4 URBAN DESIGN

4.1 URBAN DESIGN OVERVIEW

An urban design framework is needed to establish a distinctive character and identity for the Hillcrest Station Area, and ensure that the public realm is attractive, comfortable, and pedestrian-oriented. The urban design framework establishes street design dimensions, street landscaping, trail dimensions and landscaping, building to street relationships, and other components of the public realm. An environmentally sensitive and memorable landscape must underpin the establishment of a strong identity for the Hillcrest Station Area.

Natural features and man-made structures are major defining elements of the Hillcrest Station Area. They create an overall urban design framework for the development of the area. Figure 4-1 presents a diagram of the urban design framework for the Hillcrest Station Area.

Urban Design Principles

- Create a special and distinctive character in the Hillcrest Station Area that is unique in Antioch and East Contra Costa County.
- Natural areas such as East Antioch Creek should be preserved and improved with landscaping, to preserve habitat value and enhance the visual quality of the Hillcrest Station Area.
- In the areas around the eBART station(s), development should exhibit a pedestrian-oriented character. Buildings should front onto public streets. An attractive, inviting, and comfortable network of streets and sidewalks needs to be created throughout the area.
- Pedestrian centers should be created in both the east and west sub-areas of the Hillcrest Station Area, centrally located so residents and workers can walk to shops, restaurants, and services. Streets need to be pedestrian-oriented, with active storefront windows at the ground floor, and top-quality building materials at the ground floor.
- Create an attractive, comfortable, and safe pedestrian and bicycle connection from the eBART station to the Transit Village and its pedestrian center.
- All streets within the Hillcrest Station Area should have street trees that shade the sidewalk and create a distinctive and attractive image. Local streets should have planter strips, except in the pedestrian centers. Medians should be incorporated on streets with more than two lanes.
- Landscape buffers with trees and plantings should be created in all areas adjacent to freeways, railroads, electrical lines, and utilities.
- Buildings should face onto public streets, and building facades that face pubic rights-of-way or parks should incorporate high quality design and materials.
- Preserve views of hills and water from public streets, trails, and parks.

Development Areas

The creek, the rail lines, the eBART facilities, and the major roads define separate development sub-areas within the Hillcrest Station Area. These are illustrated in Figure 5-1, Urban Design Overview. Each of these sub-areas will have a distinctive character based on the natural and man-made features that exist as well as the future land uses and types of development. They need to be designed to take into account their unique location, adjacent development, the relationship to the creek and detention basins, the relationship to the future eBART station(s), and the relationship to the rail line.

The Hillcrest Station Area essentially breaks down into three areas: the "Transit Village Area" on the west that will be closest to the new eBART station (Median or East Median); the "Town Center Area" on the eastern side of the project site; and the "Freeway Area" along the linear corridor between the rail line and SR 4. The rail line is a major divider that can only be bridged with under-crossings or over-crossings. The half-mile walking distance is also a major determinant in defining the development sub-areas. A half-mile distance is a 10-minute walk at an average walking speed, which is the estimated maximum walking distance that most people will walk to go to shops, restaurants, services, and transit. There are two half-mile radius areas within the Hillcrest Station Area, one on the western side and one on the eastern side.

Transit Village Area

The Transit Village Area is centered around the eBART station. The main streets are Viera Avenue and Oakley Avenue, and a pedestrian center is located near the intersection of the two streets. The boundaries of the area are East 18th Avenue on the north, the railroad line on the south, the PG&E site on the west, and Willow Avenue on the east. The area is bisected by the railroad line, and a PG&E easement with electrical towers and lines.

Town Center Area

The Town Center Area is surrounded by Oakley Road, the SR 4 and SR 160 freeways, and Willow Avenue. The area is focused around East Antioch Creek and Phillips Lane, where there will be a pedestrian-oriented "Town Center." The pedestrian center will connect to the future eBART station if that is ultimately constructed. The area is bisected by the railroad line and Slatten Ranch Road in the east-west direction. Phillips Lane will also be a major through-street if a Phillips Lane interchange is ultimately constructed on SR 4.

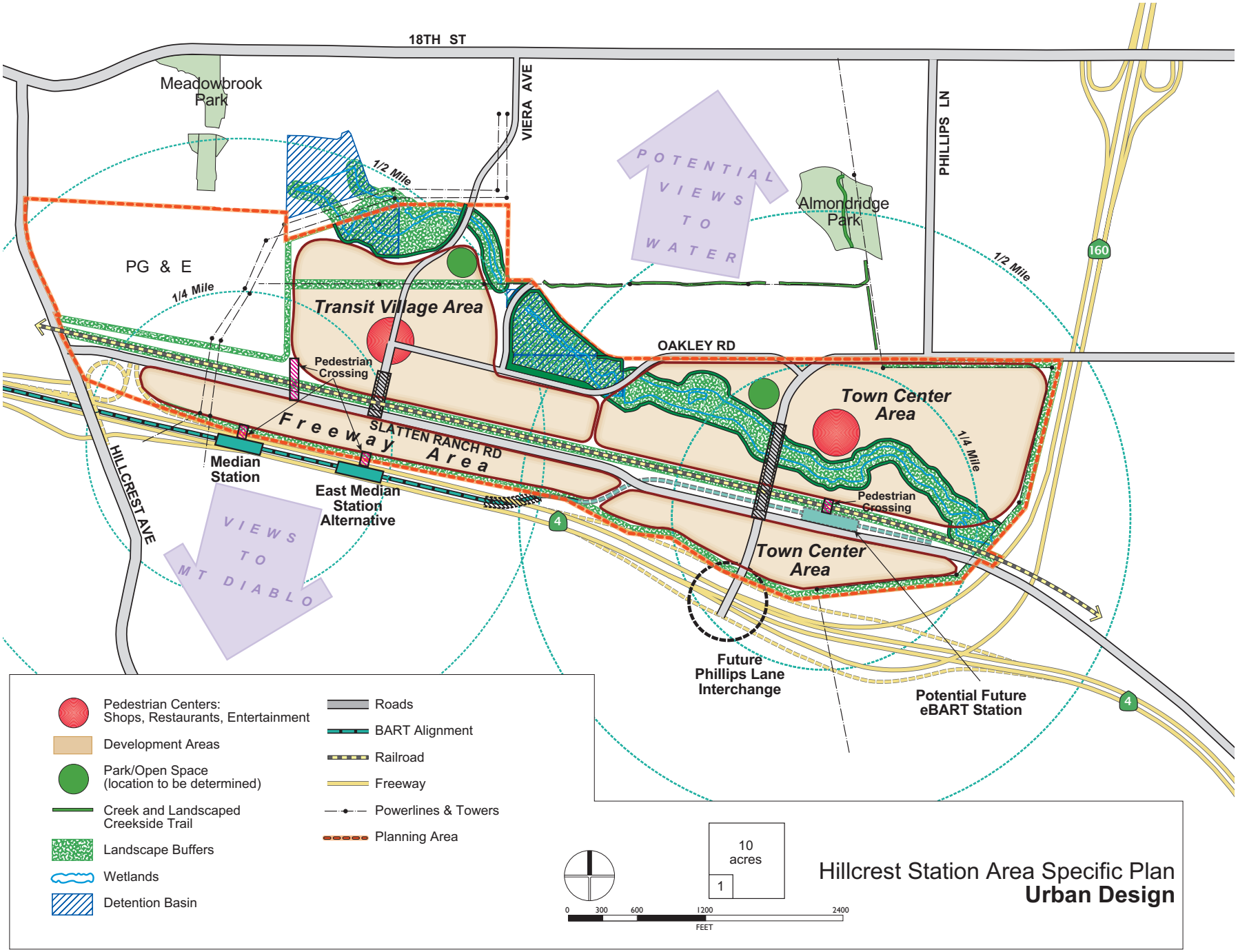
Hills are located between the rail line and the freeways, at the junction of SR 4 and SR 160. These hills may be graded for development at some point during the planning period of the Specific Plan.

Both the Transit Village Area and the Town Center Area need to have a pedestrian center where shops, restaurants, and services are located within a 10 minute walking distance of most of the residents and workers. These pedestrian centers need to be located on or near major road intersections, so there is also automobile access and visibility for businesses. Figure 4-1 shows the approximate locations of the required pedestrian centers. Exact locations will be determined during the development review process.

Freeway Area

The Freeway Area is the narrow corridor approximately 300 feet deep between SR 4 and the rail line. This is a linear area that is oriented to the freeway and the eBART station located in the SR 4 median. Slatten Ranch Road, which will run east-west adjacent to the railroad line, provides the only direct access to properties in this area. The Freeway Area is connected to the Transit Village via the Viera Avenue railroad crossing, and a pedestrian/bicycle bridge opposite the eBART station.

Figure 4-1: Urban Design Framework



DEVELOPMENT AREAS POLICIES

Transit Village Area

UD-1 Locate a pedestrian center with shops, restaurants, and services within the Transit Village Area near the intersection of Oakley Road and Viera Avenue. Design the area as a "Main Street" or "Town Square" type of destination where buildings line the street and pedestrians can walk along a generous sidewalk and look into storefront windows.

UD-2 Design the roads and site plans for the Transit Village Area with a connected network of streets and open spaces that connect to the pedestrian center and to the eBART station.

Town Center Area

UD-3 Locate a pedestrian center with shops, restaurants, and services within the Town Center Area. Design the area as a "Town Center" or "Town Square" type of location where buildings line the street and pedestrians can walk along a generous sidewalk and look into storefront windows.

UD-4 Design the roads and site plans for the Town Center Area with a connected network of streets and open spaces that link the pedestrian center to the East Antioch Creek trail and other areas of development.

Freeway Area

UD-5 Design the Freeway Area such that businesses can take advantage of the freeway visibility and access, and SR 4 becomes a visually attractive freeway corridor.

- Provide landscape buffers adjacent to the rail line and the highway per the policies regarding landscape buffers.
- Commercial facades facing the freeway and Slatten Ranch Road should both be designed with high-quality materials due to their visibility. Design the freeway-facing building facades with windows, equivalent in design quality to a front façade, in order to present an attractive appearance from the freeway.
- Limit the number of freeway-oriented signs allowed within the Hillcrest Station Area. Work with businesses and property owners to create high-quality, consistent freeway signage for the Hillcrest Station Area. Design any freeway-oriented signs such that SR 4 remains a corridor that is eligible for Scenic Highway designation.

East Antioch Creek and Trail

The creek and adjacent riparian habitat areas are central elements of the station area, and will define an open space network that traverses the site from northwest to southeast. The Specific Plan includes the creation of a public trail system along the creek. In addition, the creek-side buffer area and the creekbed itself will be enhanced with natural vegetation and native plants, which will improve the visual quality of this natural resource while at the same time protecting the biological resources and habitat.

Landscaped Creek-side Trail Policies

UD-6 Create a creek-side trail system along the edge of the East Antioch Creek as a major natural feature and focal point for development and public open space.

- Provide a minimum 50 foot buffer area between the creek and the trail consistent with the biological resources policies in Chapter 5.
- Provide a landscaped trail at least 25 feet wide, outside the 50 foot buffer area.
- Plant trees and landscaping on both sides of the trail in order to create an attractive landscaped setting.

UD-7 Orient buildings to face the landscaped trail areas and the creek, so that windows look out over attractive landscape areas, and there are building entrances that allow people direct access to the trail system.

Creek Enhancement with Landscaping Policy

UD-8 Landscape the creek-side buffer area and the creekbed with natural vegetation and native plants that will improve the visual quality of the creek area and at the same time protect biological resources, habitat value, and stormwater management qualities to the extent feasible.

Figure 4-2 shows a typical section of East Antioch Creek, including the required wetland buffers for habitat protection, and the multi-purpose trail for public open space. Key features include:

- Wetland open space area where wetlands, natural habitats, and biological resources must be protected. Water flows in varying amounts depending on the season. In the Specific Plan, this area must be enhanced with native plants to improve the visual quality of the creekbed year round.
- A 50-foot wide wetland buffer area between the defined wetland and the developable areas of the project site. This is required to ensure that plant, animal, and insect species, and other biological resources are not harmed by adjoining development.
- A 25-foot wide multi-purpose trail area that includes an 8 to 12-foot wide trail that can be used by pedestrians and bicycles, and landscaped areas with trees on both sides.
- Minimum 15 foot setbacks between buildings and the trail right-of-way.

In certain areas, the creek-side trail borders detention basins that are located in the Hillcrest Station Area. Figure 4-3 shows a typical section of this condition. Key features include:

- A 25-foot wide multi-purpose trail area is located adjacent to the detention basin, which includes an 8 to 12-foot wide trail that can be used by pedestrians and bicycles, and landscaped areas with trees on both sides.
- Minimum 15 foot setbacks between buildings and the trail right-of-way.

Figure 4-2: Creek, Creek Buffer, and Creek-side Trails

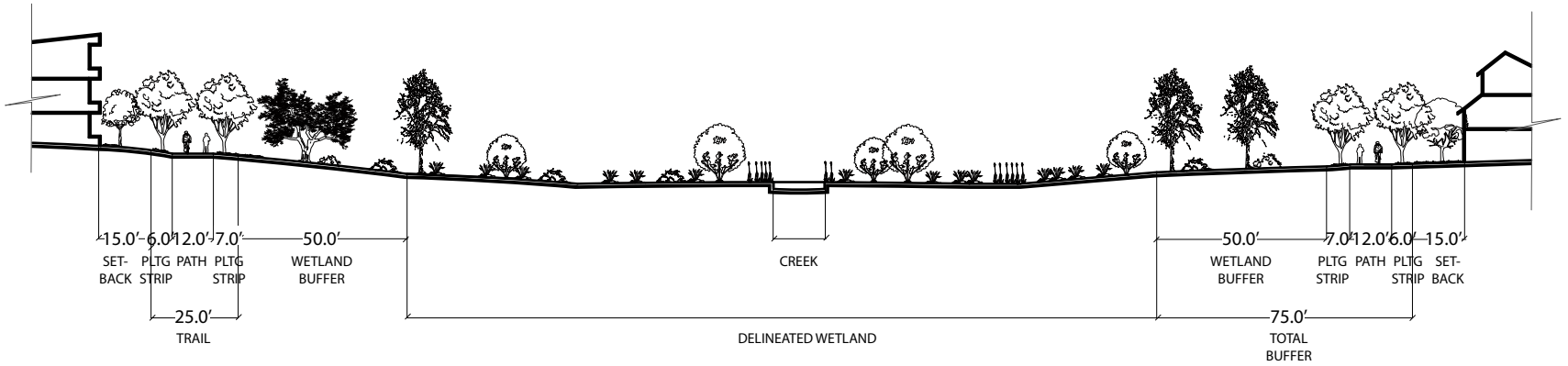
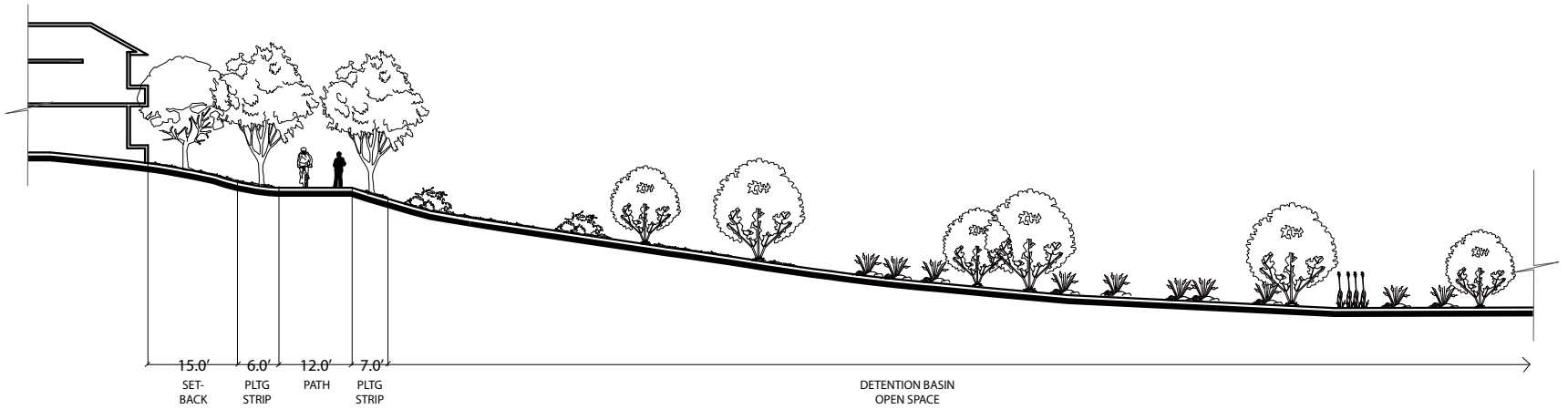


Figure 4-3. Trail adjacent to Detention Basin



Building Form and Height

Building heights in the Hillcrest Station Area will range from two to six stories. Some office buildings could be as high as eight stories with City Council approval. The tallest buildings will be clustered in the Office TOD areas and near the pedestrian centers. Building heights will be lower in the areas close to existing residential neighborhoods. The building heights are critical to the achievement of four major goals for the Hillcrest Station Area:

- Creating compact, higher-intensity development near eBART that generates transit ridership and gives people the opportunity to use transit for commuting and other trips;
- Creating a greater variety of housing types in Antioch in order to meet the needs of the many different types of residents in Antioch;
- Creating compact neighborhoods where residents can walk to shops, restaurants, and services; and
- Creating neighborhoods with many residents and employees in close proximity, so that pedestrian areas are active, vibrant and lively.

Building Form and Height Policies

UD-9 Maximum building heights in the Hillcrest Station Area shall be as follows:

- Residential buildings: four stories
- Residential Mixed Use buildings: five stories
- Office buildings: six stories; up to eight stories subject to the approval of the City Council

UD-10 Buildings adjacent to existing residential neighborhoods should not exceed three stories in height. This policy applies specifically to all properties along the northern border of the Hillcrest Planning Area.

UD-11 Buildings over four stories tall should be clustered in the Office TOD areas, and near the pedestrian centers in the Transit Village and Town Center.

4.2 VIEWS AND SCENIC RESOURCES

Views to Hills and Water

The Specific Plan aims to capitalize on opportunities for residents, workers, and visitors to enjoy views of Mount Diablo and the San Joaquin River from streets, public spaces, and within buildings. Views are a major visual asset of the site that improve quality of life and help make the site competitive in the market place. View opportunities should be structured into the overall site planning for any development projects. Buildings should be designed to take advantage of views to Mount Diablo, and views of the San Joaquin River from taller buildings.

UD-12 Site or design projects to consider their intrusion into important view-sheds towards Mount Diablo and the San Joaquin River.

UD-13 Incorporate view opportunities towards Mount Diablo into site plans, such that views of Mount Diablo are available from both public streets and public open spaces at specified locations.

UD-14 Design buildings to take advantage of views to Mount Diablo, and views of the San Joaquin River from taller buildings.

Scenic Resources

State Route 4 and SR 160 have been deemed eligible to be designated as State Scenic Highway Corridors. Contra Costa County has designated SR 160 as a Scenic Route, while the portion of SR 4 near the station area is designated as a "connecting highway." The Hillcrest Station Area should be designed to preserve the state designation eligibility by incorporating natural open space, creek preservation, landscape buffers, and other similar measures that are called out in this plan.

UD-15 Design project site plans and buildings to preserve the potential for Scenic Highway designation for SR 4 and SR 160 adjacent to the Hillcrest Station Area.

UD-16 Work with Contra Costa County and Caltrans to consider the "complete" highway system and minimize impacts on the quality of the views or visual experience, particularly for projects greater than 40 acres in scope.

UD-17 Reduce the visibility of construction yards and staging areas to the maximum extent possible.

- Construction yards and staging areas shall be located as close to construction areas to the extent practicable away from residential and commercial areas, community traffic, pedestrian use, and local views.
- Low contrast fencing and screening shall be used to minimize contrast with surrounding environment.

Grading and Natural Features

The hillsides and low-lying wetlands establish the natural forms of the Hillcrest Station Area. The hills may be graded to accommodate development, and fill may be used to create level development sites. Changes in elevation should be respected in the overall site planning and design of development projects.

UD-18 The hillside areas of the site adjacent to SR 4 may be graded to accommodate development. Low-lying areas may be filled to create level development sites.

- All grading and cut and fill activities must be consistent with the environmental protection and hazard policies in Chapter 5.
- Graded slopes and exposed earth surfaces shall be re-vegetated at the earliest opportunity.

UD-19 Design projects to minimize abrupt changes in scale and massing between the project and surrounding natural or man-made forms, such as hillsides, adjacent freeways, and low-lying wetlands. Where appropriate, step buildings up or down to be compatible with the scale of natural features.

4.3 LANDSCAPE BUFFERS

The Hillcrest Station Area is surrounded by highways on the southern and eastern sides, and has a major rail line that crosses through the middle of the site from east to west. There is also a large PG&E substation immediately adjacent to the eastern side of the Hillcrest Station Area. Towers and electrical lines cross the site in two easements – one oriented east-west between East 18th Street and the rail line, and one oriented north-south near Phillips Lane. Project site plans need to incorporate buffers to provide a landscaped separation from these large-scale man-made features. This is critical in order to create attractive outlooks and quality of life for both residential and employment uses.

The section drawings that follow illustrate the different types of landscape buffers in the Hillcrest Station Area. See also Figure 4-12, Street Section Key, which identifies the locations of the section cuts in a plan view of the Hillcrest Station Area.

PG&E Substation: Provide landscape buffers adjacent to the PG&E substation.

PG&E Overhead Lines: Provide landscape buffers adjacent to the overhead PG&E lines.

Landscape Buffers: Provide landscape buffers with trees to screen residential areas from unattractive views.

Union Pacific Railroad: Provide landscape buffers adjacent to the Union Pacific Railroad.

Railroad Line Buffers

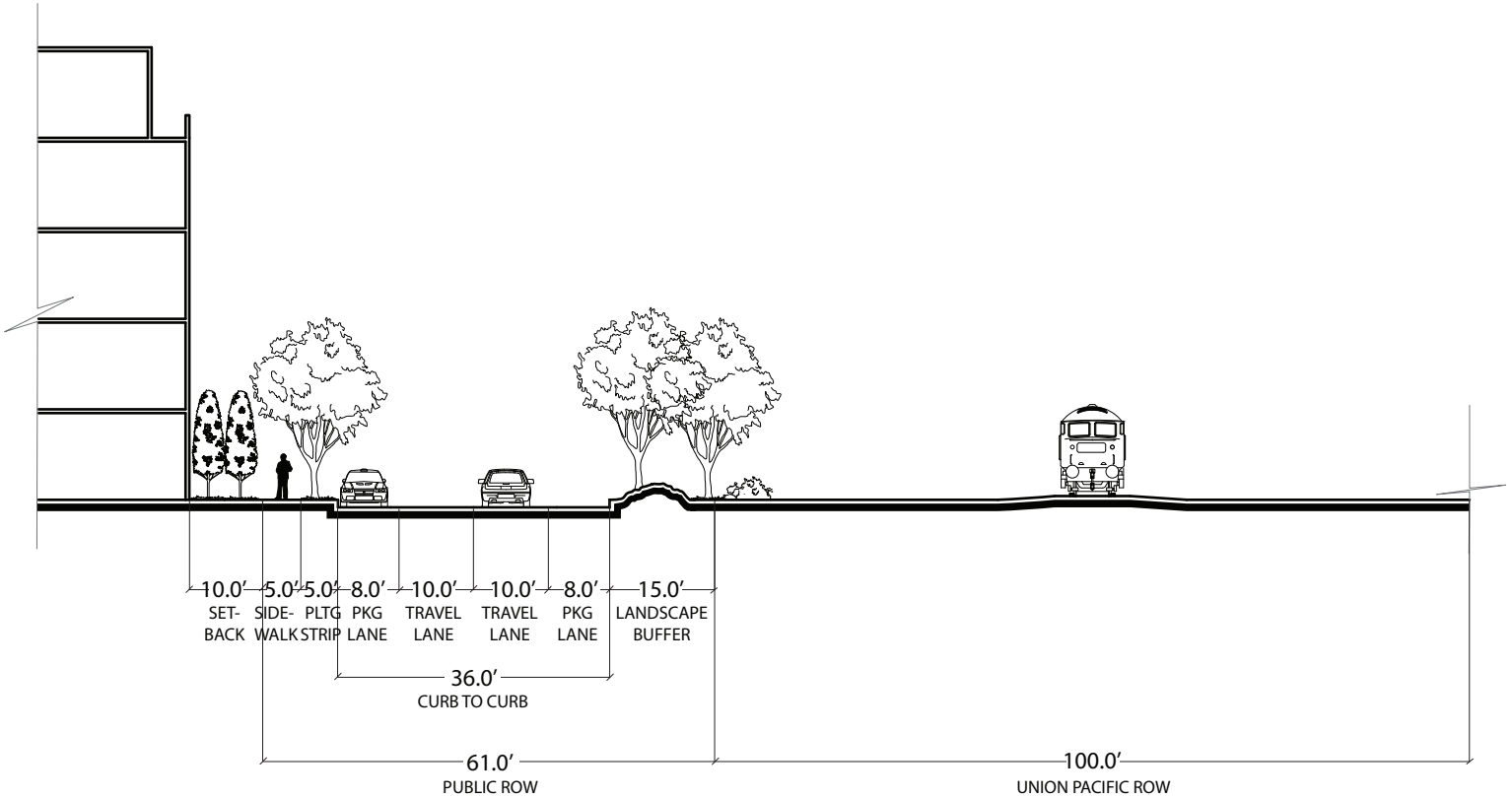
Railroad Line Buffer Policy

UD-20 Provide a continuous landscape buffer along both sides of the rail line corridor, outside of the Union Pacific and Chevron easements. The minimum width of the landscaped buffer shall be 25 feet if adjacent to a building; and 15 feet if adjacent to a street.

- Include landscaping, berming (typically 4 to 5 feet high), and at least one continuous row of trees throughout the area.
- This landscape buffer may be located within the Chevron easement if permission, encroachment permits, and maintenance agreements are obtained prior to final approval for a development project.

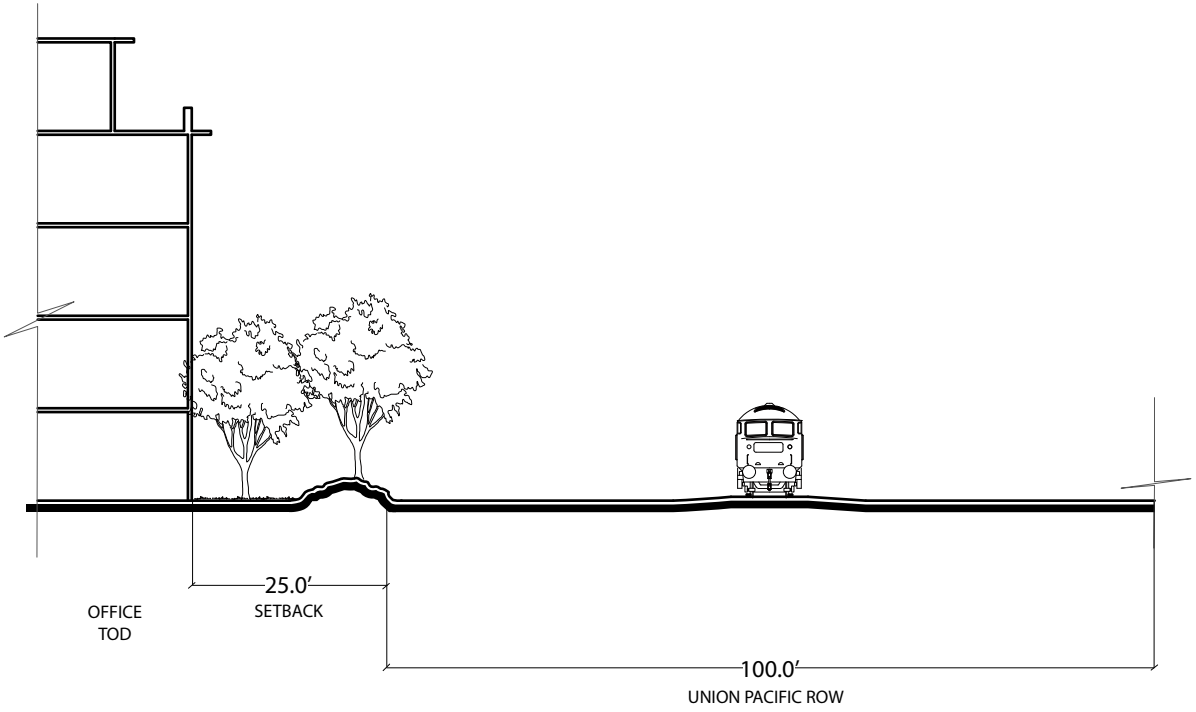
Figure 4-4 illustrates how streets should be designed and dimensioned when adjacent to the railroad right-of-way. There should be a fifteen-foot landscaped area with a continuous row of trees adjacent to the railroad. A berm should be incorporated. The road should be designed as a typical local street with two lanes and parking on both sides. On the side of the street adjacent to a building, there needs to be a planter strip and a sidewalk. Buildings and parking areas need to be separated from the sidewalk by a landscaped area setback of approximately 10 feet or greater.

Figure 4-4. Street adjacent to the Railroad



The Union Pacific Railroad right-of-way is 100 feet wide. The train tracks are located in the center of the right-of-way. There may be existing utilities within and adjacent to the right-of-way, and there may be additional train tracks or utilities added in the future. Figure 4-5 illustrates how a building should be located adjacent to the railroad right-of-way with a 25 foot landscaped setback.

Figure 4-5. Office TOD Employment Area next to the Railroad



Freeway Buffers

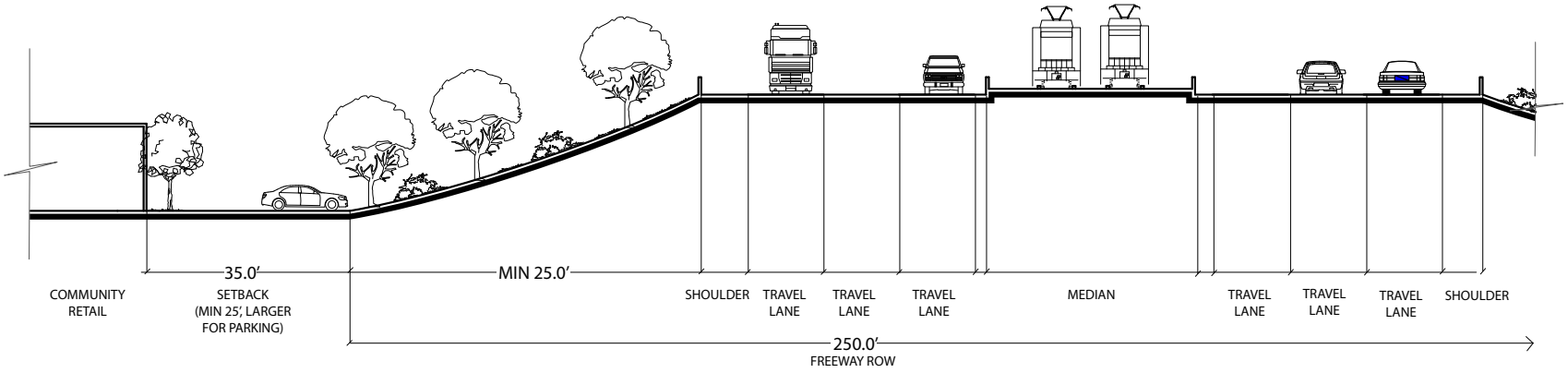
Freeway Buffer Policy

UD-21 Provide a continuous landscape buffer, with a minimum width of approximately 25 feet, immediately adjacent to both SR 4 and SR 160.

- Design landscaping along highway corridors to add significant natural elements and visual interest to soften the hard edged, linear travel experience that would otherwise occur.
- Include landscaping and a double row of trees.
- This landscape buffer may be located within the Caltrans right-of-way if permission, encroachment permits, and maintenance agreements are obtained prior to final approval for a development project

Figure 4-6 below shows development adjacent to the SR 4 right-of-way, including the eBART line and the sloped embankment. A landscape buffer at least 25 feet deep needs to be provided when buildings are located immediately adjacent to the SR 4 right-of-way. If parking is located adjacent to SR 4, it may be sited adjacent to the SR 4 right-of-way, provided that trees and landscaping are planted in a 25 foot deep landscaped area on the embankment of SR 4.

Figure 4-6. Development adjacent to SR 4



In the Plan, the PG&E electrical towers that run north-south through the town center are shown to be relocated adjacent to SR 160 and SR 4. Figure 4-7A to the right shows the SR 160 freeway right-of-way, which includes the embankment, and an assumed 80-foot easement for the PG&E towers. A landscape buffer at least 25 feet deep needs to be provided adjacent to the easement area. Figure 4-7B shows the alternative condition, without the electrical lines next to the freeway, since it is possible that the electrical lines may not be relocated.

Figure 4-7A. Development and Power Lines adjacent to SR 160

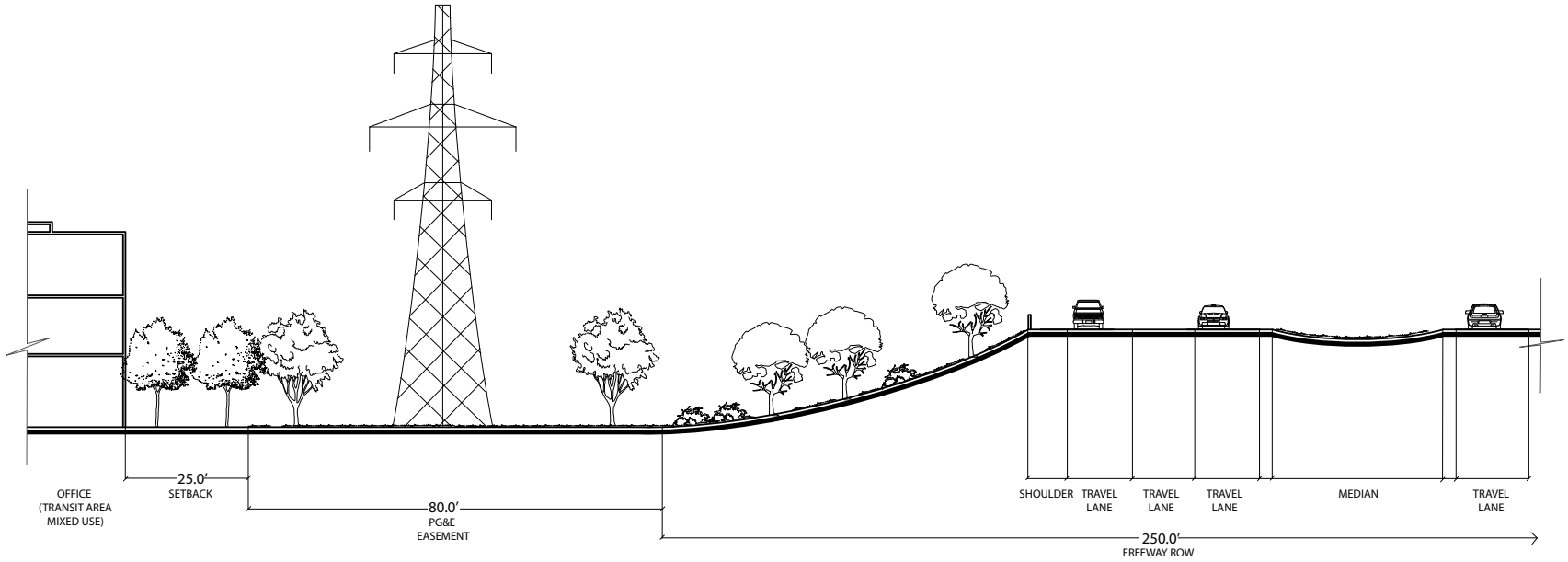
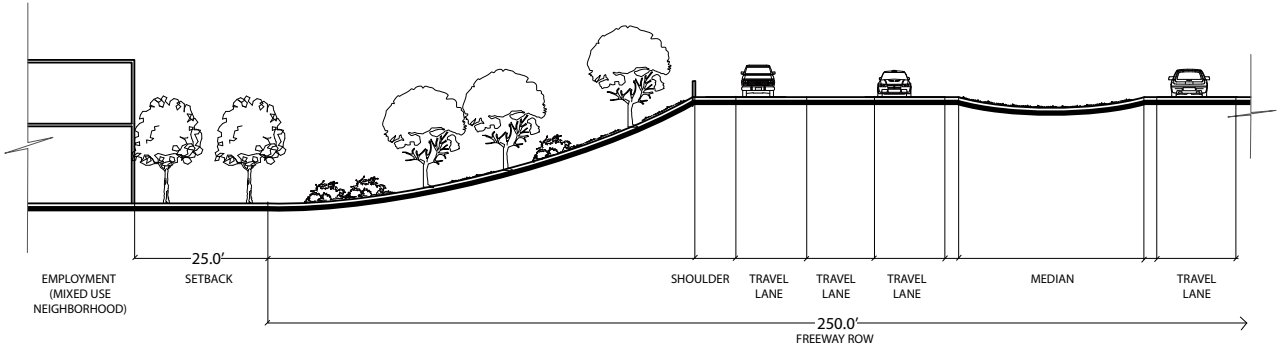


Figure 4-7B. Development adjacent to SR 160 if Power Lines are Not Relocated



Electrical Facilities Buffers

Electrical Facilities Buffers Policies

UD-22 Provide a continuous landscape buffer, with a minimum width of approximately 25 feet, around the southern and eastern edges of the Hillcrest PG&E Substation.

- Include landscaping and a continuous double row of trees to screen the facility from new development, SR 4, and the eBART station.
- Work with PG&E when the company decides to expand sub-station operations within their site, to ensure an adequate separation is retained between the substation and development.

UD-23 Provide a continuous landscape setback, with a minimum width of approximately 25 feet, between buildings and any PG&E easements that will contain electrical towers and transmission lines, now or in the future.

- Include landscaping and at least one row of trees.
- Some or all of the landscape buffer may be located within the PG&E easement, subject to the permission of PG&E; however there shall always be a minimum 50-foot separation between the electrical towers and any buildings.

UD-24 Incorporate landscaping and a pedestrian trail in the PG&E overhead line easements, provided that a suitable agreement can be negotiated with PG&E.

- Provide a continuous, clearly defined pedestrian trail that connects to the trail system throughout the Hillcrest Station Area and northeast Antioch.
- If areas in the PG&E easements are landscaped and improved with active and passive recreation facilities, they may be eligible to count towards the City's park requirements.
- If PG&E easement areas are used for parking, a landscape setback between the towers and any parking, with a minimum width of approximately 25 feet, must be provided.

In the Transit Village Area of the Hillcrest Station Area, buildings and streets will be located adjacent to the PG&E substation. In these cases, a 25 foot landscaped buffer is required. Figure 4-8 shows a typical local street located adjacent to the PG&E substation. The local street has two travel lanes, parking aisles on both sides of the street, planter strips and sidewalks. Between the PG&E substation and the street right-of-way is a 25-foot wide landscape buffer. Landscape buffers should all include a double row of trees.

Figure 4-8. Street adjacent to PG&E Substation

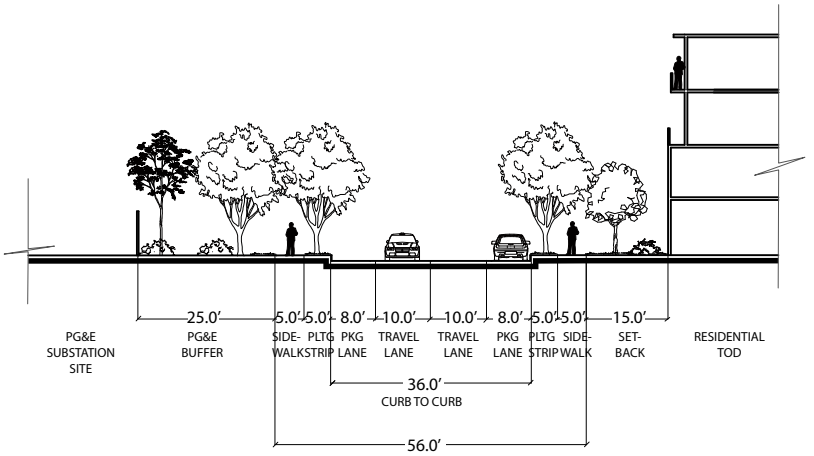


Figure 4-9 shows residential development located adjacent to the PG&E substation, with no intervening street. In this case, a 25-foot landscape buffer is required in addition to the rear yard setback, such that the total distance between a building and the PG&E substation is at least 50 feet. Between a building and the PG&E substation, a double or triple row of trees should be planted to screen the view of the substation.

Figure 4-9. Development adjacent to PG&E Substation

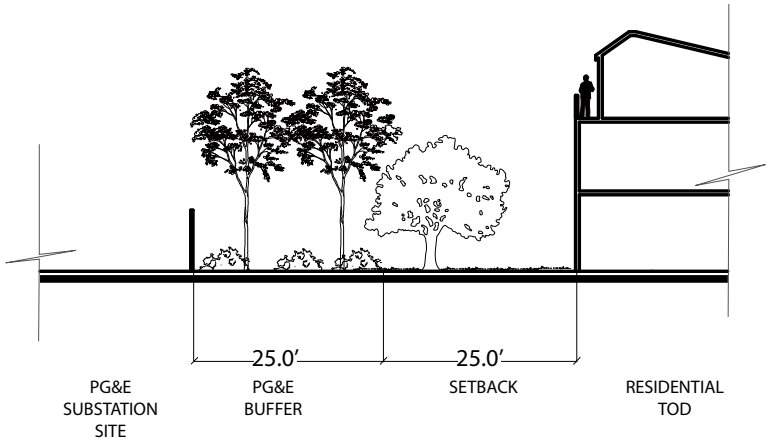
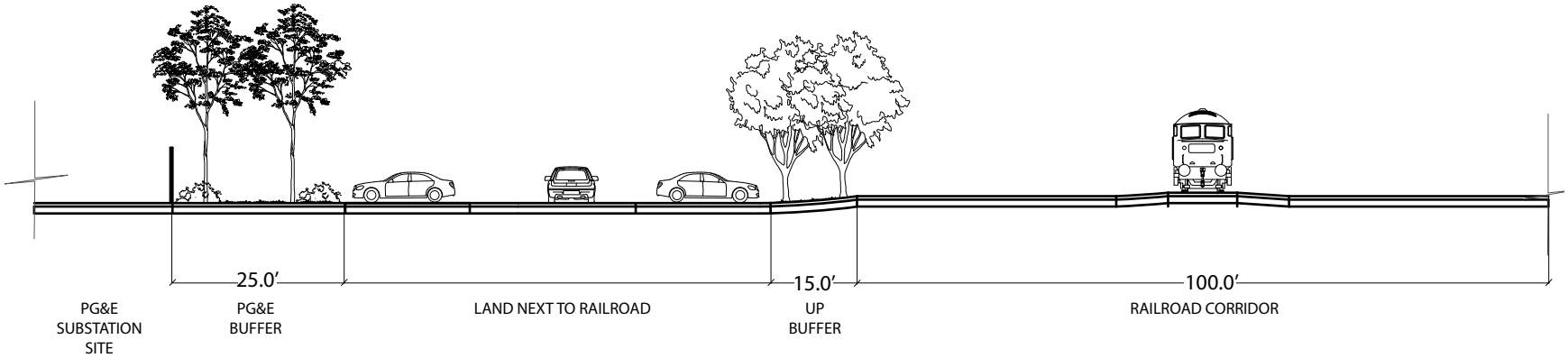


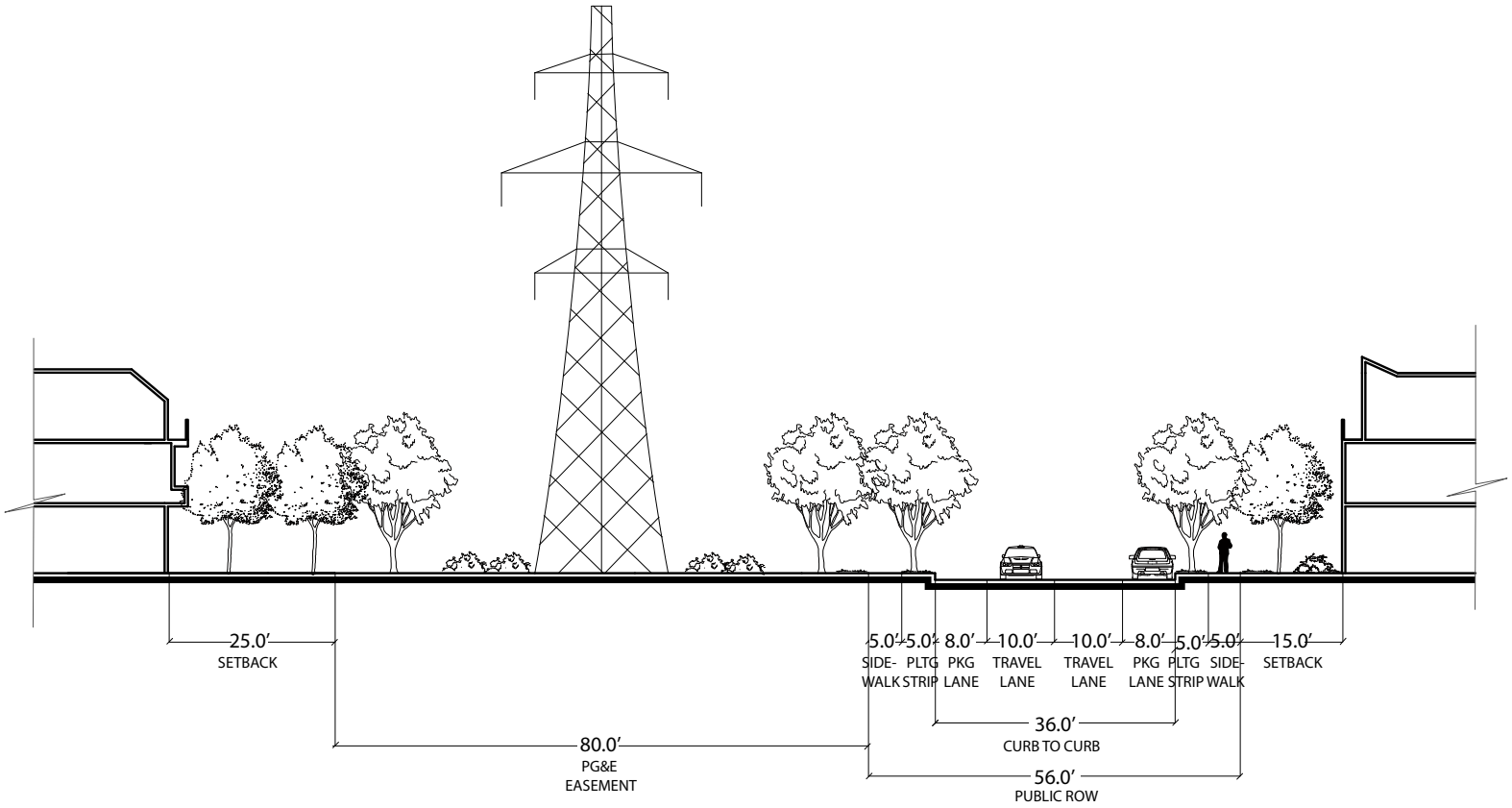
Figure 4-10 shows the narrow strip of land between the PG&E substation and the railroad right-of-way. Due to its limited width, it may not be feasible to locate buildings in this area. However it is a good location for parking. A fifteen-foot landscape buffer is required adjacent to the railroad right-of-way, with a double row of trees. The standard 25 foot landscaped buffer is required adjacent to the PG&E substation, to screen views of the substation from the freeway and from Hillcrest Station Area development.

Figure 4-10. Land between PG&E Substation and Railroad



Local streets may be located adjacent to the easements where PG&E electrical towers are located, as illustrated here in Figure 4-11 for the Transit Village Area. In these cases, the typical local street shall be located outside the PG&E easement area. Front yard setbacks for buildings should also be incorporated, approximately 15 feet deep. Buildings that back onto the PG&E easement should be set back at least 25 feet from the PG&E easement area. All of these setbacks and buffers are necessary to ensure adequate separation and landscape buffering between residential buildings and the PG&E towers.

Figure 4-11. Local Street next to PG&E Electrical Towers and Lines



4.4 STREET DESIGN

Streets define the character of the community; they are the public realm that everyone experiences on a daily basis. This section presents the street designs for the Hillcrest Station Area, showing the total public right-of-way required, street dimensions, sidewalks, street trees, landscaping, and the relationship of buildings to the street. The number of traffic lanes on all the streets has been designed to accommodate the ultimate buildout of the Hillcrest Station Area. All projects and subdivisions should be consistent with the specifications in this chapter. There is a need to modify the street designs to accommodate specific land uses or specific site constraints. Final decisions will be made during the development review process, at the earliest stage of master planning. However the basic components of the street sections shown in this chapter should not be compromised, specifically including: sidewalks, street trees, street landscaping, landscape buffers, and buildings lining the street.

Sections have been prepared to show all the different street design and landscape buffer conditions throughout the Hillcrest Station Area. Figure 4-12 shows the locations of all the street sections in this chapter. These street design sections are more specific than the City's street classifications, in that they address the overall design character of each street, define the building to street relationships, and specify the landscaping details. The dimensions of the proposed streets differ from standard City street dimensions in certain aspects, in order to achieve the unique pedestrian-oriented character in the Hillcrest Station Area. The building heights shown are consistent with the proposed building height policies. Residential buildings range in height from two to four stories; office buildings range in height from two to six stories; and commercial retail buildings are assumed to be one-story buildings 18-25 feet tall. Eight story buildings may be permitted in the Hillcrest Station Area with City Council approval; however no buildings of that height are shown in the street section drawings.

Street Design Policies

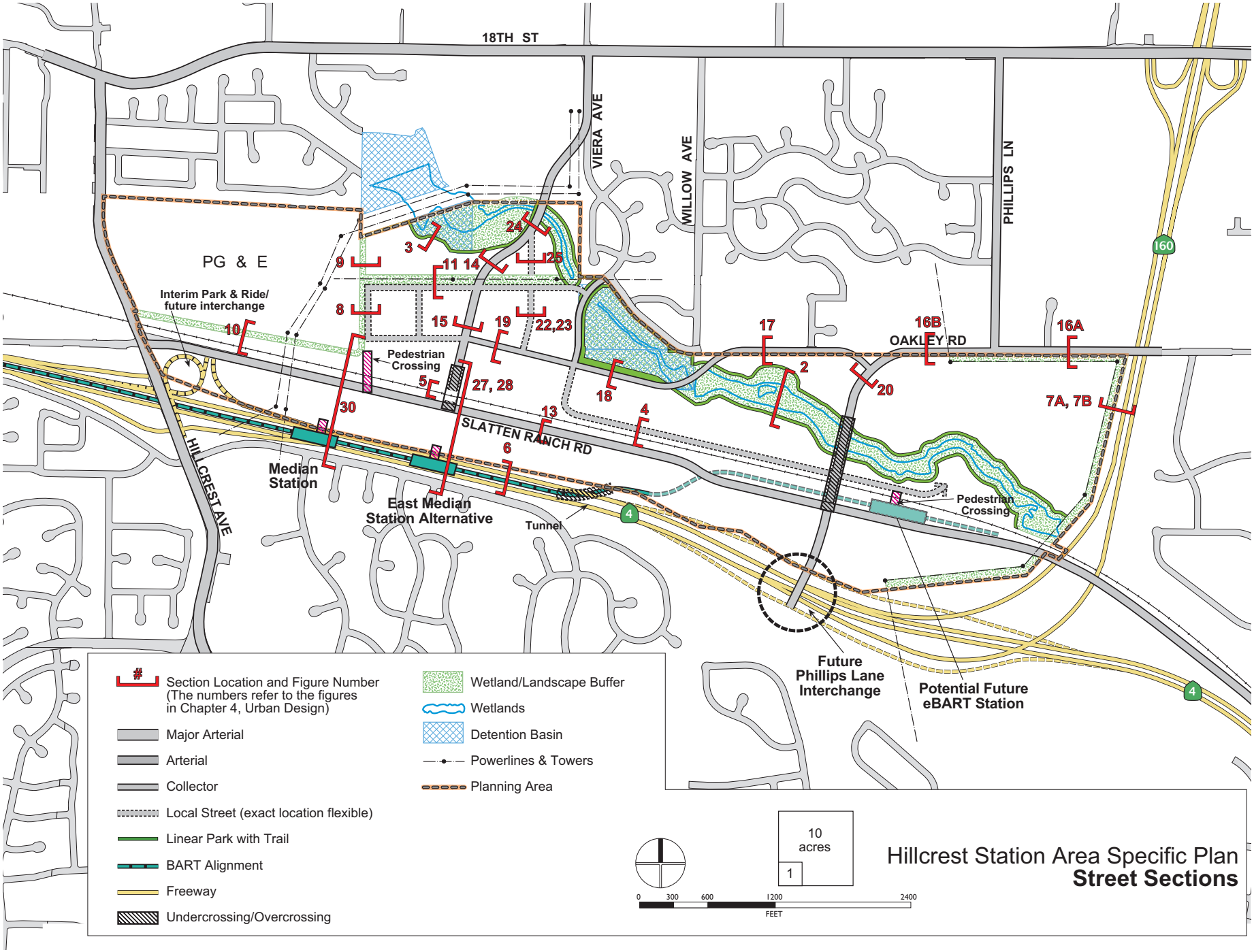
In addition to the circulation policies in Chapter 3, the following policies apply to street design within the Hillcrest Station Area:

UD-25 Design all streets in a manner consistent with the street section diagrams shown in this Chapter, Figures 4-13 through Figure 4-28.

- There may be the need to modify the street designs to accommodate specific land uses or specific site constraints. However the basic components of the street sections shown in this chapter should not be compromised, specifically including: sidewalks, street trees, street landscaping, landscape buffers, and buildings lining the street.
- Exact dimensions of travel lane widths, bicycle routes, sidewalks, medians, planter strips, street tree wells, and building setbacks shall be established as part of a project Master Plan application. See Chapter 7, Implementation, for Master Plan requirements.

UD-26 Locate streets adjacent to parks, pedestrian trails, and detention basins, in order to allow public access to and public views of these recreation and water areas. Avoid locating private rear yards along these public recreation and water areas; this precludes public access and views and can also pose security problems.

Figure 4-12: Street Section Key



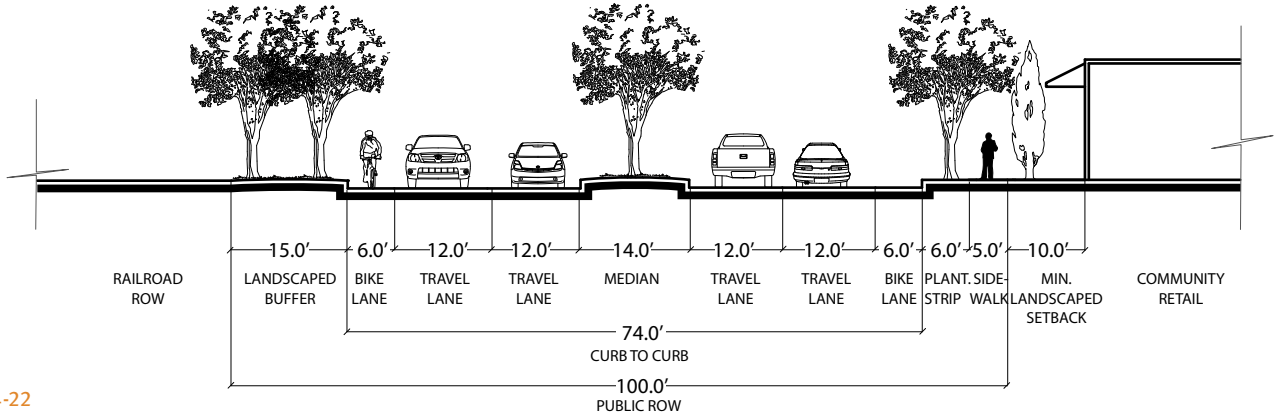
Arterials and Collector Streets

Slatten Ranch Road

Slatten Ranch Road is an arterial street that will connect from Hillcrest Avenue to SR 160, and then down to Laurel Avenue. Slatten Ranch will be a four-lane road through the Hillcrest Station Area, and it will narrow down to a two-lane road as it leaves the eastern edge of the project area and goes under State Route 160. It will function as a regional arterial to bring people to the eBART station and the Hillcrest Station Area. Key features include:

- Total right-of-way of approximately 100 feet
- Two travel lanes in each direction (four lanes total)
- A landscaped median in the middle of the street, with a continuous row of street trees, which becomes a left turn lane at intersections
- Bicycle lanes on each side of the street
- A minimum 15-foot wide landscape buffer adjacent to the railroad right-of-way
- Buildings that line the street on the southern side should have landscaped setbacks, and should include extensive front yard trees.

Figure 4-13. Slatten Ranch Road, adjacent to Community Retail



Viera Avenue (New)

Viera Avenue is a new offshoot of the existing Viera Avenue, and is therefore referred to as "Viera Avenue (New)". It is designed to be a north-south collector street through the Viera Avenue Sub-Area, and to limit through-traffic in existing neighborhoods. Viera Avenue (New) will have an over-crossing or under-crossing across the railroad right-of-way, connecting to Slatten Ranch Road. It functions as a major north-south pedestrian and bicycle circulation spine for the transit area, and provides a connection to the eBART parking lot.

Figure 4-14 shows a typical segment of Viera Avenue (New). Key features include:

- Total right-of-way of approximately 60 feet
- Two travel lanes in each direction between Slatten Ranch Road and Oakley Road, and one lane each direction north of Oakley Road
- Bicycle lanes on each side of the street, to connect to the bike lanes on Slatten Ranch Road
- Wide sidewalks with street trees in street wells. The sidewalks should be at least 10 to 12 feet wide since this is a major pedestrian spine of the area.
- Landscaped setbacks between buildings and the sidewalk, which include a continuous row of front yard trees. This allows the residential units on upper floors to have a landscape buffer from the street traffic.
- Ground floor uses may be either residential or commercial.

Figure 4-15 shows the segment of Viera Avenue (New) that extends from the PG&E east/west easement to the railroad line. It includes turn lanes to accommodate turning movements.

Figure 4-14. Viera Avenue (New)

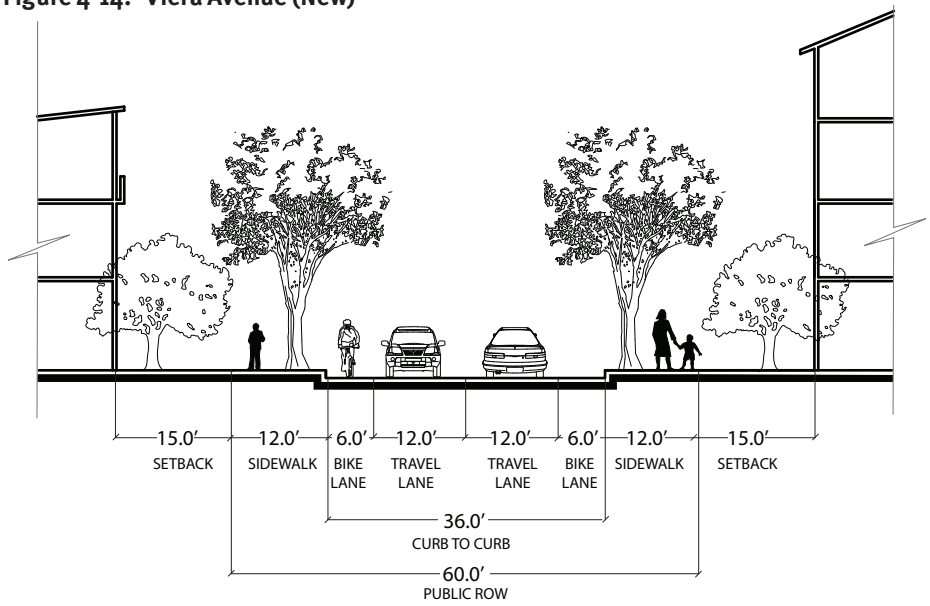
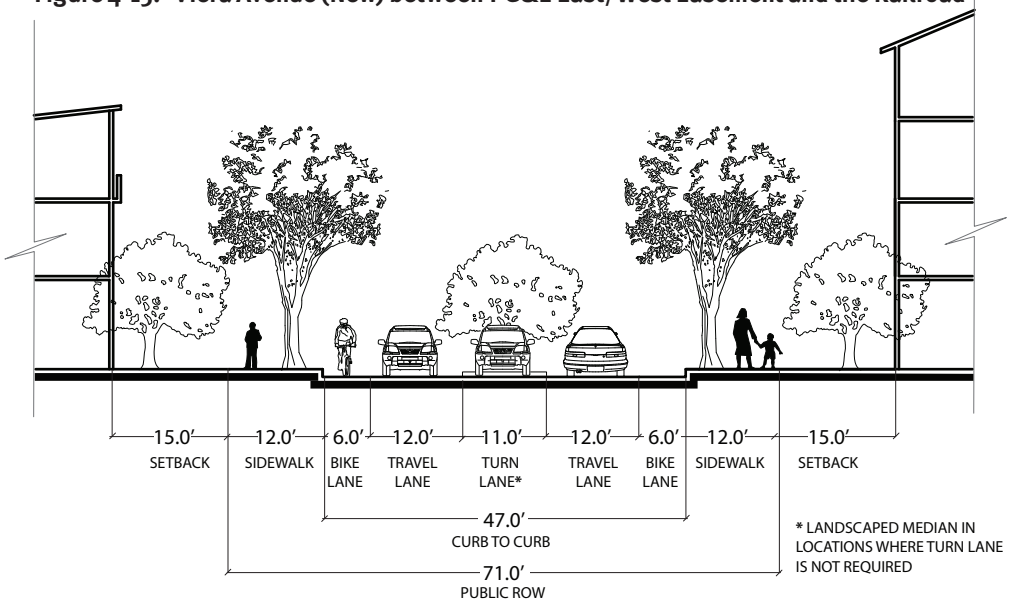


Figure 4-15. Viera Avenue (New) between PG&E East/West Easement and the Railroad



Oakley Road

Oakley Road is an arterial that crosses over SR 160 and continues to Phillips Lane. At that point Oakley Road becomes a collector from Phillips Lane to Viera Avenue (New). In the Transit Village Area, Oakley Road becomes a pedestrian-oriented retail street within the pedestrian center. Key features of each segment of Oakley Road are described below.

Oakley Road near Phillips Lane

- Total right-of-way of approximately 84 feet
- Two travel lanes in each direction
- Landscaped median with a continuous row of street trees, that changes to a left-turn lane at intersections
- Planter strip along both sides of the street with a continuous row of street trees
- Sidewalks adjacent to the planter strip
- Landscaped front yard setbacks approximately 25 feet deep, consistent with the required setbacks across the street on Oakley Road and the need to buffer development from the PG&E electrical towers and lines.
- In the Plan, the PG&E Easement is re-routed along the edge of Oakley Road, and then along the edge of the freeway, to relocate the overhead towers and lines that currently go right through the middle of the Town Center Area. Figure 4-16A shows this condition. If the PG&E lines are not relocated, and remain in their current north-south alignment, then the street would be designed as shown in Figure 4-16B.

Figure 4-16A. Oakley Road Near Phillips Lane with Relocated Electrical Lines

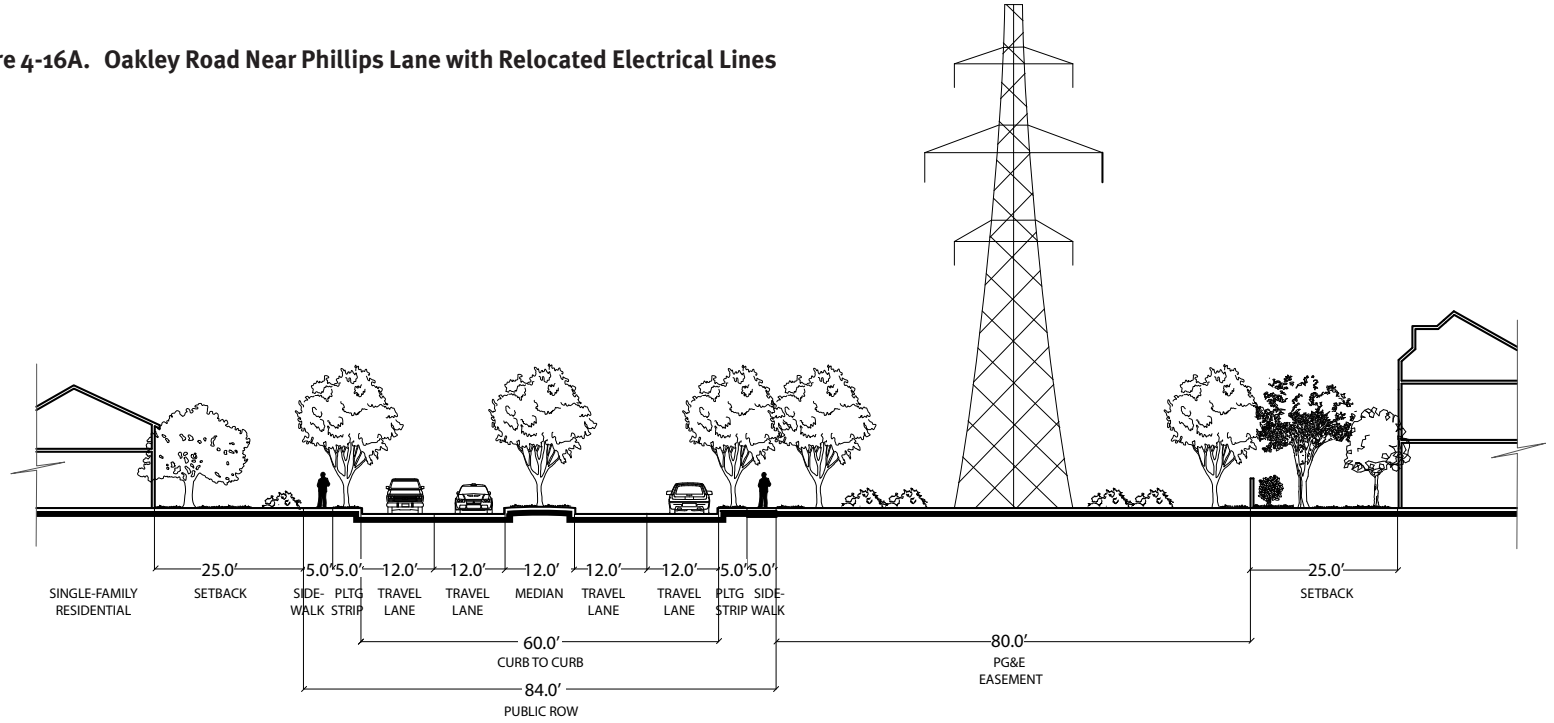
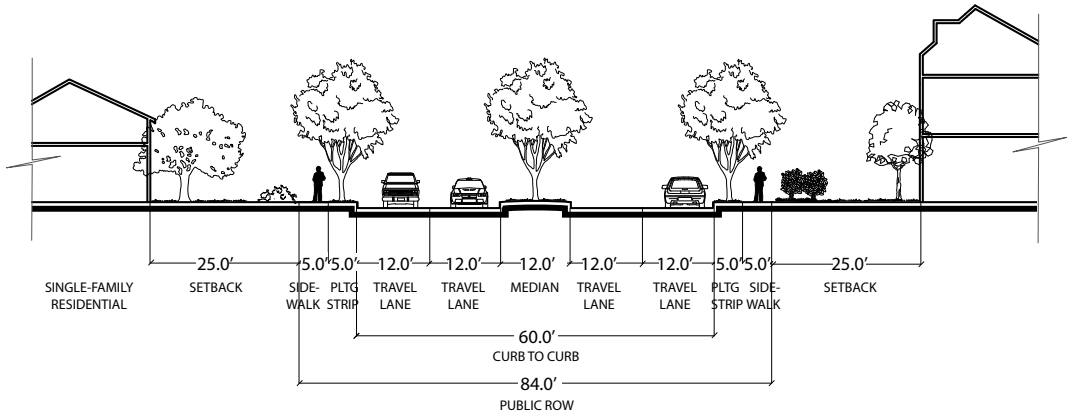


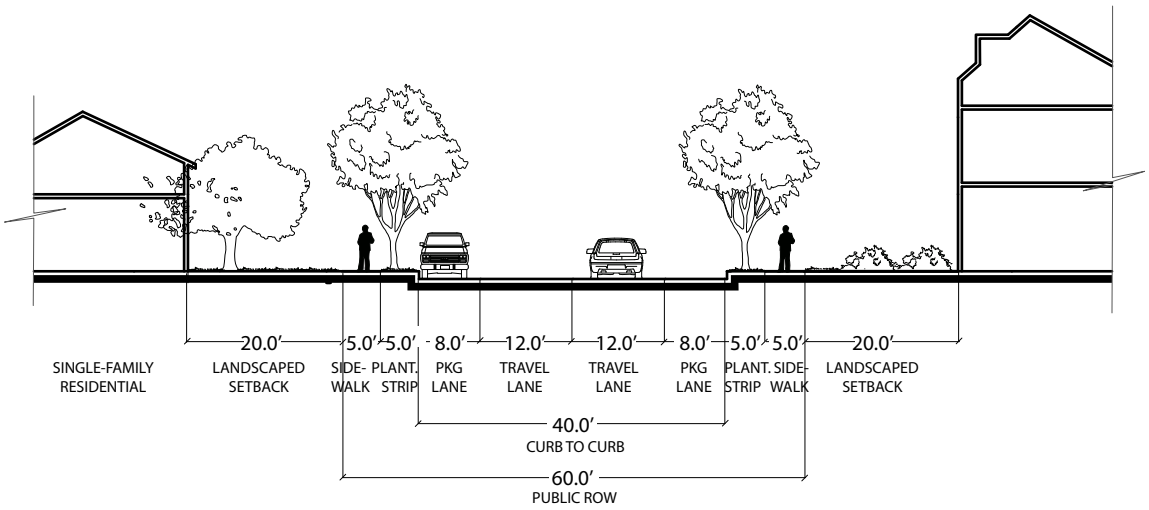
Figure 4-16B. Oakley Road Near Phillips Lane – Alternative without Electrical Lines



Oakley Road between Phillips Lane and Willow Avenue

- Total right-of-way of approximately 60 feet
- One travel lane in each direction
- Planter strip along both sides of the street with a continuous row of street trees
- Sidewalks adjacent to the planter strip
- Landscaped front yard setbacks, approximately 20 to 25 feet deep, consistent with the required setbacks across the street on Oakley Road

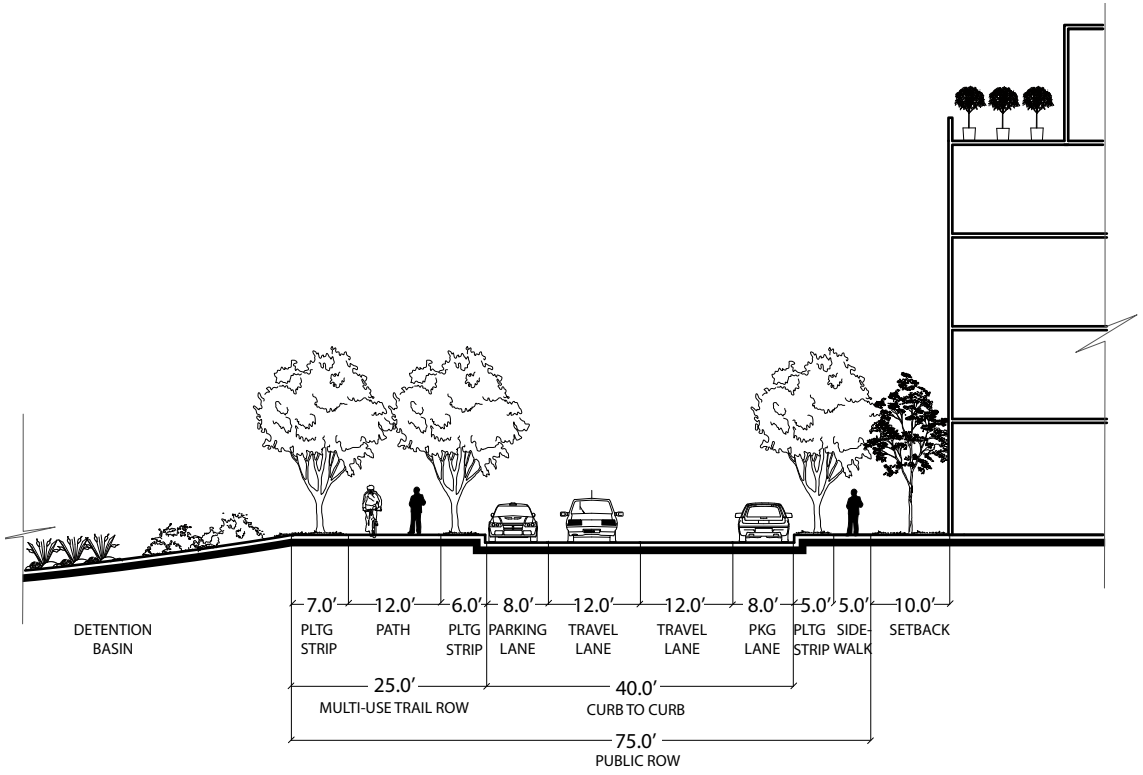
Figure 4-17. Oakley Road between Phillips Lane and Willow Avenue



Oakley Road between Viera Avenue (New) and Willow Road, adjacent to the Detention Basin

- Total right-of-way of approximately 75 feet
- One travel lane in each direction
- Parallel parking aisles on both sides of the street
- Planter strip along both sides of the street with a continuous row of street trees
- Sidewalks adjacent to the planter strip on the south side. On the north side, the multi-use path may act as the sole pedestrian way.
- Landscaped front yard setbacks for employment uses, which will look out over the detention basins
- The Pedestrian Trail along East Antioch Creek runs along the detention basin at this point. The trail includes an 8 to 12 foot multi-use path for pedestrians and bicycles (some of which may be unpaved), with a continuous row of trees in landscaping on each side. The total right-of-way for the Pedestrian Trail is a minimum of 25 feet wide.

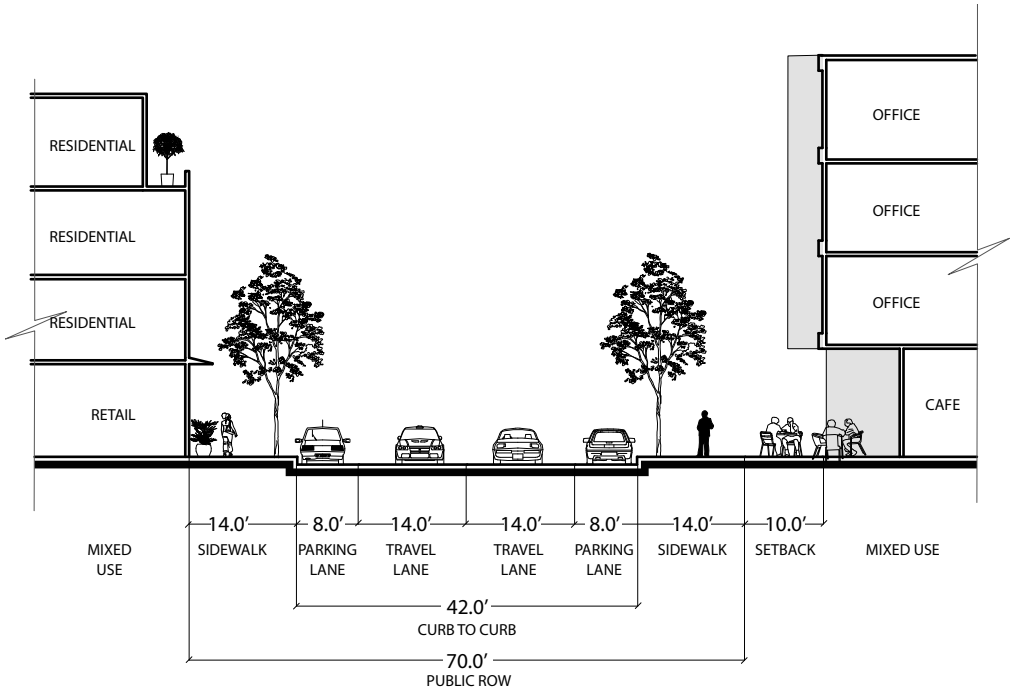
Figure 4-18. Oakley Road between Viera Avenue (New) and Willow Avenue, adjacent to the Detention Basin



Oakley Road in the Pedestrian Center

- Pedestrian-oriented shopping street
- Total right-of-way of approximately 70 feet
- One travel lane in each direction
- Parallel parking aisles on both sides of the street
- Wide sidewalks, at least 10 to 12 feet wide, to allow adequate room for pedestrians to window shop and stroll on this pedestrian-oriented street
- Continuous row of street trees in tree wells, in the sidewalk
- Buildings line the street, and are built at or close to the property line.
- Buildings may be set back up to 10 feet to accommodate arcades, outdoor eating areas, and building entrance plazas.
- Bay windows, balconies, and other similar projections may project into the public right-of-way, projecting over the sidewalk.
- Awnings, overhangs, pedestrian signs perpendicular to the building, and other similar projections may project into the public right-of-way, projecting over the sidewalk

Figure 4-19. Oakley Road in the Pedestrian Center

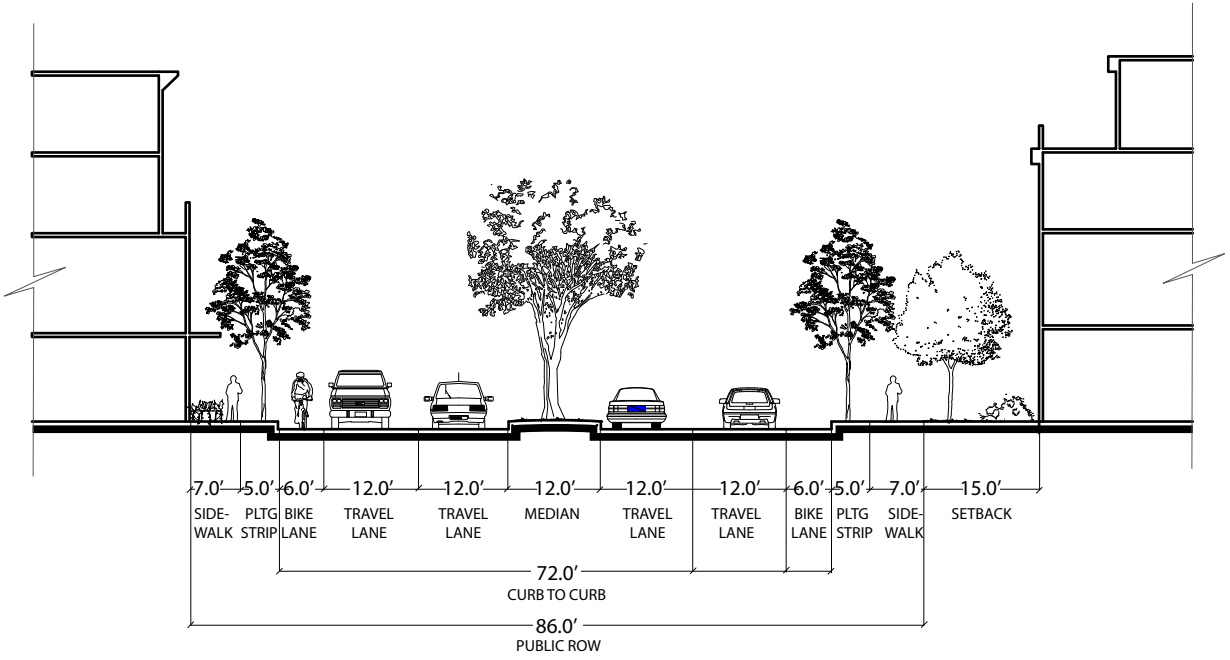


Phillips Lane

Phillips Lane is a four-lane arterial, connecting to a potential future Phillips Lane Interchange on SR 4. Phillips Lane will connect to Slatten Ranch Road with an over-crossing over the railroad right-of-way. Figure 4-20 below shows a section of Phillips Lane. Key features of Phillips Lane are as follows:

- Total right-of-way of approximately 86 feet
- Two travel lanes in each direction
- Landscaped median with a continuous row of street trees, that changes to a left-turn lane at intersections
- Planter strip along both sides of the street with a continuous row of street trees
- Sidewalks adjacent to the planter strip
- Where residential uses are located on the ground floor, landscaped front yard setbacks of approximately 10 to 15 feet are required in order to buffer residential units from traffic and provide privacy.
- Where commercial uses are located on the ground floor, they may have a landscaped setback, up to approximately 15 feet.

Figure 4-20. Phillips Lane



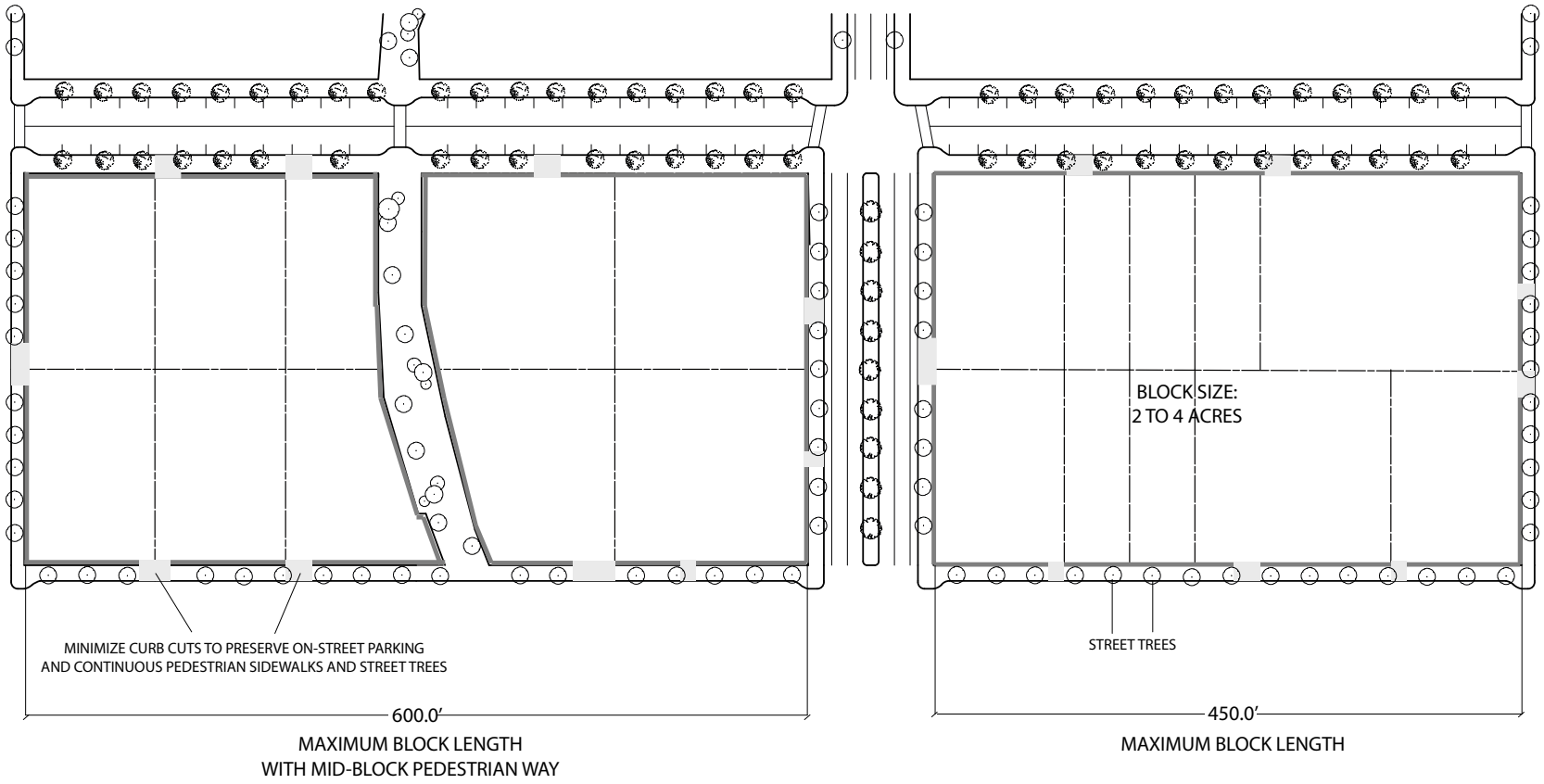
Local Streets and Block Size

Block Sizes and Dimensions

A connected network of pedestrian-oriented streets designed for slow traffic speeds is one of the most important elements of the Hillcrest Station Area Specific Plan. A connected street grid allows people to walk and bicycle in short, direct routes to stores, restaurants, services, parks, and employment. Streets are designed to be attractive, inviting, and comfortable, with street trees, attractive landscaping, and buildings lining the street.

Local street locations are not established in fixed locations; they will be determined as part of development proposals and project review. However the Specific Plan establishes maximum block size and dimensions, in order to ensure that there is an adequate network of local streets, with direct routes to pedestrian centers. These are described in the circulation policies, and illustrated in Figure 4-21: Block Size Diagram. The maximum block dimension is approximately 450 feet (on the longest side), and block sizes should be between two and four acres. Blocks may be up to 600 feet long (on the longest side), if a mid-block pedestrian connection through the block is provided.

Figure 4-21. Block Size Diagram



Local Street Design

Within the Hillcrest Station Area, local streets will be located in residential, office, or mixed-use areas. Local streets should be designed for slow traffic speeds and comfortable pedestrian circulation. Local streets are two-lane streets; parking is included on both sides to provide guest parking for residential and employment uses. Planter strips with a continuous row of street trees will be located on all local streets, along with a pedestrian sidewalk adjacent to the planter strip, detached from the curb. A landscaped front yard (approximately 15 feet deep) with trees is specified, in order to provide privacy for ground floor residences and offices, and to create an attractive landscaped character for the neighborhoods within the Hillcrest Station Area. Figures 4-22 and 4-23 show the local street sections. The street dimensions are the same in both sections; building heights are varied to show the different building types that are likely for different land use designations. Key features of local streets are as follows:

- Total right-of-way of 56 feet
- One travel lane in each direction
- Parallel parking aisles on both sides of the street
- Planter strip along both sides of the street with a continuous row of street trees
- Sidewalks adjacent to the planter strip
- Landscaped front yard setbacks are required in order to provide privacy and an attractive landscaped character for both residential and office uses. They should be approximately 15 feet deep, with variations appropriate to the specific project and location.

Figure 4-22. Typical Local Street with Buildings 3 to 4 Stories

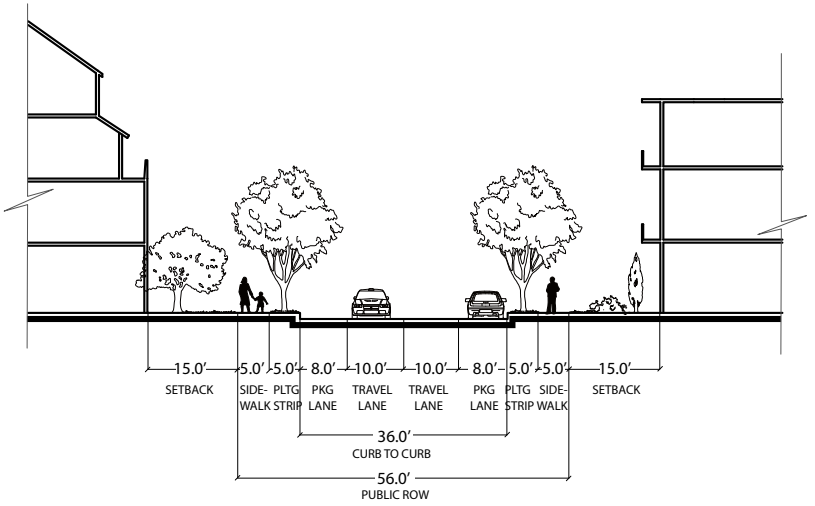
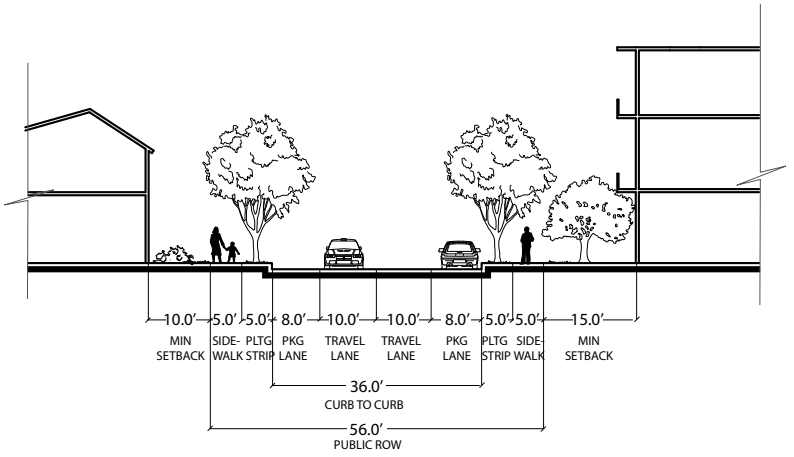


Figure 4-23. Typical Local Street with Buildings 2 to 3 Stories

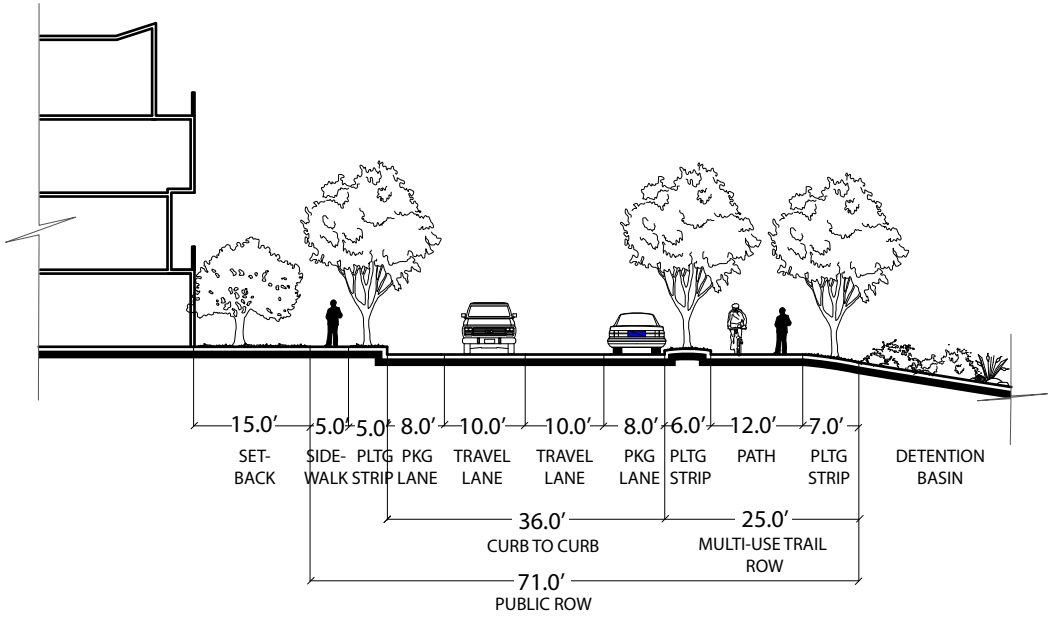


Streets next to Parks, Detention Basins, and Trails

There are several locations where conditions warrant special street design considerations. Special conditions include local streets next to pedestrian trails, detention basins, and parks. These are illustrated and described in the sections below. Local streets should be located adjacent to parks, pedestrian trails, and detention basins, in order to allow public access to and public views of these recreation and water areas. Do not locate private rear yards along these public recreation and water areas; this precludes public access, limits public views, and can also raise security issues.

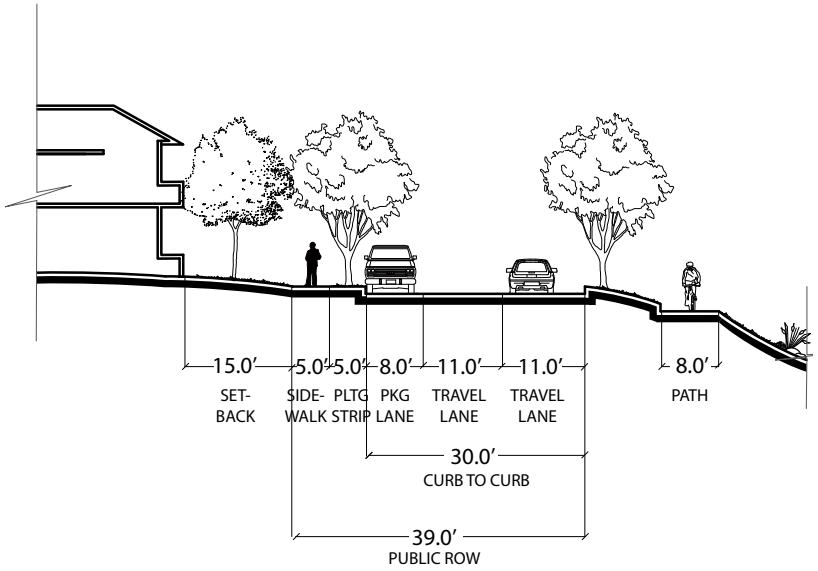
Where a street is next to a pedestrian trail, the street should be designed as shown in Section 4-24. The 25 foot wide pedestrian trail area is immediately adjacent to the street. A multi-use trail is included, which needs to be 8 to 12 feet to serve bicyclists, joggers, and pedestrians. Some portion of the multi-use trail may be better left unpaved to serve joggers and promote stormwater infiltration. Landscape areas with trees should be located on both sides of the trail to provide shade and create an distinctive and identifiable image for the trail.

Figure 4-24. Viera Avenue (New) next to Pedestrian Trail and Detention Basin (north of Oakley Road)



In some areas, local streets will be located immediately adjacent to a pocket park or a detention basin as shown in Figure 4-25. In those cases, the standard street and sidewalk dimensions may be applied, but it may not be necessary to include a parking aisle on the side of the street where the park or detention basin is located.

Figure 4-25. Local Street next to Park or Detention Basin



4.5 PEDESTRIAN AND BICYCLE ROUTES TO eBART

One of the most important components of the Hillcrest Area Specific Plan is to create safe, attractive pedestrian connections from the eBART station to the pedestrian center and to the employment and residential buildings in the Transit Village Area. This will enable residents and workers to walk or bicycle to the eBART station. There is a significant distance from the eBART station to the developable areas of the site. There are also many elevation changes; pedestrians have to cross up and over SR 4, cross over Slatten Ranch Road, and cross over or under the 100-foot wide railroad right-of-way. It is critical to make this route as direct, safe, and comfortable as possible.

Figures 4-26 and 4-29 on the following pages illustrate the pedestrian and bicycle routes for two station locations in plan view, showing the entire context of Slatten Ranch Road, Viera Avenue, Oakley Road, and the eBART parking lot. The red dashed line shows the pedestrian and bicycle route from the eBART station to the pedestrian center on Oakley Road and beyond into the Transit Village Area. Figures 4-27, 4-28, and 4-30 illustrate the pedestrian and bicycle routes to the eBART stations in section views.

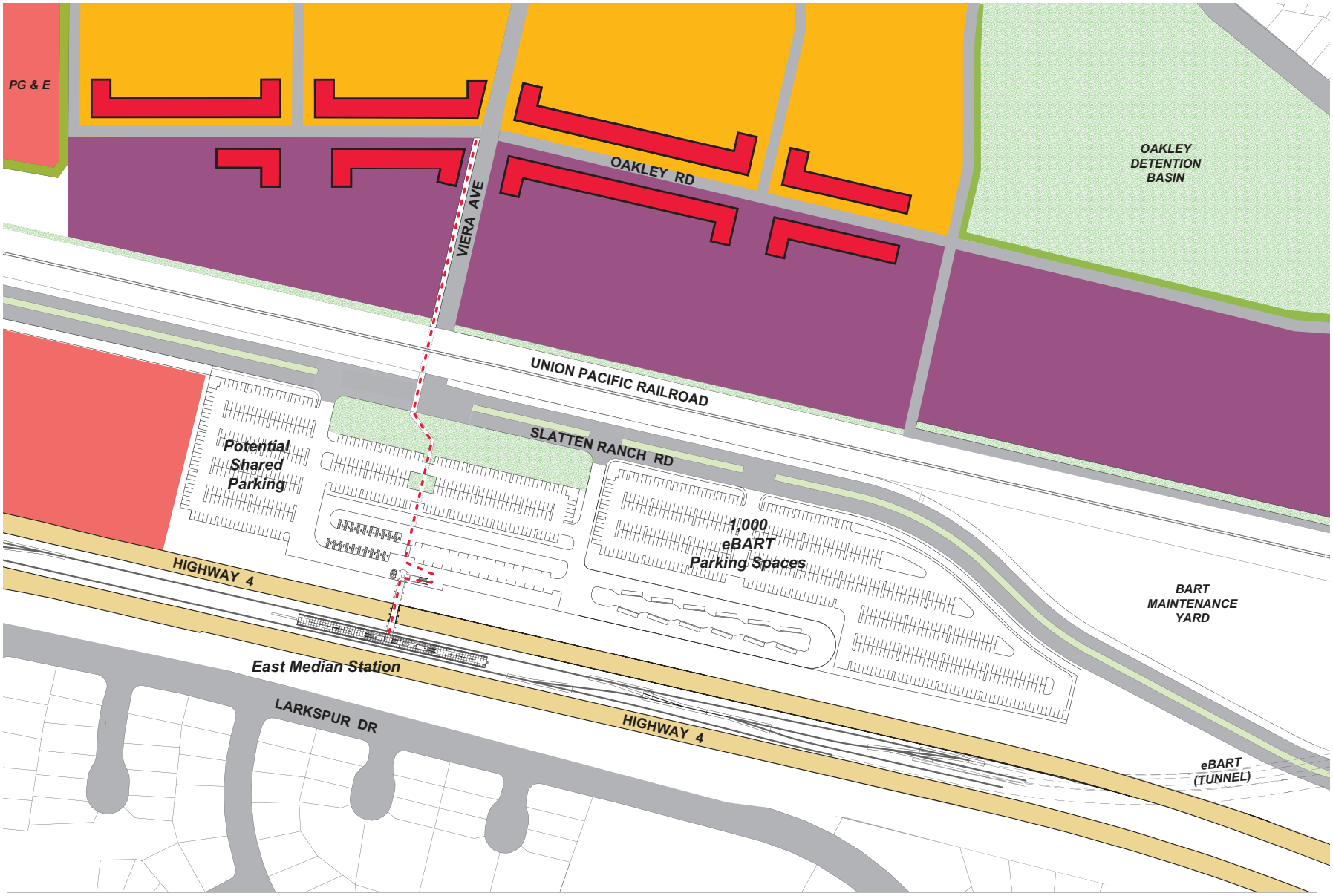
City Preferred Location: East Median Station

In the East Median Station option, there is a direct pedestrian and bicycle route from the eBART station to the pedestrian center at Viera Avenue and Oakley Road. The route is directly aligned with Viera Avenue (New). This is one of the major advantages of the East Median Station location. The rail line crossing is shown in Figure 4-27 as an under-crossing, though it could also be designed as an overcrossing. The Viera Avenue (New) intersection with Slatten Ranch Road is at a low elevation in order for the two streets to function as a T-intersection, and preserve developable land between the railroad line and the freeway.

To get to the Transit Village, passengers exit the eBART train, and walk up and over a bridge over the SR 4 freeway. They then walk out onto the eBART plaza, and walk straight on a pedestrian pathway that crosses the eBART parking lot. The parking lot grades are established such that pedestrians then walk directly onto a bridge over Slatten Ranch Road. The bridge connects seamlessly onto the walkway under the railroad right-of-way. The walkway then ramps back up and becomes the sidewalk along Viera Avenue. The walking distance is approximately 1,200 feet from the station to the Oakley Road/Viera Avenue intersection. The total walking time is approximately five minutes.

The design of the Viera Avenue under-crossing, the Slatten Ranch Road/Viera Avenue intersection, and the pedestrian bridge will need further study to evaluate optimum layouts and to minimize costs and storm drainage requirements.

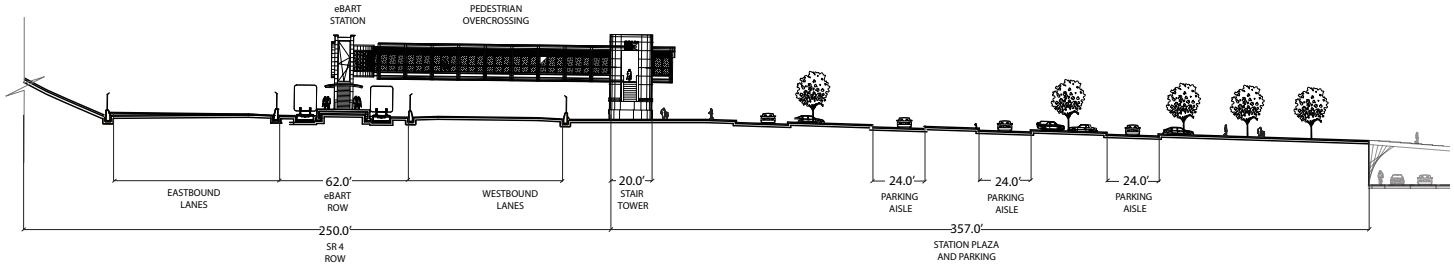
Figure 4-26: Pedestrian and Bicycle Route to eBART: East Median Station



Walking Distance to Oakley Rd: 1,200 Feet

Figure 4-27, East Median Station, shows the pedestrian/bicycle connection from the eBART East Median Station to the Transit Village pedestrian center. A pedestrian walking from the eBART station would cross the freeway on an overhead pedestrian bridge and then walk approximately 350 feet across the eBART parking lot. Next they would cross on a pedestrian/bicycle bridge over Slatten Ranch Road and under the railroad, and then walk up a ramp and be near the heart of the pedestrian center at Oakley Road and Viera Avenue (New). The total walking distance is 1200 feet, and the total walking time is 5 minutes.

Figure 4-27. East Median Station: Pedestrian/Bicycle Connection to eBART



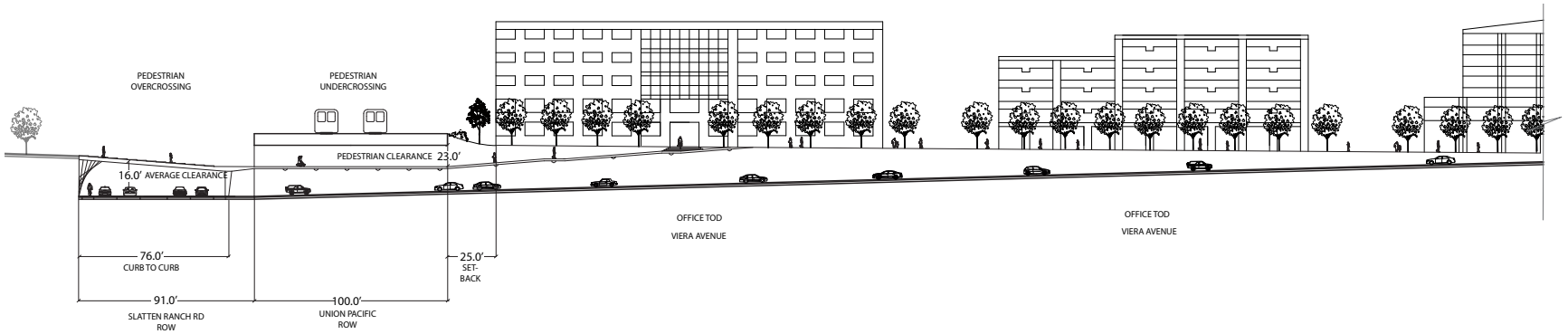

PEDESTRIAN OVERCROSSING
PEDESTRIAN UNDERCROSSING
PEDESTRIAN CLEARANCE 23.0'
16.0' AVERAGE CLEARANCE
OFFICE TOD
VIERA AVENUE
OFFICE TOD
VIERA AVENUE
76.0'
CURB TO CURB
25.0'
SET-
BACK
91.0'
SLATTEN RANCH RD
ROW
100.0'
UNION PACIFIC
ROW

Figure 4-28 shows a detailed view of the pedestrian bridge over Slatten Ranch Road, and the straight connection to a pedestrian/bicycle walkway under the railroad. With the proposed undercrossing, there is an opportunity to make a straight direct connection from the eBART station to the Transit Village without extensive stairs, switch-back ramps, or elevators.

Figure 4-28. East Median Station: Pedestrian/Bicycle Connection Detail

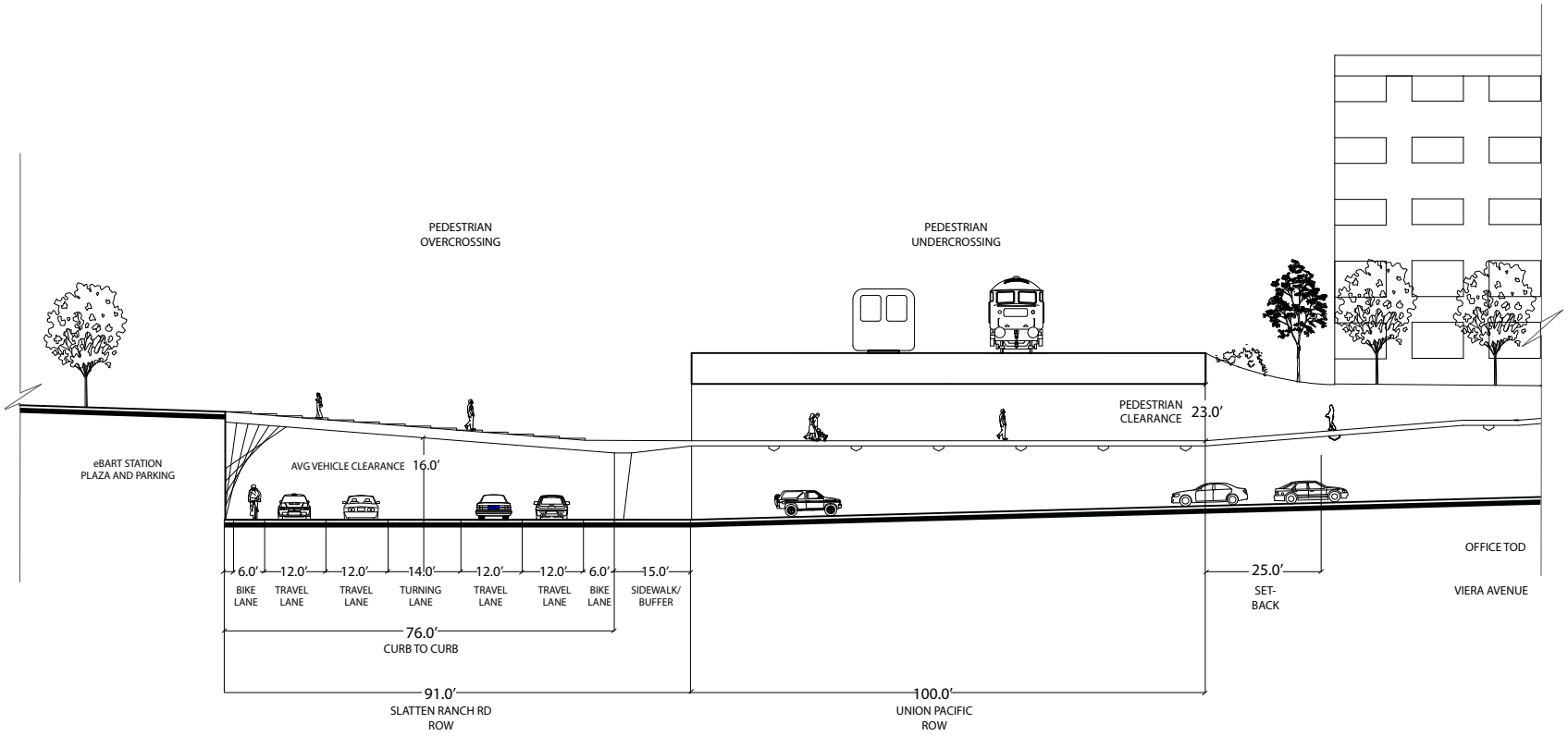
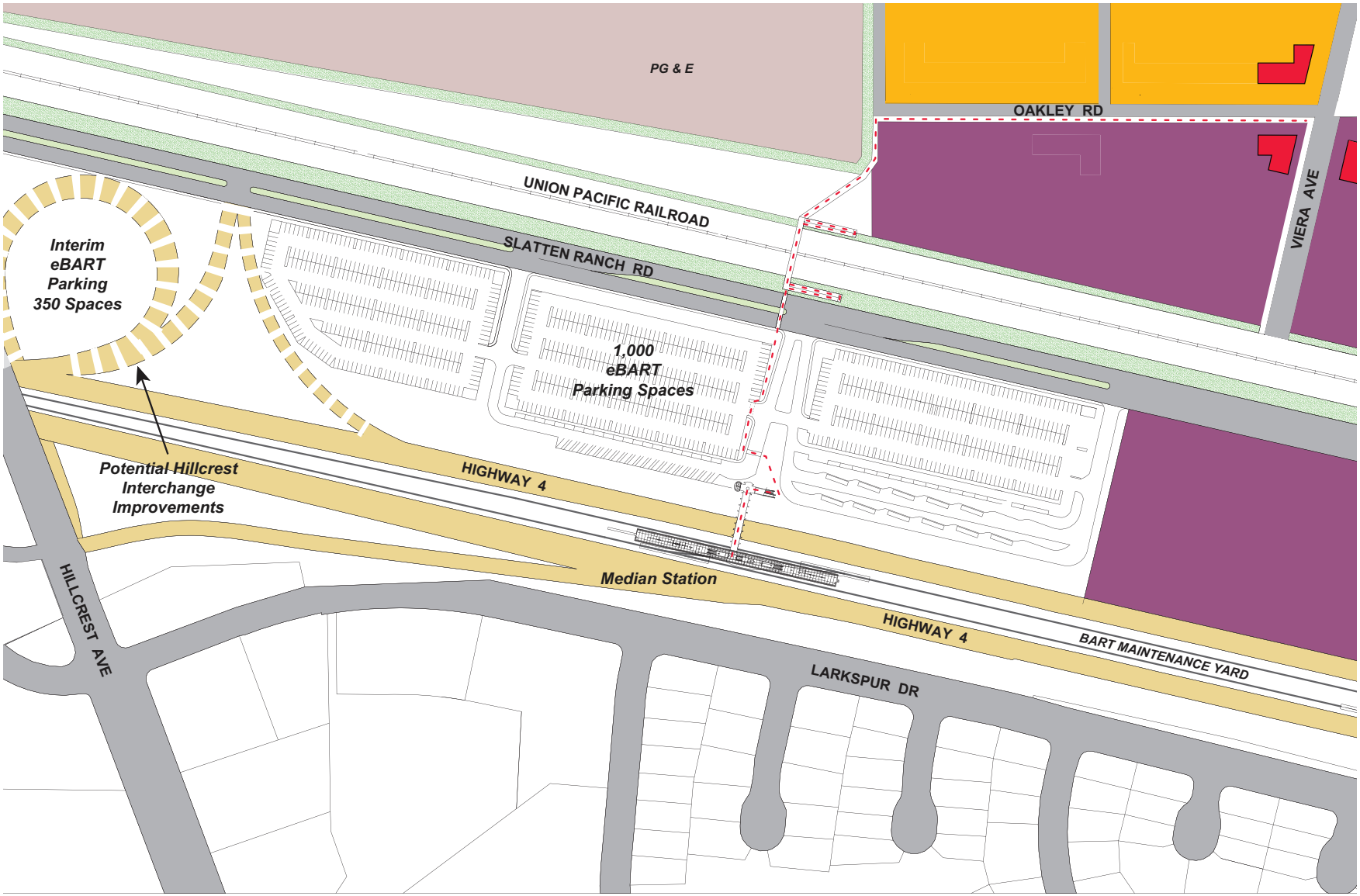


Figure 4-29: Pedestrian and Bicycle Route to eBART: Median Station



Median Station

If the eBART station is located as BART has proposed, the pedestrian connection to the eBART Station would occur towards the western edge of the site, opposite the PG&E substation. Pedestrians will need to walk west on Oakley Road to the end, and then onto a pedestrian path that heads south. Then they cross the railroad right-of-way via an overhead pedestrian bridge, which can be designed with either elevators or a long switch-back ramp. Once over the railroad right-of-way, pedestrians then cross Slatten Ranch Road at a grade-level crossing, which would need to have pedestrian-activated signals. Then they can walk along a sidewalk through the eBART parking lot, and cross the street into the eBART entrance plaza. Finally, pedestrians would need to go up an escalator or elevator and walk over the freeway and then back down to the eBART platform. The walking distance is approximately 2,400 feet from the station to the Oakley Road/Viera Avenue intersection. The total walking time is approximately 10 minutes, plus any waiting time at signals and elevators. Figure 4-29 shows the pedestrian/bicycle route in plan view, and Figure 4-30 shows it in section view.

Pedestrians can also walk to the eBART station on Viera Avenue, and then turn right onto Slatten Ranch Road. The design of the Viera Avenue under-crossing would be the same as for the East Median Station. The sidewalk goes under the railroad right-of-way on Viera Avenue. Then it connects into the sidewalks on Slatten Ranch Road, with ramps to bridge the elevation changes.

Figure 4-30. Median Station: Pedestrian/Bicycle Connection to eBART

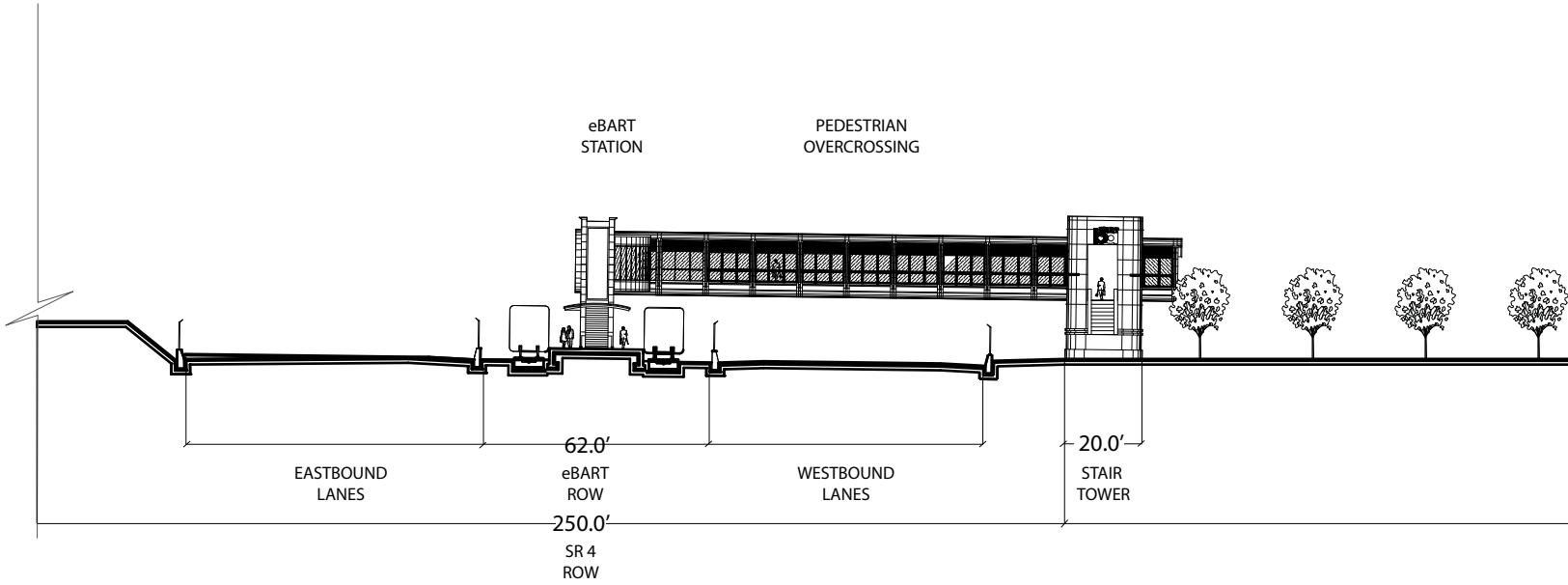
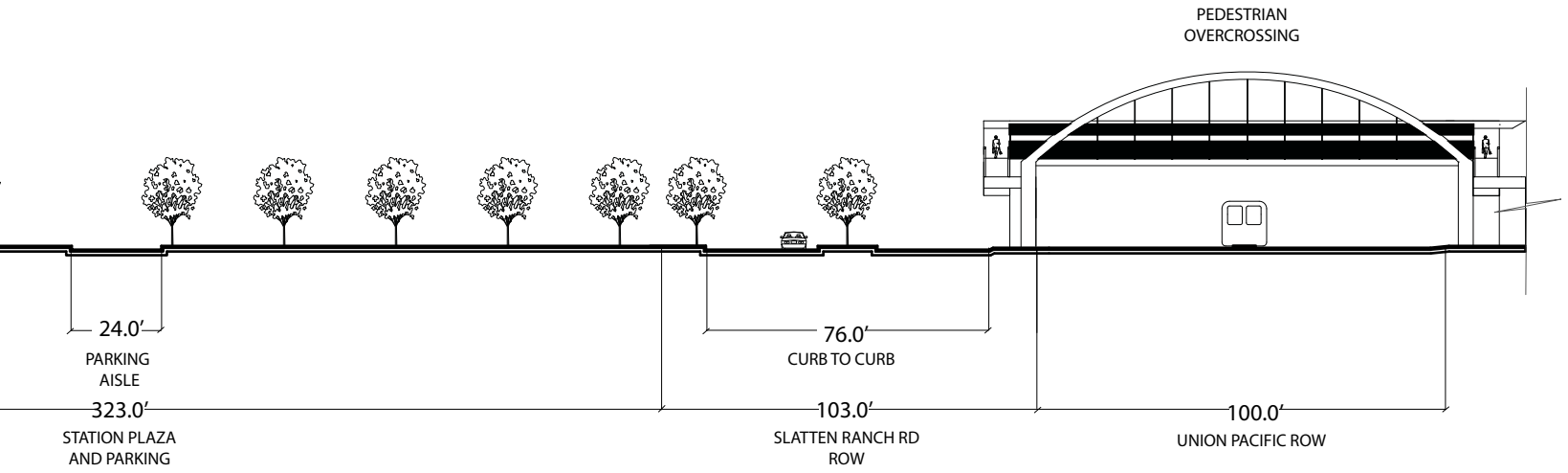


Figure 4-30, Median Station, shows the pedestrian/bicycle connection from the eBART Station to the Transit Village pedestrian center. A pedestrian walking from the eBART station would cross the freeway on an overhead pedestrian bridge and then walk approximately 325 feet across the eBART parking lot. Next they would cross Slatten Ranch Road at grade, and then walk up and over a pedestrian/bicycle bridge over the railroad right-of-way. Then they would walk up down Oakley Avenue two blocks to the pedestrian center at Viera Avenue (New) and Oakley Road. The total walking distance is 2,400 feet, and the total walking time is approximately 10 minutes, plus any waiting time at signals and elevators.



Pedestrian and Bicycle Routes To eBART Policies

UD-27 Create pedestrian and bicycle routes from the pedestrian centers of the Transit Village and Town Center to the eBART station(s) that are direct, safe, attractive and well-lit. Minimize the travel time and travel distance, and minimize the number of road crossings and the elevation changes such as tunnels, bridges, and ramps.

UD-28 Incorporate bicycle and pedestrian facilities into the design of the railroad crossing at Viera Avenue and the design of Slatten Ranch Road, to create a comfortable and attractive pedestrian and bicycle route to eBART. If the railroad crossing is an undercrossing, minimize the width of the tunnel and maximize the daylight to the pedestrian/bicycle route.

UD-29 If the East Median station location is selected for the eBART station, create a good quality pedestrian/bicycle connection from the Transit Village pedestrian center to the eBART station entrance.

- Design the Viera Avenue undercrossing/overcrossing to provide a reasonably straight pedestrian/bicycle connection to the eBART station entrance.
- Incorporate a pedestrian path from the eBART station entrance to the Viera Avenue undercrossing (or overcrossing).
- Provide a signalized pedestrian/bicycle crossing at Slatten Ranch Road, or a pedestrian/bicycle bridge.
- The pedestrian and bicycle routes should be generally be consistent with the diagram shown in Figure 4-26, Pedestrian and Bicycle Route to eBART: East Median Station.
- Conduct further studies to optimize the design of the Viera Avenue under-crossing, the Slatten Ranch Road/Viera Avenue intersection, and the pedestrian connections, in order to achieve good quality connections, and at the same time minimize costs and storm drainage pumping facilities.

UD-30 If the Median Station location is selected for the eBART station, create a good quality pedestrian/bicycle connection from the Transit Village pedestrian center to the eBART station entrance.

- Build a pedestrian/bicycle crossing over the railroad line, in a location that is generally in a straight line with the eBART station entrance.
- Incorporate a pedestrian path from the eBART station entrance to the railroad crossing.
- Provide a signalized pedestrian/bicycle crossing at Slatten Ranch Road.
- The pedestrian and bicycle routes should be generally be consistent with the diagram shown in Figure 4-29, Pedestrian and Bicycle Route to eBART: Median Station.

Redwood City, CA

Railroad Crossing: Incorporate a pedestrian/bicycle path into the design of the railroad crossing at Viera Avenue. If the railroad crossing is an undercrossing, maximize the openness and daylight to the pedestrian bicycle route.

4.6 PARKING AND BUILDINGS: RELATIONSHIPS TO THE STREET

Parking Location and Design

Parking location and access must be carefully planned so that parking lots and structures do not detract from the pedestrian character of streets, and so that parking access does not interfere with pedestrian access and safety. In the transit village and pedestrian center areas, the provisions described below are essential in order to achieve a comfortable and attractive pedestrian environment. These provisions should also apply to the maximum extent feasible in other areas of the Hillcrest Station Area.

Parking Location

Parking should be located to the rear or side of buildings, or underground, to the maximum extent feasible. In the pedestrian centers, the Residential TOD area, and the Office TOD areas, surface parking should not be located between the street and building entrances. Where surface parking lots are constructed, they should be heavily landscaped with trees and plantings, in order to be an attractive part of the Hillcrest Station Area.

Parking Garage Design and Ground Floor Uses

A lively attractive pedestrian center needs engaging street frontages. Blank, inactive walls and parking structure perimeters are detrimental to a continuous and lively street environment. Where parking garages are located along a street or sidewalks in pedestrian retail areas, at least 70% of the ground floor frontage facing onto a street should be stores or offices. Garages should be designed such that the elevations are attractive. They should be designed like a building façade with punched openings similar to window openings, cornice or other details at the top of the building, and should conceal any sloping floors.

Curb Cuts and Garage Entrances

In order to promote continuous and safe pedestrian access, curb cuts should be limited to a maximum of one curb cut per lot on each street frontage. The width of parking garage entrances should be minimized, and the parking access point set back from the curb so that cars can pull up to the entry gate or ticket machine without blocking the sidewalk. In addition, parking garage entrances should be designed with quality materials surrounding the opening, so they have an attractive appearance that contributes to the pedestrian street environment.

These curb cut and garage provisions are essential in the pedestrian centers. Each curb cut creates a break in the continuity of buildings and storefronts, and a place where cars cross the pedestrian sidewalk. Continuous, unbroken street frontages with active ground floor uses, however, link the many destinations together, creating a comfortable and inviting environment for walking.

Parking Location and Design Policies

UD-31 Locate parking lots and structures to the rear or side of buildings, or underground, to the maximum extent feasible. In the pedestrian centers and transit villages, parking lots and above-ground parking structures may not occupy more than 30 percent of the street frontage of a lot.

UD-32 Parking lots should not be located between the street and building entrances, especially in the pedestrian centers, the Residential TOD area, and the Office TOD area.

UD-33 Design parking garages so that street-facing elevations are attractive. They should be designed like a building façade with punched openings similar to window openings, cornice or other details at the top of the building, and should conceal any sloping floors. Whenever feasible, design parking garages to have retail and commercial service uses wrapping the ground floor.

UD-34 In the pedestrian centers and Transit Village, limit curb cuts to no more than one curb cut per block per lot.

Building Relationships to the Street

In order to achieve a place with an attractive pedestrian character, buildings need to be located along the street. Buildings located along the street provide interesting things to look at for pedestrians – store windows, architectural details, office activities, and views of people entering or exiting the buildings. Buildings also provide shade over the street and sidewalk.

In the Hillcrest Station Area, buildings should be located generally as shown in the street sections contained in this chapter. Building setbacks may be as much as five or ten feet greater than the minimum setbacks, depending on the land use and location. Building projections such as porches, building entry canopies, bay windows, and balconies may project into required street yard setbacks. Such projections are encouraged to add architectural interest and articulation.

Building Relationships to the Street Policies

UD-35 Locate buildings generally as shown in the street sections contained in this chapter. Building setbacks may be as much as five or ten feet greater than the minimum setbacks, depending on the land use and location.

UD-36 Building projections such as porches, building entry canopies, bay windows, and balconies may project into required street yard setbacks. Such projections are encouraged to add architectural interest and articulation.