Moraga remain strong, consistent with the amount and type of development reflected in Moraga Center Specific Plan. Retail commercial and office development will be commensurate with the related levels of demand for neighborhood and community serving businesses.

**Moraga -- Moraga Center
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	31	182	151	487%
Jobs	1,428	1,631	203	14%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and has a number of opportunity sites suitable for multi-family housing and additional commercial development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The basic local infrastructure needed to service planned development is in place. There will be the need for streetscape and traffic safety improvements. There is also the need to improve capacity on the two major routes (Moraga Way and Moraga Road) linking Moraga to Orinda and Lafayette respectively.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

A Specific Plan has been prepared for the Moraga Center area. The Specific Plan calls for general intensification of the area including new, higher density residential development and additional commercial development. This new development will occur on remaining vacant and underutilized sites in the area.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

The community has been supportive of increased housing development in the PDA. The City has the capacity to pursue planned development and related infrastructure and community facilities improvements.

FISCAL AND FINANCIAL RESOURCES

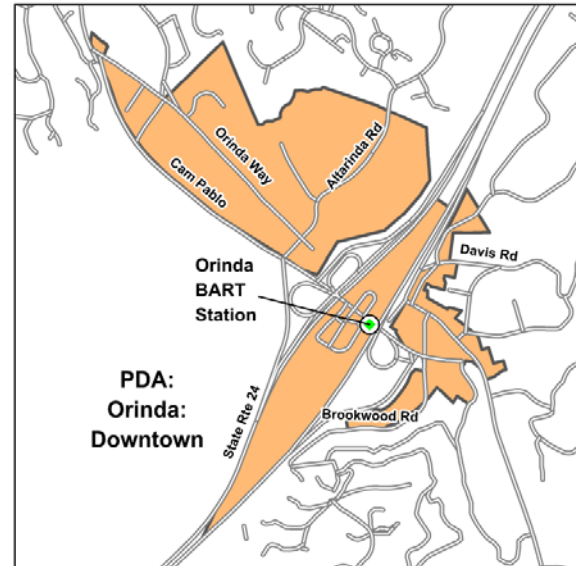
New planned development will have the financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the Town. Streetscape and traffic safety may require broader-based funding and would benefit from grant funding. Improvements to Moraga Way and Moraga Road will require regional funding sources given cost and existing congestion levels.

Orinda – Downtown

Transit Town Center

OVERVIEW

The 155-acre Downtown Orinda PDA encompasses the Town's central commercial district, located near Camino Pablo north and south of SR 24. Transit service is provided by the BART Station and CCCTA bus service.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 41 new households and 402 jobs as compared to 2010. The PDA Development Readiness Assessment notes that there are adequate opportunity sites to easily accommodate this allocation as opportunity sites exist in the area for considerably more multi-family development. Market conditions are favorable for higher density mixed use development in the near term. Key Strategy components will include continued efforts at land assembly, streetscape and pedestrian-related improvements, and improved access to the Orinda BART station.

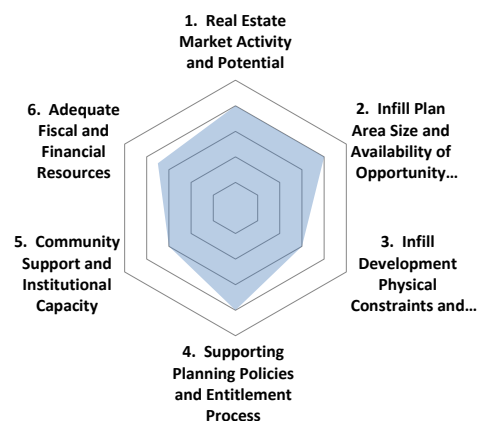
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

The Town is engaged in a General Plan Update that focuses on the downtown area. The modest amounts of new residential and commercial development in the *Plan Bay Area* allocations could easily be accommodated with development of existing vacant and underutilized sites.

Orinda Downtown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	287	328	41	14%
Jobs	2,745	3,147	402	15%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and has a number of opportunity sites suitable for multi-family housing and additional commercial development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The basic local infrastructure needed to service planned development is in place. There may be the need for streetscape and traffic safety improvements.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Market prospects in Orinda are consistent with the amount and type of development reflected in local policy and in Plan Bay Area growth allocations.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

The community is sensitive to additional residential growth and intensification of development in the PDA.

FISCAL AND FINANCIAL RESOURCES

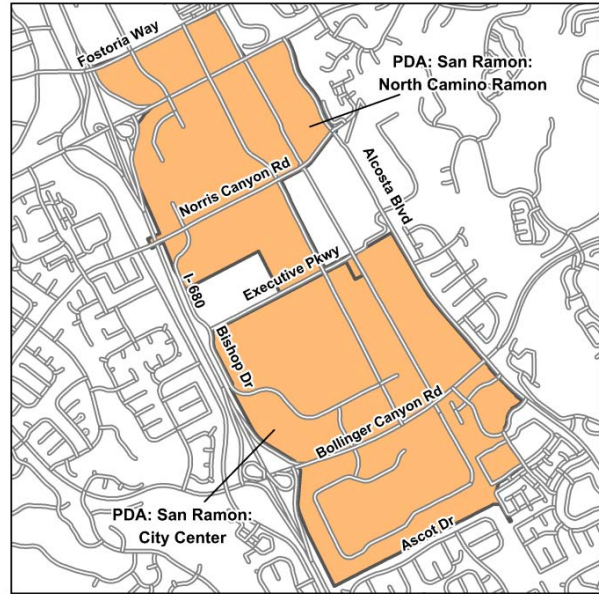
New planned development will have the financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. Streetscape, traffic safety, and parking improvements all providing benefits to existing as well and new uses, may require broader-based funding and would benefit from grant funding.

San Ramon – City Center

Suburban Center

OVERVIEW

The 456-acre San Ramon City Center PDA, conveniently located adjacent to I-680, currently sits within a regional employment center that includes supporting retail and commercial uses serving local residents and commuters. Given its strategic location in the economically vibrant Tri-Valley, this PDA is well positioned to continue to capture job generating uses which over time may also provide additional market support for higher density residential development.

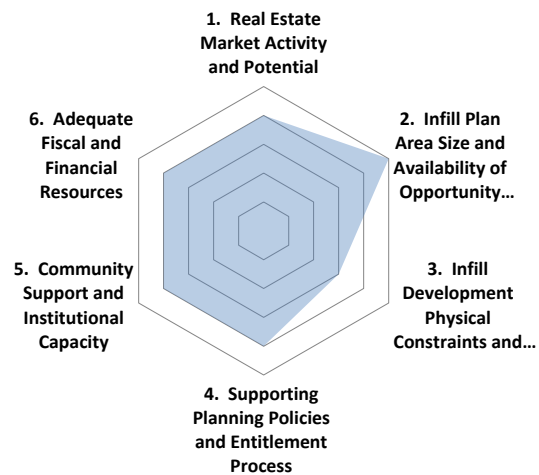


ABAG/MTC's proposed 2040 PDA Growth Projections allocate substantial growth in the PDA including 876 new households and 4,173 jobs as compared to 2010, below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, additional parking facilities, streetscape, pedestrian, and bicycle-related improvements, and improved park and recreation facilities.

San Ramon City Center Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	188	1,064	876	466%
Jobs	13,247	17,420	4,173	32%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

A large portion of this PDA is occupied by existing, viable land uses, including The Shops at Bishop Ranch (a retail center), and several relatively traditional, suburban formatted business parks (e.g., Bishop Ranch I and II, and Chevron Park). The City's City Center Project represents the primary development opportunity site but may require significant economic improvements, especially for destination retail, to achieve full build-out.

PDA SIZE AND OPPORTUNITY SITES

The PDA is large and has a number of large opportunity sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

While basic urban infrastructure exists to support development of this PDA, the City's City Center project includes development of a new City Hall, Council Chamber and public Library. In addition, a Transit Center is planned for this location. Modest additional transportation and water and sewer utility improvements will also be required to achieve full build-out.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The development of this PDA would need to occur pursuant to existing General Plan designations which for the most part appear consistent with the PDA growth allocations. However, the City of San Ramon City Center project, located on 40+ acres at the intersection of Bollinger Canyon Road and Camino Ramon, represents the most relevant planning effort for this PDA. These plans create capacity for a range of new residential, retail commercial, office, and civic uses.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for City Center development in San Ramon and the City has the capacity to proceed with additional planning, development, and infrastructure-related actions.

FISCAL AND FINANCIAL RESOURCES

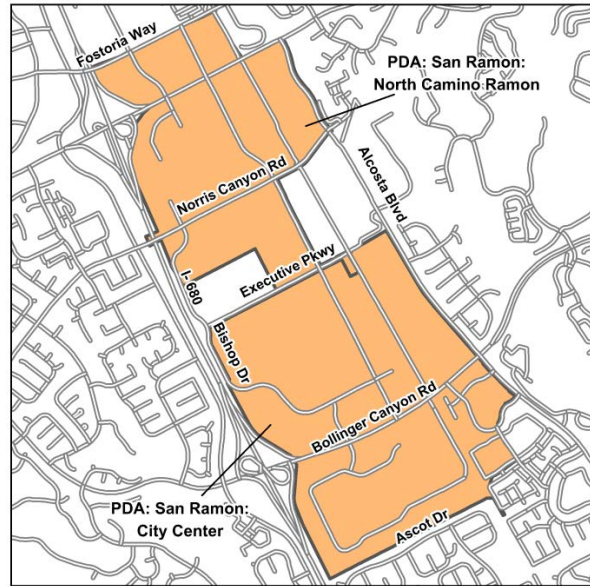
The primary developable area is the subject of an on-going City planning effort that includes substantial public facilities and improvements. Full build-out of this program will require the successful implementation of a relatively complex public-private development process. Identifying adequate financing for infrastructure remains a significant component of this process.

San Ramon – North Camino Ramon

Transit Town Center

OVERVIEW

The 302-acre San Ramon North Camino Ramon PDA, conveniently located immediately adjacent to I-680 and just north of the City Center PDA, currently serves as a regional employment center with supporting retail and commercial uses that serve local residents and commuters.

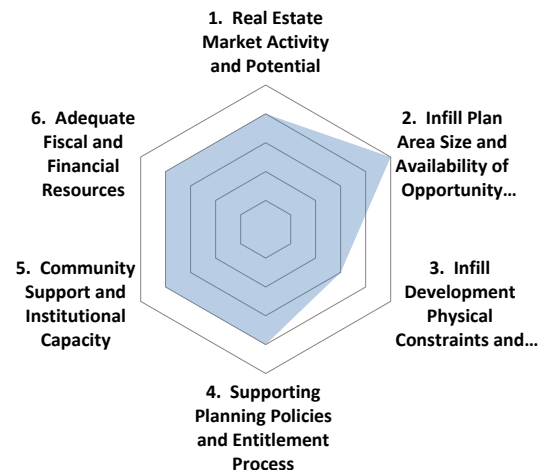


ABAG/MTC's proposed 2040 PDA Growth Projections allocate including 753 new households and a substantial 15,198 jobs as compared to 2010, below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include expanded transit service, land assembly, additional parking facilities, streetscape, pedestrian, and bicycle-related improvements, and improved park and recreation facilities.

San Ramon North El Camino Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	149	902	753	505%
Jobs	12,303	27,501	15,198	124%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Despite limited recent job growth in the Tri-Valley, given its strategic location in the economically vibrant Tri-Valley, this PDA is well positioned to continue to capture job generating uses which over time may also provide additional market support for higher density residential development. In addition, overall market demand conditions are robust and are likely to support the level of development envisioned over the long-term.

PDA SIZE AND OPPORTUNITY SITES

The PDA is large and contains a number of key opportunity sites. Land assembly and development feasibility represent the key obstacles to achieving PDA growth, since it will require redevelopment of existing properties, many of which are currently generating income to owners.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The PDA is well serviced by existing urban infrastructure, although additional improvements and investments will need to be phased in over time with new development. The key public infrastructure needs of the area include improvements to arterials, improved transit service including improved connections to the Dublin BART Station, improvements to water and sewer utilities, stormwater drainage, streetscape and pedestrian improvements and new park and recreation facilities.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

Adopted by the City Council in July, 2012, the North Camino Ramon Specific Plan represents the primary planning document for this PDA. This Specific Plan is generally consistent with the type and level of development envisioned by Plan Bay Area. In fact, the San Ramon City Council authorized the submittal of an application to designate the North Camino Ramon Plan Area as a PDA and the designation is referenced in the Specific Plan. The Plan calls for about 1,500 residential units (slightly below the PDA allocation), and over 1,675,000 square feet of new job generating uses (about 3,000 to 6,000 new jobs).

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for North San Ramon development in San Ramon and the City has the capacity to proceed with additional planning, development, and infrastructure-related actions.

FISCAL AND FINANCIAL RESOURCES

The North Camino Ramon Specific Plan identifies approximately \$44 million in “Primary Street and Utility Infrastructure” and park development costs with buildout. It also calls for a 2,000 space parking structure at \$46 million. On the revenue side, existing fee programs are expected to generate about \$42 million for the above infrastructure (excluding parking). This suggests that a variety of other financing mechanisms and resources will need to be identified to cover the costs of the parking structure and other plan elements (to the extent that fee revenues are restricted by source). Given the potential to phase these costs over time, this funding gap will likely be manageable given the level of development envisioned.

EAST COUNTY PDAs

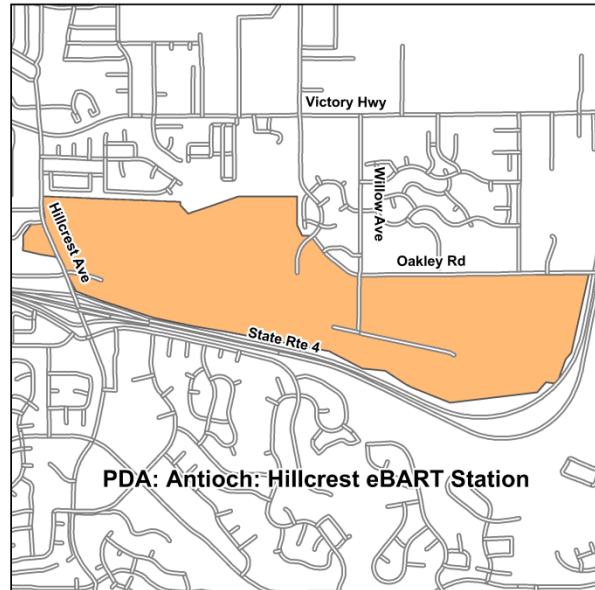
- Antioch Hillcrest eBART Station
- Antioch Rivertown Waterfront
- Oakley Employment Focus Area
- Oakley Downtown
- Oakley Potential Planning Area
- Pittsburg Downtown
- Pittsburg Railroad Avenue
- Contra Costa County Pittsburg/Bay Point BART Station

Antioch – Hillcrest eBART Station

Suburban Center

OVERVIEW

The 382-acre Antioch eBART Station Area PDA is envisioned as a new transit-oriented neighborhood in Antioch located just north of State Route 4. The area is currently largely undeveloped but the advent of eBART service and a station creates a unique development opportunity.

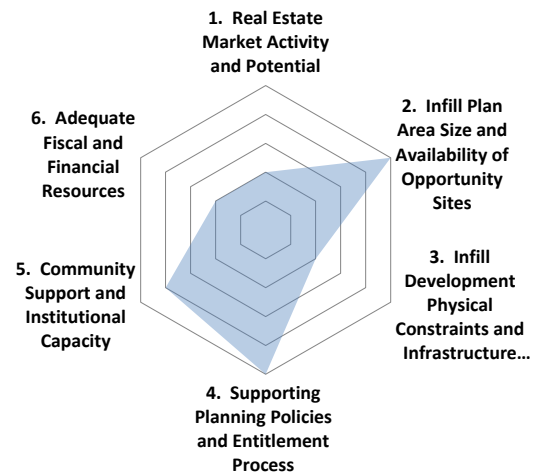


ABAG/MTC's proposed 2040 PDA Growth Projections allocate 3,540 new households and no new jobs as compared to 2010, below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include a major grade crossing of the UP Main Rail line, and the full range of interior streets, water and sewer utilities, drainage, streetscape and pedestrian improvements, and park and recreation facilities.

Antioch Hillcrest Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1	3,541	3,540	354000%
Jobs	171	142	(29)	-17%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

East Contra Costa County has not developed a substantial multifamily housing market and job growth in recent decades, particularly office-based employment, has been weak. Thus it may take several decades for development as envisioned in the Specific Plan (and Plan Bay Area) to emerge. The new eBART service has potential for stimulating development of the area.

PDA SIZE AND OPPORTUNITY SITES

The PDA is large and is, in essence, a single large opportunity site.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

As a new development area, Hillcrest Station Area will require the full range of urban infrastructure to service new development as it occurs. In addition to the normal urban infrastructure and contributions to Citywide infrastructure needs there is the need for a major overcrossing of the UP railroad tracks that transect the Hillcrest Area.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Hillcrest Station Area was the subject of a Specific Plan adopted by the City in 2009. The Plan created the capacity for some 2,500 multifamily housing units and 2.2 million square feet of office and commercial space. The Specific Plan Program EIR will allow project-level EIRs to be completed on an expedited basis.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support and the City has the capacity to pursue further planning and development of the area.

FISCAL AND FINANCIAL RESOURCES

The City has used a full range of development-based funding sources for its developing areas over the years including development impact fees, assessment districts and community facilities districts. These techniques are proposed for the Hillcrest area and, assuming that a market develops for the proposed uses, should provide substantial funding capacity. The railroad

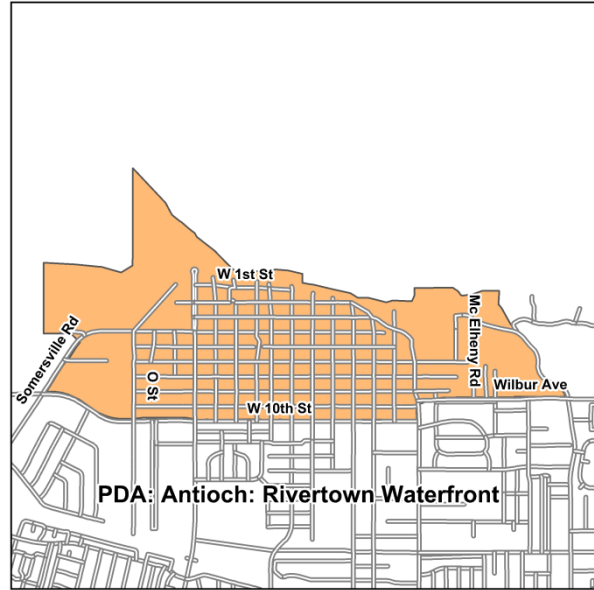
overcrossing, when added to the typical urban infrastructure, will likely exceed the capacity of the development-based funding sources, suggesting that some external source of funding will be required.

Antioch – Rivertown Waterfront

Transit Town Center

OVERVIEW

The 474-acre Rivertown Waterfront PDA encompasses Antioch's historical downtown area and riverfront area. The PDA offers a setting fit to offer higher-density housing, and encourage mixed uses with an array of retail, services, and restaurants. The area has been the focus of the City's redevelopment efforts for many years.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 393 new households and 710 new jobs as compared to 2010, below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, and new park and recreation facilities.

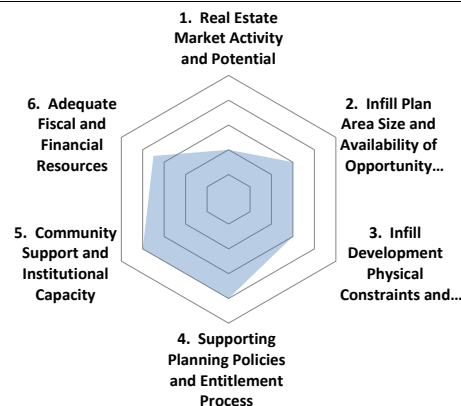
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

East Contra Costa County has not developed a substantial multifamily housing market and job growth in recent decades, particularly office-based employment, has been weak. Downtown Antioch has not been able to expand its retail commercial or service sector as demand has been focused on the outlying shopping centers along SR 4 and in Southeast Antioch. Thus, it may take several decades for development as envisioned in the Downtown to emerge.

Antioch Rivertown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1,363	1,756	393	29%
Jobs	1,868	2,578	710	38%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

While there are some vacant and highly underutilized properties, redevelopment of existing developed sites will be necessary.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

As an older urban neighborhood and downtown area Downtown Riverfront has a range of infrastructure needs to alleviate existing deficiencies, including drainage improvements to West Antioch Creek and repairs to the subsiding Marina, and improvements that make the area more attractive to new development. These improvements include railroad grade separations on I and L Streets and pedestrian crossings (thus allowing “quiet zone” rail operation), bikeway connections to other parts of the City, and the Riverfront pedestrian path. More intensive commercial development would also benefit from increased public parking facilities.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Downtown Rivertown area, reflecting development patterns and trends throughout East Contra Costa County, currently lacks a substantial market for the higher density housing envisioned by the City and reflected in *Plan Bay Area*. A concerted public investment strategy, the advent of ferry service connecting Antioch to the central Bay Area, and improving market conditions over the coming decade can all help realize local and regional development goals.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been good community support for the City’s efforts to improve and expand their Downtown area.

FISCAL AND FINANCIAL RESOURCES

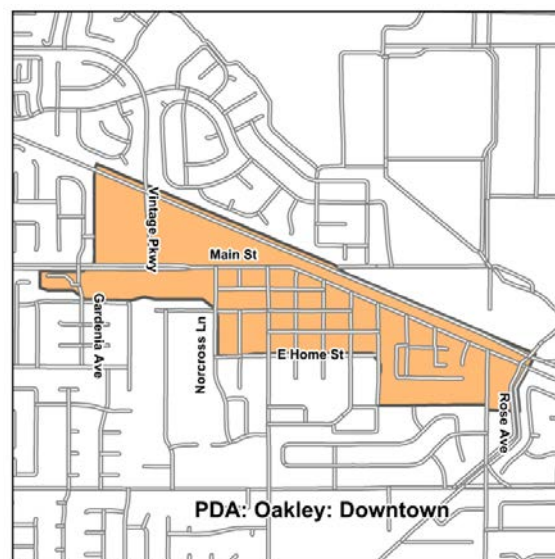
The City has limited capacity to fund needed infrastructure. Historically investments in the Downtown utilized the City’s Redevelopment Agency; without such, funding few options are available. As development opportunities emerge, funding prospects would improve but it is likely that external sources of funding (in addition to development-based funding) will be required.

Oakley – Downtown

Transit Town Center

OVERVIEW

The 146-acre Downtown Oakley PDA encompasses the historical downtown area of Oakley along the historical SR-4 (Main Street). The area is served by Tri Delta Transit with linkages planned to the Amtrak service that runs through the PDA.



ABAG/MTC's proposed 2040 PDA Growth

Projections allocate 52 new households and 74 new jobs as compared to 2010, well below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, streetscape and pedestrian improvements, and new park and recreation facilities.

REAL ESTATE MARKET ACTIVITY AND POTENTIAL

A Specific Plan was adopted for Downtown Oakley in 2010. The Specific Plan calls for general intensification of the area including new, higher density residential development and additional commercial development consistent with the area's historical characteristics. This new development will occur on remaining vacant and underutilized sites in the area.

Oakley Downtown Growth Allocations					<div> <div>1. Real Estate Market Activity and Potential</div> <div>2. Infill Plan Area Size and Availability of Opportunity...</div> <div>3. Infill Development Physical Constraints and...</div> <div>4. Supporting Planning Policies and Entitlement Process</div> <div>5. Community Support and Institutional Capacity</div> <div>6. Adequate Fiscal and Financial Resources</div> </div>	
Item	2010	2040	2010 - 2040	% Growth		
Housing	176	228	52	30%		
Jobs	532	606	74	14%		

Source: ABAG Plan Bay Area

PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and contains a number of opportunity sites with capacity to accommodate new multi-family and mixed use development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

A variety of infrastructure improvements as outlined in the Specific Plan are required to accommodate and attract planned development including streetscape, traffic safety, bicycle and pedestrian, and a realignment of Main Street (Highway 4). Improved transit service would also support the additional planned mixed use development.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

As is the case with other East County PDAs, it may take time for market support consistent with the land use envisioned in the Specific Plan to evolve. The area does not yet reflect the market strength needed to encourage private investment in multifamily housing and other more intensive development as provided for in the Specific Plan. Public investments improving the area (such as the Main Street realignment) making it more accessible (e.g. transit improvements) will be an important part of attracting needed investment.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's efforts to expand and intensify its downtown area. City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

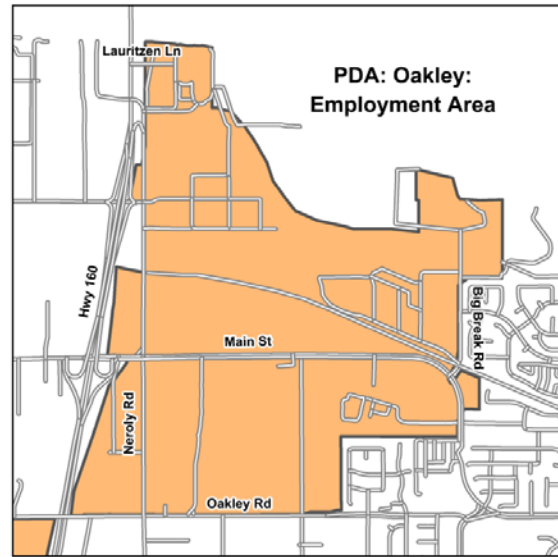
New planned development will create financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. The proposed Main Street realignment, streetscape, traffic safety, and parking improvements may require broader-based funding given their benefits to existing as well as new development. Given likely cost burdens and the extended duration of development in the area it would benefit from grant funding, allowing improvements to be made sooner, thus creating an additional attraction to desired development.

Oakley – Employment Area

Suburban Center

OVERVIEW

The 758-acre Oakley Employment Area PDA is a large area located on the western boundary of the City abutting Highway 160 that is currently undeveloped or underdeveloped. The new eBART line will provide transit links to the Pittsburg/Bay Point BART Station and additional bus transit service is provided by Tri Delta Transit.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 4,584 new households and 1,417 new jobs as compared to 2010, well below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, and new park and recreation facilities needed to service the new residential neighborhood.

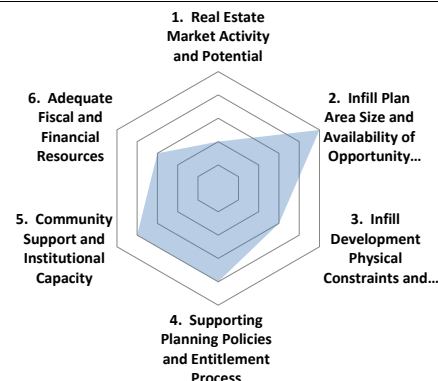
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

East Contra Costa County has not developed a substantial multifamily housing market and job growth in recent decades, particularly office-based employment, has been weak throughout the sub-region. Thus, it may take several decades for development as envisioned in the Employment Focus Area to emerge. In the meanwhile, lower density residential development may proceed along with related commercial development.

**Oakley Employment Area
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	329	4,913	4,584	1393%
Jobs	841	2,258	1,417	168%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size, is largely undeveloped or underdeveloped and thus contains numerous opportunity sites.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

A variety of infrastructure improvements will be required to accommodate and attract planned development including an entirely new grid of streets and related utility improvements, intersection improvements, streetscape and traffic safety improvements, bicycle and pedestrian, and transit facilities along Highway 4.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

As is the case with other East County PDAs, it may take time for market support consistent with the land use envisioned in the Employment Focus area to evolve. Public investments improving the area and making it more accessible will be an important part of attracting needed public investment.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's efforts to plan and develop this portion of the City. City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

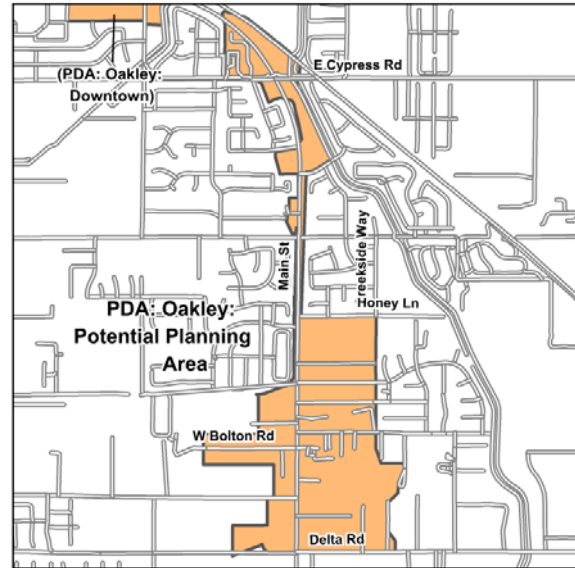
New planned development in the area will create financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. Roadways and intersections, streetscape and traffic safety improvements may require broader-based funding given their benefits to existing as well as new development. Given likely cost burdens and the extended duration of development in the area and the competitive nature of proposed employment-serving land uses, the area would benefit from grant funding, allowing improvements to be made sooner, thus creating an additional attraction to desired development.

Oakley – Potential Planning Area

Transit Neighborhood

OVERVIEW

The 232-acre Potential Planning Area PDA encompasses 232 acres located along the southern reach of Main Street, the historical alignment of SR-4, the commercial corridor of East Contra Costa County. Tri Delta Transit provides transit service.



ABAG/MTC's proposed 2040 PDA Growth

Projections allocate 576 new households and 32 new jobs as compared to 2010, well below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, and new park and recreation facilities needed to service the new residential neighborhood.

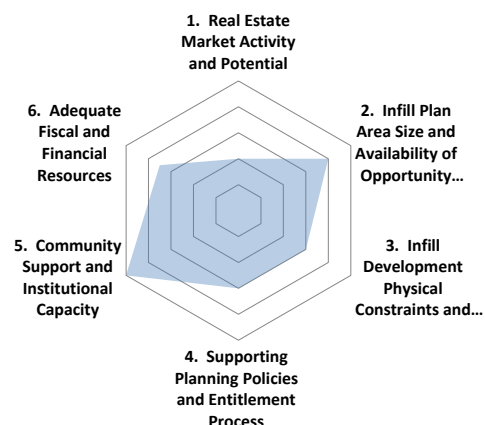
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

East Contra Costa County has not developed a substantial multifamily housing market and job growth in recent decades, particularly office-based employment, has been weak throughout the sub-region. Thus, it may take several decades for development as envisioned for the Potential Planning Area to emerge. In the meanwhile, lower density residential development may proceed along with related commercial development.

**Oakley Potential Planning Area
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	197	773	576	292%
Jobs	165	197	32	19%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and contains a number of opportunity sites that can accommodate new development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

A variety of infrastructure improvements will be required to accommodate and attract planned development including new streets and related utility improvements, intersection improvements, streetscape and traffic safety improvements, bicycle and pedestrian, and transit facilities along Highway 4.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The area is currently designated and zoned for commercial uses and residential uses. Additional planning efforts could better clarify land use regulations in response to market conditions and the City's policy objectives.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's efforts to plan and develop this portion of the City. City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

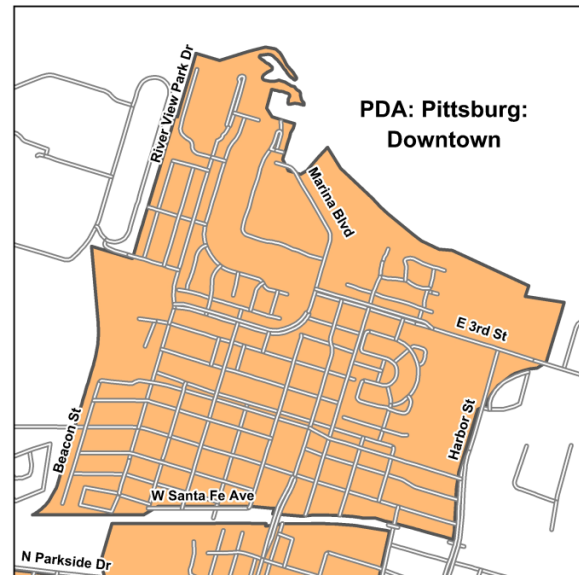
New planned development in the area will create financial capacity to fund improvements needed as conditions of approval or other mechanisms that may be established by the City. Roadways and intersections, streetscape and traffic safety improvements may require broader-based funding given their benefits to existing as well as new development.

Pittsburg – Downtown

Transit Neighborhood

OVERVIEW

The 435-acre Pittsburg - Downtown PDA encompasses the City of Pittsburg's historic downtown business district. The area is envisioned as a revitalized mixed-use community with housing and urban amenities. The City invested heavily in the Old Town (e.g., California Theater) and has attracted infill housing projects.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 455 new households and 390 new jobs as compared to 2010, below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, new park and recreation facilities and improved transit links to the new eBART line.

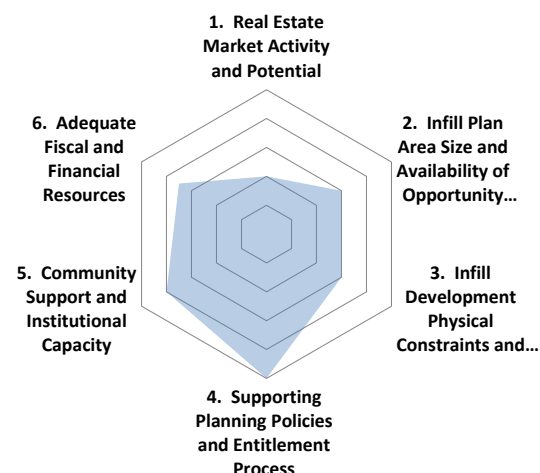
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

A primary constraint is that eastern Contra Costa County has not developed a substantial market-rate multifamily housing market. It may take several decades for development as envisioned in the Specific Plan (and Plan Bay Area) to emerge. An improved transit linkage to eBART (as envisioned in the Railroad Avenue Specific Plan) would help fulfill the Plan Bay Area designation of Downtown as a "Transit Village."

Pittsburg Downtown Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	1,972	2,427	455	23%
Jobs	667	1,057	390	58%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and contains a number of opportunity sites that can accommodate new development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

Downtown already possesses a structure that could help realize a vital, mixed-use, and walkable center. However, the Downtown character is affected by shortcomings that include streetscape design and street linkages.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City of Pittsburg General Plan (adopted in 2001) includes a chapter that describes the development strategy for the City's downtown. According to the General Plan, several sites in Downtown are vacant, and many buildings are unoccupied. Buildout of General Plan land use designations would result in a total of 2,640 housing units in the Downtown area. The City estimates that the Downtown population at General Plan buildout will be 7,776, an increase of more than 45 percent over population in the year 2000. The Housing Element (2010) calls for medium and high density residential districts in Downtown that will provide opportunities for attached or detached single-family residences and multi-family residences, such as townhouses, apartment complexes, and condominiums.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's efforts to plan and redevelop and revitalize its downtown area. City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

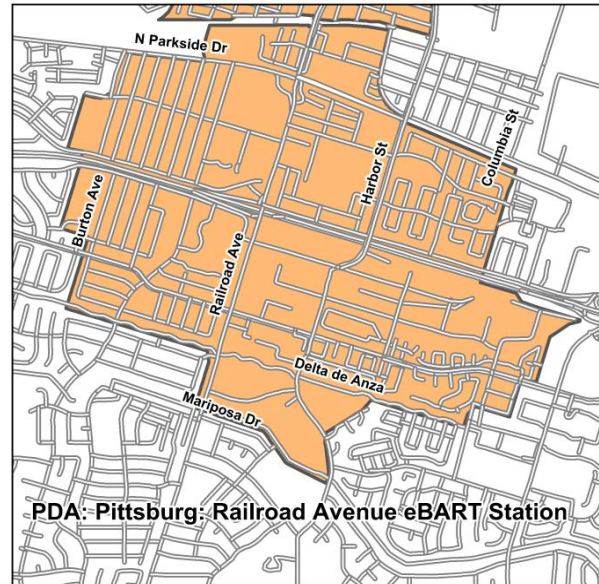
The City of Pittsburg collects fees and exactions from developments to cover the costs of processing permits and providing the necessary services and infrastructure related to new development. In addition, the City uses Community Facilities Districts (CFDs) and there is a citywide Lighting and Landscape District. The City's Redevelopment Agency had been active Downtown, before dissolution.

Pittsburg – Railroad Avenue eBART Station

Transit Town Center

OVERVIEW

The 1,071-acre Railroad Avenue eBART Station PDA is a largely developed area that lies just south of the Downtown PDA. The PDA boundaries are consistent with the Railroad Avenue Specific Plan area, which encourages higher density and mixed-use development.



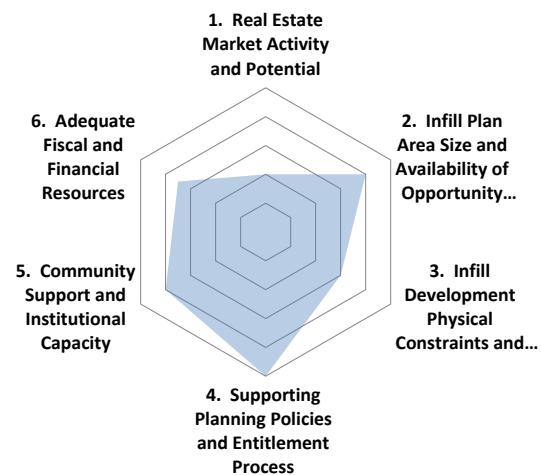
ABAG/MTC's proposed 2040 PDA Growth

Projections allocate 2,516 new households and 542 new jobs as compared to 2010, well below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, new park and recreation facilities and connections to the new eBART line.

Pittsburg Railroad Avenue Growth Allocations

Item	2010	2040	2010 - 2040	% Growth
Housing	3,618	6,134	2,516	70%
Jobs	3,817	4,359	542	14%

Source: ABAG Plan Bay Area



REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Similar to the Downtown PDA and other portions of East Contra Costa County, the primary constraint to development is the lack of a substantial market-rate multifamily housing market. It may take several decades for development as envisioned in the Specific Plan (and Plan Bay Area) to emerge. An improved transit linkage to eBART (as envisioned in the Railroad Avenue Specific Plan) would help fulfill the Plan Bay Area designation of Downtown as a “Transit Village.”

PDA SIZE AND OPPORTUNITY SITES

The PDA is large and, while being largely developed it contains a number of opportunity sites that can accommodate new development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The achievement of the Specific Plan’s buildout housing would require the construction of parking structures. In addition to this unusual requirement, the Specific Plan calls for improvements to roadways, bike and pedestrian facilities, transit services, parks and open spaces, and utilities.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The City adopted the Railroad Avenue Specific Plan in 2009, supporting higher-density, mixed-use development with densities up to 65 units/acre. The Specific Plan development program assumes 1,845 housing units, just over half of the number allocated to this PDA under Plan Bay Area. The Specific Plan also assumes roughly 1.0 million square feet of additional commercial development, which should be adequate to accommodate the 2,320 new jobs allocated to this PDA under Plan Bay Area. The Specific Plan is consistent in spirit with the PDA place type of “Transit Town Center,” encouraging a mix of housing types and densities as well as commercial development in this infill area that will be served by an eBART station. The Specific Plan does not appear to support the full amount of housing development allocated to the PDA under Plan Bay Area. Market conditions represent a major challenge for infill development, both in terms of basic project feasibility (do housing values exceed the costs of development?) and the ability to support additional infrastructure costs.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the City's efforts to plan and develop this portion of the City. City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

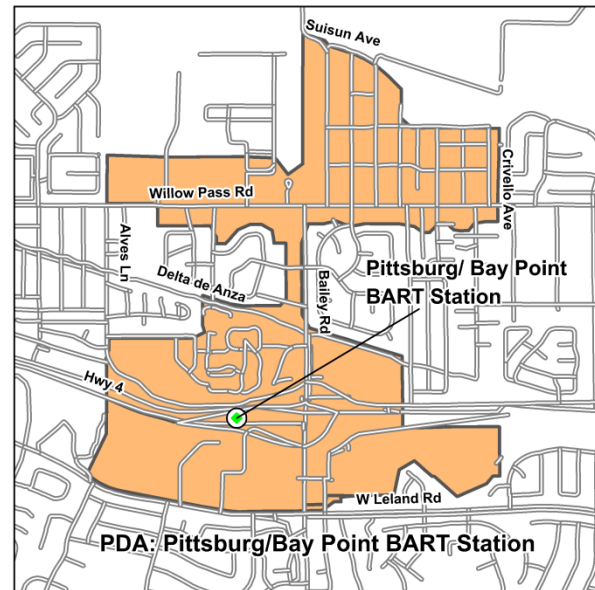
The Specific Plan identifies a number of federal, State, and County grant programs that could pay for some of the desired improvements. The Specific Plan also indicates heavy reliance on Redevelopment-based tax increment financing, which is not currently available. The Specific Plan does indicate that impact fees and exactions on new development could be used to pay for some infrastructure improvements, but recent and current market conditions do not appear to support significant additions to development costs.

Contra Costa County Unincorporated – Pittsburg/Bay Point BART Station

Transit Town Center

OVERVIEW

The 409-acre Pittsburg/Bay Point BART Station PDA surrounds the eastern terminus of BART at the Pittsburg/Bay Point Station. The City has adopted a Master Plan for the area, promoting higher density, mixed-use development with multimodal improvements. The new eBART line will provide connections to BART from the east.



ABAG/MTC's proposed 2040 PDA Growth Projections allocate 613 new households and 1,121 new jobs as compared to 2010, well below the capacity of the area for additional residential and commercial development. The PDA Development Readiness Assessment notes that while there are opportunity sites, key Strategy components will need to include land assembly, improved drainage, streetscape and pedestrian improvements, and connections to the new eBART line.

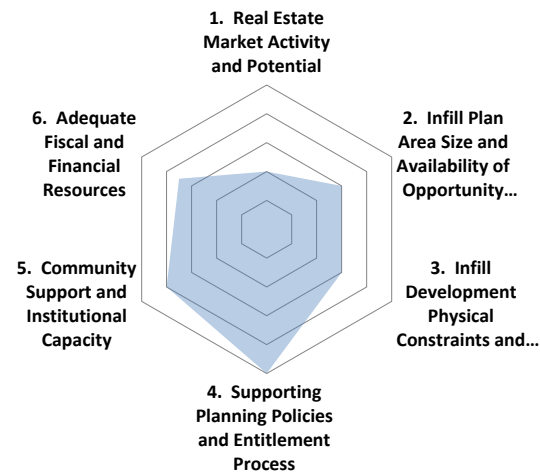
REAL ESTATE MARKET ACTIVITY AND POTENTIAL

Similar to the adjacent Railroad Avenue PDA and other portions of East Contra Costa County, the primary constraint to development is the lack of a substantial market-rate multifamily housing market and continuing weak commercial development activity. It may take several decades for development as envisioned in the Specific Plan to emerge.

**CCC -- Pittsburg / Bay Point BART Station
Growth Allocations**

Item	2010	2040	2010 - 2040	% Growth
Housing	847	1,460	613	72%
Jobs	838	1,959	1,121	134%

Source: ABAG Plan Bay Area



PDA SIZE AND OPPORTUNITY SITES

The PDA is of adequate size and though being largely developed it contains a number of key opportunity sites that can accommodate new development.

PHYSICAL CONSTRAINTS AND INFRASTRUCTURE REQUIREMENTS

The PDA is served by a BART station as well as an interchange with Highway 4, and will link to the planned eBART system upon its completion. The Master Plan calls for onsite improvements including new street networks with pedestrian and bike facilities, public plazas and open spaces, water/sewer/stormwater facilities, and parking garages largely to replace BART surface parking. The Master Plan estimates the costs of these facilities at \$56.9 million, with the majority (75 percent) being required for the BART replacement parking.

SUPPORTING PLANNING POLICIES AND ENTITLEMENT PROCESS

The Pittsburg General Plan and Pittsburg Baypoint BART Master Plan (2011) both support higher density, mixed-use development around this terminal BART station. Plans allow building heights up to 60 feet, and densities up to 65 units per acre or a 1.0 FAR for commercial development over a 50-acre parcel adjacent to the station. This parcel alone could accommodate the allocated growth in the PDA through 2040, if market conditions permit.

COMMUNITY SUPPORT AND INSTITUTIONAL CAPACITY

There has been strong community support for the County's efforts to plan and develop this area surrounding the Pittsburg/Bay Point BART Station. County and the cooperating City officials and staff have the capacity to pursue additional planning and development efforts.

FISCAL AND FINANCIAL RESOURCES

The Master Plan identifies several potential funding sources for the desired improvements. Project-based financing such as Community Facilities Districts or Benefit Assessment Districts require market demand and pricing for the planned product types that has not yet been evident. The Master Plan also identified Redevelopment-based Tax Increment Financing as a source of infrastructure funding, but this source is not currently available. Other external funding sources, including funding from the State, MTC, and Contra Costa County Measure J, are expected to be required but have not yet been committed to this PDA's projects.

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Appendix C — Local Progress Meeting RHNA Targets

The following table shows the Fifth Revision RHNA targets for Contra Costa jurisdictions, by income category, and the amount of housing permitted, again by income category, during 2015, the first year of that RHNA cycle.

Table 5 – Fifth Revision RHNA Requirements (2015–2023) and Housing Production (2015)

Household Affordability Category													TOTAL		
Very Low			Low			Moderate			Above Moderate						
	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met
Antioch	349	1	0%	205	0	0%	214	19	9%	680	47	7%	1,448	67	5%
Brentwood ¹	234	0	0%	124	4	3%	123	0	0%	279	480	172%	760	484	64%
Clayton	51	0	0%	25	0	0%	31	0	0%	34	0	0%	141	0	0%
Concord*	798	0	0%	444	0	0%	559	4	1%	1,677	48	3%	3,478	52	1%
Danville	196	N/R	N/R	111	N/R	N/R	124	N/R	N/R	126	N/R	N/R	557	N/R	N/R
El Cerrito	100	0	0%	63	6	10%	69	13	19%	166	116	70%	398	135	34%
Hercules	220	0	0%	118	0	0%	100	0	0%	244	190	78%	682	190	28%
Lafayette	138	0	0%	78	0	0%	85	7	8%	99	76	77%	400	83	21%
Martinez	124	0	0%	72	0	0%	78	0	0%	195	45	23%	469	45	10%
Moraga*	75	0	0%	44	0	0%	50	0	0%	60	8	13%	229	8	3%
Oakley*	317	0	0%	174	0	0%	175	68	39%	502	234	47%	1,168	302	26%
Orinda	84	0	0%	47	0	0%	54	0	0%	42	41	98%	227	41	18%
Pinole	80	0	0%	48	0	0%	43	0	0%	126	0	0%	297	0	0%
Pittsburg	392	0	0%	254	2	1%	316	0	0%	1063	384	36%	2,025	386	19%

Household Affordability Category													TOTAL		
Very Low			Low			Moderate			Above Moderate						
	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met	RHNA	Permits Issued	Percent Met			
Pleasant Hill	118	0	0%	69	0	0%	84	2	2%	177	3	2%	448	5	1%
Richmond	438	0	0%	305	0	0%	410	0	0%	1,282	84	7%	2,435	84	3%
San Pablo	56	0	0%	53	0	0%	75	1	1%	265	29	11%	449	30	7%
San Ramon	516	0	0%	279	0	0%	282	2	1%	340	386	114%	1,417	388	27%
Walnut Creek ³	604	0	0%	355	0	0%	381	2	1%	895	208	23%	2,235	210	9%
County* 1	374	2	1%	218	10	5%	243	97	40%	532	510	96%	1,367	619	45%
County Totals	5,264	3	0%	3,086	22	1%	3,496	215	6%	8,784	2,889	33%	20,630	3,129	15%

Source: ABAG, *San Francisco Bay Area Progress in Meeting 2015-2023 Regional Housing Need Allocation (RHNA)*, January 2017

Notes: * Jurisdictions that requested that their 2014 permits be counted towards their 2015-2023 allocation

¹ Jurisdiction did not provide 2015 APR.

³ Only net new units counted.

N/R indicates a jurisdiction did not provide permitting data to ABAG and did not file an APR with HCD. All jurisdictions had the opportunity to review the final report.

When permit data was not available, ABAG used data from 2015 Annual Housing Element Progress Reports (APRs) filed with the California Department of Housing and Community Development (HCD).

If the jurisdiction did not have a 2015 APR, ABAG staff looked at historical trends to determine the proportion of deed-restricted units.

