



## 2011 Annual Report Final

**Advisory Body Name:** Contra Costa Centre Area Municipal Advisory Council (CCC MAC)

**Advisory Body Meeting Day/ Time:** Third Tuesday each month, 5pm-7pm

**Advisory Body Meeting Location:** Contra Costa Transit Authority, 2999 Oak Rd  
Suite 110, Walnut Creek, CA 94597

**Chair:** Brian Amador

**Staff:** Laura Case

**Reporting Period:** 2011

**Advisory Body Members:**

Brian Amador (Chair)	James Hunt (Vice Chair)
Larry McEwen	Lynette Tanner-Busby
Jeffrey Peckham	Bob Roth
Nina Kline	

### **Activities/ Accomplishments:**

The majority of our activities revolved around projects and construction in progress initiated by Avalon Bay (Contra Costa Centre Transit Village), BART, and Contra Costa County Redevelopment. [Specific activities are organized under these headings.] Other activities includes reviewing and commenting on several small land use applications, monitoring activities and public concern arising along Walden Green, and supporting Contra Costa Centre initiatives.

#### Avalon Bay (Contra Costa Centre Transit Village)

- ◆ Construction in Progress – We continue to monitor evolution of the plan and progress on the undeveloped “blocks” within the transit village (Blocks C & D, remain undeveloped)
- ◆ Occupancy/residential growth – Rental units on blocks A and B Reached 95% occupancy in April and as of December, continue to hold at this rate.
- ◆ Commercial/ retail growth – As of December 2011, two tenants have signed leases and are ‘open for business.’ (Starbucks and All State Insurance) Avalon Bay reports that there is continued interest in the retail space.
- ◆ Retail Design and Signage Guidelines – We reviewed and commented on Retail Design and Signage Guidelines. We focused on maintaining ambience, and public passage along sidewalks while allowing the retailers enough signage opportunity to conduct commerce.

- ◆ Landscape – We worked with Avalon Bay to preserve indigenous trees and vegetation while introducing new plantings to enhance the transit village.
- ◆ Public Impact – Throughout the year, we monitored development to ensure that public safety, clear pedestrian passage and traffic considerations were observed.

#### BART

- ◆ Station renamed – The Pleasant Hill Bart Station was officially renamed the Pleasant Hill/ Contra Costa Centre BART Station in 2010. In 2011 signage, schedules, maps and other written material reflected the new name.
- ◆ Station modernization – Modernization projects; both structural and cosmetic continued on the station, parking structure and adjacent intermodal.
- ◆ Station and Track Seismic retrofit – Seismic retrofit efforts had significant impact on the flow of traffic along Treat Blvd. and North of the station as the pillars supporting the overhead tracks were widened and reinforced. We communicated public concern to BART personnel and monitored progress throughout
- ◆ Gap Breaker Building (Jones Rd) A Gap Breaker Building was installed on the BART tracks south of the station adjacent to Jones Road. The Gap Breaker Building is causing a good deal of concern among the community members residing along Jones Road and intersecting streets. The concern is centered on the stark visual impact of the building. We have monitored and commented on plans to mitigate the visual impact through landscaping, screening and other strategies. As well, our meetings have served as a conduit for community members to raise their concerns directly to BART representatives. To Date these mitigation strategies have not been fully implemented.
- ◆ Cross-over landscape (Jones Rd) – Like the Gap Breaker Building, the removal of trees and plant material along the berm supporting the tracks impacted the visual appeal of the neighborhood. Furthermore community members felt that the subsequent landscape installation was did not sufficiently restore the berm. We reviewed and commented on the landscaping plans and provided a forum for community members to express concerns directly to BART representatives. In November, BART called a public meeting to address these concerns. Though not a CCC MAC meeting, several members were in attendance. The completion date for this project has been extended several times throughout the year.
- ◆ Cross-over Track Noise (Las Juntas and Bancroft) – BART representatives, including an engineer responded to concerns about excessive track/train noise raised by residents in the vicinity of Las Juntas and Bancroft. They responded by identifying the source of the noise, and by reporting that the noise is within an acceptable decibel range.
- ◆ Public Impact – Throughout the year, we monitored development to ensure that public safety, clear pedestrian passage and traffic considerations were observed.

## County Redevelopment

- ◆ Public Meeting Space within the Transit Village – The issue of Public Meeting Space was a major topic of discussion throughout the year. The plan was initially presented to the CCC MAC then, when revised, the functional public space was considerably reduced. Members of the CCC MAC voiced concern and disappointment in both the process and the result, but we never moved to take an official position. Before taking a position, the Redevelopment agency went through major transformations (As identified below). To date, the development of Public Space within the Transit Village project is suspended until such a time that funding once again becomes available. Note: The majority of the funds taken from the Centre project to fund shortfalls in the other projects or to make up the ante to continue the Redevelopment Agency were taken from the budget for the community center.
- ◆ Area way-finding – A Contra Costa Centre Area way finding plan was presented to the CCC MAC. We reviewed the sign placement, designs and content.
- ◆ Contra Costa County Redevelopment Agency – When the State Government suspended the activities of the Redevelopment Agencies, Contra Costa County took the opportunity to continue our Redevelopment Agencies by re-allocating funds as required by the state. A considerable portion of these funds are a) derived from the Contra Costa Centre and b) were previously earmarked for the Contra Costa Centre. Throughout this transition, the CCC MAC listened to Redevelopment personnel and stayed as current as possible with the state of affairs. We continue to assess and comment on what exactly these changes mean for our area and how this impacts the role of the CCC MAC.

### **Attendance/Representation:**

The Body met nine times in 2011. Three meetings were canceled for the following reasons:

- We were not able to form a quorum (June)
- Compliance with Brown act ; Agenda not publicly posted (April)
- Lacking content/availability of presenters (December)

Attendance among board members was very good at 87% (for meeting that were held), up substantially from 2010.

Public participations was also up substantially from 2010, as the CCC MAC meetings served as a major conduit of communication between residents and BART representatives.

Two subcommittees were formed. One was formed to review and report on landscape issues along Jones Road and elsewhere. One was formed to review and report on the planned public space within the transit village.

### **Training/Certification:**

All members have been through Brown Act Training. Chair, Brian Amador attended County Board Training in Martinez. This year, the CCC MAC adopted the required Conflict of Interest code.

### **Future work:**

- ◆ Continue monitoring, commenting on and providing public access to BART representatives as projects in, and around the Contra Costa Centre/Pleasant Hill BART Station move forward.
- ◆ Continue monitoring, commenting on and providing public access to Avalon Bay representative as projects in, and around the Contra Costa Centre Transit Village move forward.
- ◆ Continue to represent Community opinion to the County Supervisors in matters related to Redevelopment efforts.
- ◆ Fill two vacancies on the CCC MAC (Terms completed and not renewed by Nina Kline and Bob Roth.)