

7

IMPLEMENTATION

This chapter provides the implementation plan for the Hillcrest Station Area, detailing how development will occur in phases over time, coordinated with the installation of required infrastructure. Overall the installation of infrastructure in the Station Area will be tied to the development of the three Development Areas: the Freeway Area, the Transit Village Area, and the Town Center Area. This chapter identifies the circulation improvements required for each Development Area, in order to ensure that adequate access is provided for all modes of circulation, in compliance with applicable service standards. This chapter also describes the required “Master Plans,” which will provide more detailed plans for infrastructure, project design, and coordination between property owners and public agencies. Finally the chapter discusses potential funding and financing strategies.

A detailed Infrastructure Financing and Phasing Plan will also be prepared following the completion of the Hillcrest Station Area Specific Plan. It will describe the costs of major infrastructure components; potential funding sources; and financing mechanisms. The Infrastructure Financing and Phasing Plan will also recommend allocations of financial responsibilities among property owners, the City, and other agencies that provide services and utilities.

7.1 DEVELOPMENT TIMING AND PHASING

Development and Phasing Projections

The amount of development projected in the Hillcrest Station Area is summarized in Table 7-1. These projections are based on the land use designations, development densities permitted, and the land acreage within each land use designation. As explained in Chapter 3, the projections do not assume the maximum density is built on every parcel. Instead, the projections reflect an approximate mid-point of development in each land use category.

TABLE 7-1 BUILDOUT PROJECTIONS				
	RESIDENTIAL UNITS	OFFICE SF	RETAIL SF	HOTEL ROOMS
Transit Village	1,000	730,000	120,000	–
Freeway Area		170,000	150,000	–
Town Center	1,500	300,000	730,000	325
TOTAL	2,500	1,200,000	1,000,000	325

Source: Dyett & Bhatia, 2008.

Projections regarding the timing and geographic phasing of development were prepared in order to assess potential traffic impacts and develop implementation policies. These assumed phases of development are shown in Table 7-2. The assumptions are based on the estimated pace of development indicated by the market analysis that was conducted as part of the Specific Plan.

The development phasing projections are not binding or regulatory in any way; they are included here for informational purposes only.

TABLE 7-2 DEVELOPMENT PHASING PROJECTIONS				
	RESIDENTIAL UNITS	RETAIL	OFFICE	HOTEL ROOMS
Phase 1: 2010 – 2015	0	50,000	0	0
Phase 2: 2015 – 2020	650	225,000	270,000	0
Phase 3: 2020 – 2025	650	225,000	270,000	0
Phase 4: 2025 – 2030	600	215,000	270,000	325
Phase 5: 2030 – 2035	300	220,000	270,000	0
Phase 6: 2035 – 2040	300	65,000	120,000	0
TOTAL	2,500	1,000,000	1,200,000	325

Source: Dyett & Bhatia, 2008.

Coordination of Development with State Route 4 and eBART

The widening of State Route 4 (SR 4) and the construction of the Hillcrest eBART station will be a major catalyst for development within the Hillcrest Station Area. The planning and design of land uses and circulation in the Hillcrest Station Area cannot be finalized until the exact location of SR 4 lanes and eBART facilities are known. Therefore policies are included to ensure that detailed design of these regional infrastructure projects is completed prior to approval of subdivisions or development projects in the Hillcrest Station Area.

Coordination of Development with State Route 4 and eBART Policies

- I-1** In the Hillcrest Station Specific Plan Area, no approvals of land subdivisions or development projects may be granted until the location of the eBART station is determined and the construction contract for the eBART project, including the Hillcrest eBART station, has been approved by the BART Board.
- I-2** Prior to final approvals of land subdivisions or development projects in the Transit Village and Freeway Areas, work with BART on a comprehensive eBART parking plan, which defines how eBART parking requirements for 1,000 spaces will be met when the Hillcrest Station opens, and how future eBART parking requirements of 2600 spaces can be met without reducing the available developable land in the Transit Village and Freeway areas.

Inclusion of Employment Uses in Development Projects

Development phasing policies are included to ensure that employment uses are developed as part of any subdivision or development project. The City's top priority for the Hillcrest Station Area is the development of employment uses, including office and retail uses. The Hillcrest Station Area is unique in the City of Antioch in terms of its freeway visibility, freeway access, and BART service. The City wants to make sure that any development at this prime location takes advantage of these key assets, and includes employment uses. Adding employment uses will also help the City achieve a better jobs/housing balance, reduce congestion on SR 4 during peak commute periods, and allow residents and employees to walk to retail, services, and employment. Residential development is also permitted in the Hillcrest Station Area, in order to meet goals for housing diversity and to provide the transit ridership needed to support eBART service. Therefore policies require a mix of land uses in Development Areas containing residential uses.

Inclusion of Employment Uses in Development Projects Policies

- I-3** Any master plan that includes residential units must also include employment uses. There should be at least 1.5 jobs per residential unit in the Town Center Area and at least 2.0 jobs per residential unit in the Transit Village Area. Project sponsors shall calculate consistency with this policy based on the following employment generation rates:
- Office: 350 square feet per employee
 - Retail: 500 square feet per employee
 - Hotel: 0.8 employee per room
- I-4** In each construction phase of a master plan, employment uses shall be built before or in conjunction with residential development.

7.2 CIRCULATION IMPROVEMENTS REQUIRED FOR DEVELOPMENT AREAS

Development will occur over time, based on the extension of roadways and utilities into the Hillcrest Station Area. The Plan is structured to allow development to occur in each of the three development areas, dependent on the installation of infrastructure to support the development. The text and policies in this section describe the minimum circulation improvement needed to serve each of the three development areas. Figure 7-1 shows the circulation improvements required for each Development Area in a graphic format.

Circulation Improvements for each Development Area

Freeway Area

The Freeway Area will be developed in the early years of the planning horizon. Construction of the eBART line, station, and maintenance facilities will occur between 2010 and 2015. A portion of Slatten Ranch Road will be constructed by eBART to provide access to the eBART station. Office development and community retail development can obtain roadway access by extending Slatten Ranch Road further east to Willow Avenue. There would also need to be improvements to Willow Avenue and the existing railroad crossing, in order to create an emergency access connection to Oakley Road. This emergency access connection is necessary because emergency vehicles, residents, and workers need an alternative route (other than Hillcrest Avenue) to exit the Hillcrest Station Area in the event of an emergency.

Transit Village Area

The Transit Village Area will be developed after the completion of the eBART station. The re-alignment and extension of Viera Avenue (New) to Slatten Ranch Road is a critical circulation improvement for the area. The connection of Viera Avenue (New) to Slatten Ranch Road requires

a grade separation at the railroad tracks. The Viera Avenue (New) alignment is located primarily along parcel lines, so that property owners share responsibility for land dedication and construction costs. The alignment could shift to accommodate proposed development projects if the two property owners agree on the new alignment and meet the basic circulation requirements of this Specific Plan.

The other major roadway connection required for the construction of the Transit Village Area is Oakley Road from Viera Avenue (New) to the existing Oakley Road at Willow Avenue. The combination of the new Viera Avenue, the Oakley Road extension, and Slatten Ranch Road creates a complete circulation system that accommodates the full development of residential, office, and retail uses in the Transit Village Area.

A first phase of development in the Transit Village Area could occur with the construction of Viera Avenue (New) from East 18th Street to Oakley Road, without the vehicular railroad crossing and connection to Slatten Ranch Road. With this segment of Viera Avenue (New) in place, there would be two means of access into the area - East 18th Street and Oakley Road. Traffic studies would need to be completed to define the amount of development that could be accommodated in this first phase without the connection to Slatten Ranch Road.

The construction of a pedestrian/bicycle bridge connecting the Transit Village Area to the eBART station over the railroad tracks is another critical piece of the first phase circulation infrastructure for the Transit Village Area. Any development projects in this area need to include this crossing and identify a funding source. The crossing needs to connect pedestrians and bicyclists from the eBART station to Oakley Road and the pedestrian center of the Transit Village Area. If the eBART station is built at the East Median location, this crossing can be incorporated into the Viera Avenue connection to Slatten Ranch Road.

Town Center Area

The full development of the Town Center Area is contingent on regional transportation improvements that resolve the projected congestion at the SR 4/Hillcrest Interchange. While the Town Center Area can be accessed from the SR 160/East 18th Interchange and from Oakley Road, there needs to be major access onto SR 4 because that is the primary corridor that residents will use to access jobs. The SR 4/Hillcrest Interchange is projected to experience major congestion by the year 2020, to an extent that traffic will back up onto the travel lanes of SR 4 and affect circulation throughout this area of East County. The City of Antioch has prepared extensive transportation studies to examine alternative transportation improvements for northeast Antioch, and has identified the construction of the Phillips Lane Interchange as the recommended solution. However the proposed design of that interchange involves design exceptions to Caltrans standards, and the interchange project is still under study.

Policies in the Specific Plan state that development within the Town Center Area shall not occur until the Phillips Lane Interchange is officially approved by Caltrans and funding sources are identified, or other regional transportation improvements that resolve the congestion at the SR 4/Hillcrest Interchange are identified, approved, and funding sources identified. However, the City Council may approve a limited amount of development in the Town Center Area north of East Antioch Creek prior to the resolution of these regional transportation issues, if traffic studies submitted as part of a subdivision or development application demonstrate that City level of service standards for roadways and intersections can be met.

The internal circulation improvements for the Town Center Area north of East Antioch Creek include Oakley Road from SR 160 to Willow Avenue, and Phillips Lane from East 18th Street to Oakley Road. In order to prevent excess traffic through existing residential neighborhoods, the Specific Plan recommends that the connection between Oakley Road and Willow Avenue be modified when the Town Center Area begins to

develop. Willow Avenue would still connect to Viera Avenue (Existing), so that neighborhood residents would have several access routes in and out of their neighborhood. The design of the Oakley Road/Willow Avenue modification will need to be designed with the participation of neighborhood residents during the review of Town Center Area Master Plan process.

The circulation improvements necessary to develop the Town Center Area south of East Antioch Creek include the extension of Phillips Lane over the creek and railroad to Slatten Ranch Road and to the SR 4/Phillips Lane Interchange.

In addition, the feasibility of a second eBART station near Phillips Lane must be evaluated. The decision to build a second station depends on many factors, including projected eBART ridership, feasibility of BART operations, and the final alignment of future eBART extensions further into East County. The cost of the extension would be borne by property owners in the Town Center Area. The eBART station in the Town Center Area may or may not be feasible. If it is not feasible, a shuttle should be provided from the Town Center Area to the Hillcrest eBART station.

CIRCULATION IMPROVEMENTS POLICIES

Freeway Area

- I-5** Construct the following circulation improvements in conjunction with development of the Freeway Area:
 - Slatten Ranch Road from Hillcrest to SR 160
 - At least one emergency access route connecting Slatten Ranch Road to Oakley Road
- I-6** A first phase of retail development could occur in the Freeway Area with the completion of Slatten Ranch Road to Willow Avenue, with discretionary City Council approval. There would also need to be improvements to Willow Avenue and the existing railroad crossing, in order to create an emergency access connection

to Oakley Road. Traffic studies would need to be completed to demonstrate that adequate emergency access is provided and circulation through the Hillcrest Avenue/Slatten Ranch Road intersection is reasonably efficient for all users.

Transit Village Area

- I-7** Construct the following circulation improvements in conjunction with development of the Transit Village Area:
- Viera Avenue (New) from East 18th Street to Oakley Road
 - Viera Avenue Connection from Oakley Road to Slatten Ranch Road, with an Overcrossing or Undercrossing of the Railroad Line
 - Pedestrian/Bicycle Bridge over the Railroad Line to the eBART Station Entrance (required only if the Median Station is selected instead of East Median)
 - Oakley Road from Viera Avenue (New) to Willow Ave.
- I-8** A first phase of development in the Transit Village Area could occur with the construction of Viera Avenue (New) from East 18th Street to Oakley Road, without the railroad crossing and connection to Slatten Ranch Road. Traffic studies would need to be completed to define the amount of development that could be accommodated in this first phase without the connection to Slatten Ranch Road.

Town Center Area

- I-9** Development within the Town Center Area shall not occur until the Phillips Lane Interchange is officially approved by Caltrans and funding sources are identified, or other regional transportation improvements that resolve the projected congestion at the SR 4/ Hillcrest Interchange are identified, included in the Contra Costa County Regional Transportation Plan, and funding sources are identified.
- I-10** The City Council may approve a limited amount of development in the Town Center Area north of East Antioch Creek prior to the resolution of the regional transportation issues related to SR 4 and the Hillcrest Interchange. Traffic studies would need to be

submitted as part of a subdivision or development application, demonstrating that:

- Adequate access for the first phase of development can be provided,
- SR 4 and the Hillcrest Interchange will function adequately, and
- City level of service standards for roadways and intersections can be met.

- I-11** Construct the following circulation improvements in conjunction with development of the Town Center Area north of East Antioch Creek.

- Widen Oakley Road from SR 160 to Willow Avenue
- Redesign the Willow Avenue/Oakley Road Connection
- Phillips Lane from East 18th Street to Oakley Road

- I-12** Construct the following circulation improvements in conjunction with development of the Town Center Area south of East Antioch Creek.

- Phillips Lane Connection to Slatten Ranch Road: Overcrossing
- Phillips Lane and SR 4 Interchange
- Phillips Lane from Slatten Ranch Road to SR 4 and Interchange

eBART Extension to the Town Center Area

- I-13** Work with BART, the City, and other regional transportation agencies, to study an eBART extension from the Hillcrest station to a station in the Town Center area.
- Include the eBART extension and station in any Town Center Area Master Plan subdivisions and development projects, if such an extension is physically and financially feasible.
 - If the eBART extension and station is not feasible, provide a shuttle connection from the Town Center Area to the Hillcrest eBART station during peak commute hours.

Figure 7-1: Circulation Improvements Required for Development Areas

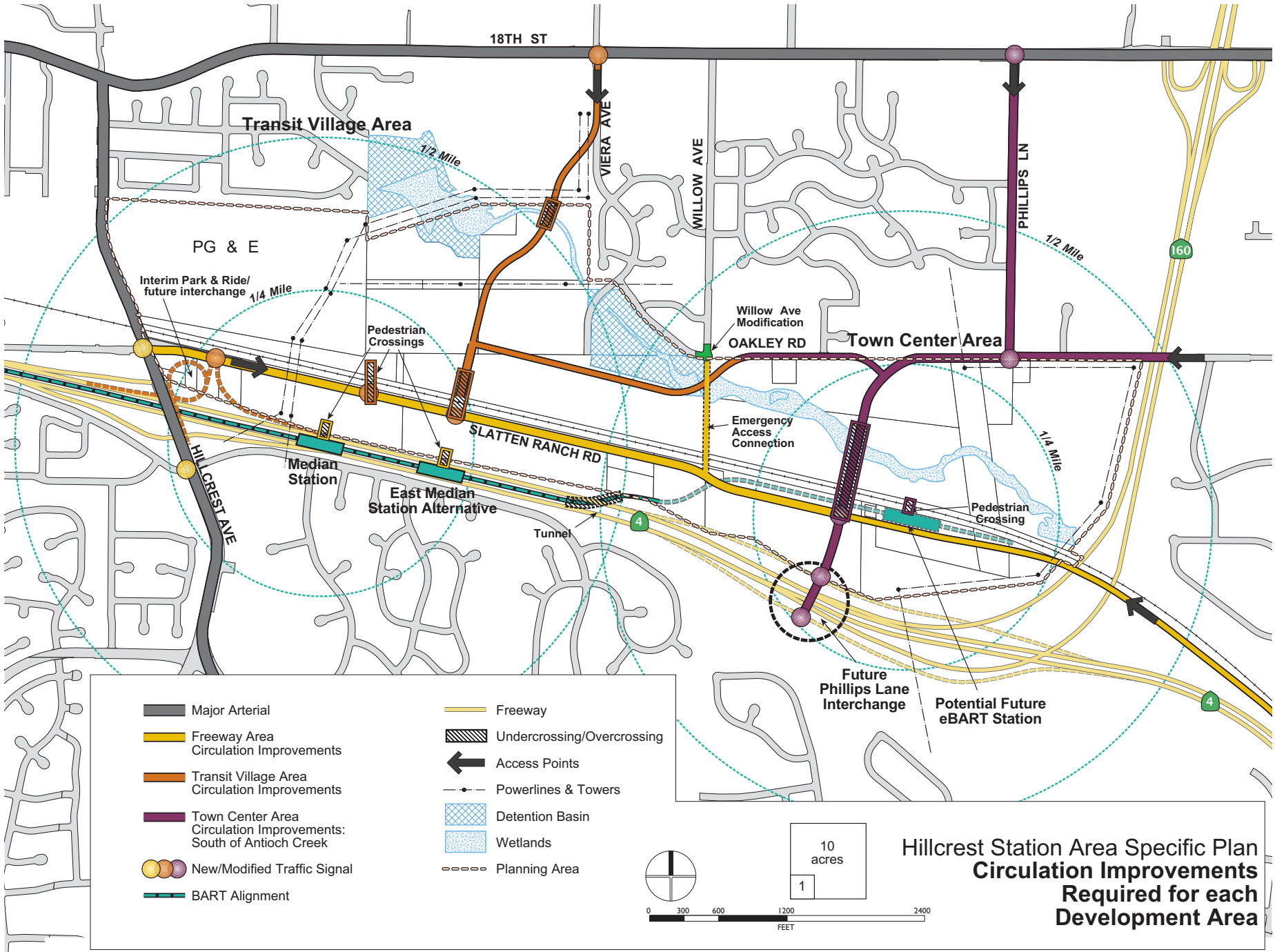


Table 7-3 shows the projected phases of circulation improvements, showing the projected timeframe and the Development Area that is served by the circulation improvements.

The timing of circulation infrastructure improvements is purely an estimate, and does not represent a binding schedule. The final phasing will be determined in the forthcoming Infrastructure Financing and Phasing Plan.

TABLE 7-3: PROJECTED PHASES OF CIRCULATION INFRASTRUCTURE AND DEVELOPMENT		
PHASE	DEVELOPMENT AREA	IMPROVEMENT
Phase 1: 2010 – 2015	Freeway Area	<ul style="list-style-type: none"> eBART line and Hillcrest Station; 1000 eBART parking spaces; Slatten Ranch Road to eBART parking or Community Retail area
Phase 2: 2015 – 2020	Transit Village	<ul style="list-style-type: none"> Viera Ave. (New) Oakley Road (western segment); Ped/Bike Bridge over Railroad; Slatten Ranch Road to SR 160; Hillcrest Interchange Improvements
Phase 3: 2020 – 2025	Transit Village	<ul style="list-style-type: none"> Viera Ave. Connection to Slatten; eBART additional parking; Slatten Ranch Road connecting to Lone Tree Way
Phase 4: 2025 – 2030	Town Center north of East Antioch Creek	<ul style="list-style-type: none"> Oakley Road (eastern segment) Phillips Lane extension; eBART additional parking Phillips Lane Connection to Slatten; Phillips Lane Interchange
Phase 5: 2030 – 2035	Town Center buildout	<ul style="list-style-type: none"> Phillips Lane eBART Station, if feasible Phillips Lane Interchange completion

Source: Dyett & Bhatia, 2008.

7.3 INFRASTRUCTURE, PUBLIC FACILITIES, AND ENVIRONMENTAL MITIGATIONS

Extensive infrastructure and new public facilities need to be installed in order to serve new development in the Hillcrest Station area. Environmental mitigations also need to be completed. A summary of the infrastructure, public facilities, and environmental mitigations is shown in Table 7-4. The primary infrastructure includes circulation, parks, trails, utility lines, and other public improvements.

A detailed Infrastructure Financing and Phasing Plan will be prepared following the completion of the Hillcrest Station Area Specific Plan. It will describe the costs of major infrastructure and public facilities components; potential funding sources; financing mechanisms; and recommended allocations of financial responsibilities among property owners, the City, and other agencies that provide services and utilities.

Infrastructure implementation should be guided by several key principles, as described in the policies below. These will be further refined during the preparation of the Infrastructure Financing and Phasing Plan.

Infrastructure, Public Facilities, and Environmental Mitigations Policies

- I-14** Prepare an Infrastructure Financing and Phasing Plan that identifies funding sources and financing mechanisms for all of the infrastructure, public facilities, and environmental mitigations shown in Table 7-4. Identify the person or agency that has the lead responsibility for planning, designing, and constructing each infrastructure component. Funding sources may include (but are not limited to) the following:
- Infrastructure Impact Fees
 - Redevelopment Agency Funds
 - Assessment Districts, or similar financial mechanism
 - Federal grants
 - State grants
 - Regional funding sources such as Fee and Finance Authority
 - Property Owner Funds
- I-15** Any applications for new subdivisions or development projects must demonstrate that infrastructure and public facilities will be funded and constructed to serve the proposed development prior to occupancy.
- I-16** Construction and occupancy of new buildings must be phased with the installation of infrastructure and public facilities necessary to provide services and utilities for those buildings.
- I-17** Project applicants are responsible for all grading, utilities, and local roads internal to their project site; and for environmental mitigations.

HILLCREST STATION AREA SPECIFIC PLAN

TABLE 7-4: HILLCREST STATION AREA – INFRASTRUCTURE, PUBLIC FACILITIES, AND ENVIRONMENTAL MITIGATION

PROJECT	REGULATORY AGENCIES	GEOGRAPHIC AREA SERVED BY THE IMPROVEMENTS	SPECIFIC PLAN POLICIES THAT DESCRIBE THE REQUIREMENTS
CIRCULATION IMPROVEMENTS			
REGIONAL TRANSPORTATION IMPROVEMENTS			
Hillcrest Interchange improvements	:CCTA, Caltrans	:Region	:C-16
Phillips Lane Interchange	:CCTA, City of Antioch	:Region/Town Center	:LU-7, C-15, C-18
LOCAL ROADS AND BRIDGES <i>Roadways include land dedication, sidewalks, lighting, bicycle lanes, travel lanes, signals, and all other related improvements.</i>			
Slatten Ranch Road	:City of Antioch	:Region/City/Station Area	:C-4, C-10, C-19
Viera Avenue (New)	:City of Antioch	:Transit Village	:C-4, C-12
Viera Avenue Crossing	:City of Antioch and Union Pacific Rail	:Transit Village	:C-4
Oakley Road	:City of Antioch	:Transit Village	:C-4, C-13
Phillips Lane Crossing	:City of Antioch and Union Pacific Rail	:Town Center	:C-4, C-15
Willow Road Modification	:City of Antioch	:Town Center	:C-14
Wild Horse Road extension	:City of Antioch	:City	:C-20
Grade separation at Union Pacific Railroad and Hillcrest Avenue	:City of Antioch and Union Pacific Rail	:City	:C-17, C-54, EH-51
Hillcrest Avenue and 18th Street intersection improvements	:City of Antioch	:City	:C-11
Neroly Road and Oakley Road intersection improvements	:City of Oakley	:Region	:C-21
Pedestrian and bicycle improvements	:City of Antioch	:Station Area	:C-39, C-41 through C-51, UD-25, UD-27 through UD-30
Wayfinding signage program	:City of Antioch	:Station Area	:C-40
TRANSIT FACILITIES AND STATION ACCESS			
eBART line and station (Median Station)	:BART	:Region	:C-35
eBART line and station (Phillips Station)	:BART	:Region	:C-36
eBART parking	:BART	:Region	:LU-24 through LU-26
Delta Transit bus bays at the eBART station	:BART, Delta Transit	:Region	:LU-27, C-36
Bus, shuttle, and taxi stops	:BART	:Region	:C-36
eBART Station Plaza(s)	:BART	:Region	:OS-12
Pedestrian bridge to eBART	:City of Antioch	:Transit Village	:UD-29
PARKS AND TRAILS			
Transit Village Area Park	:City of Antioch	:Transit Village	:OS-1, OS-2
Town Center Area Park	:City of Antioch	:Town Center	:OS-1, OS-2
Transit Village Area Plaza	:City of Antioch	:Transit Village	:OS-12
Town Center Area Plaza	:City of Antioch	:Town Center	:OS-12
East Antioch Creek Trail	:City of Antioch	:Transit Village/ Town Center	:OS-7, OS-8, UD-6
Creek Resource Management Plan	:City of Antioch, USFWS	:Transit Village/ Town Center	:EH-19
East Antioch Creek landscaping enhancements	:City of Antioch, USFWS, Army Corps of Engineers, RWQCB	:Transit Village/ Town Center	:OS-9, UD-8
Detention basin landscape improvements	:CCCCFD; USFWS	:Transit Village/ Town Center	:OS-11
Rail Corridor landscape buffers	:City of Antioch	:Station Area	:OS-5, UD-20
Highway landscape buffers	:City of Antioch, Caltrans	:Town Center/Freeway Area	:UD-21
PG&E Substation landscape buffers	:City of Antioch	:Transit Village	:UD-22
PG&E easements landscape buffers	:PG&E/City of Antioch	:Station Area	:UD-23, UD-24
COMMUNITY FACILITIES			
Community Center meeting rooms	:City of Antioch	:Transit Village/ Town Center	:UT-31
UTILITIES			
STORMWATER			
Detention basin expansion to serve the hillcrest Area	:CCCCFD	:Station Area	:UT-1
Drainage and flood protection improvements	:City of Antioch; CCCCFC; also other regulatory agencies for wetlands	:Station Area	:UT-3, EH-46
WATER			
Water distribution expansion - main lines	:City of Antioch	:Station Area	:UT-5
Water distribution expansion - local lines and connections	:City of Antioch	:Station Area	:UT-5
SEWER			
Wastewater collection system expansion	:City of Antioch, Delta Diablo Sanitation District	:Station Area	:UT-9
Sewer main improvements	:City of Antioch, Delta Diablo Sanitation District	:City	:UT-10

PG&E ELECTRICAL LINES			
Relocate electrical lines along Oakley Road and SR 160 - Town Center Area	PG&E	Town Center	UT-18
PUBLIC SERVICES			
Land for new fire station	Contra Costa County Fire District	Station Area	UT-22
Fire station equipment	Contra Costa County Fire District	Station Area	UT-23, UT-24
Fire access roadways	Contra Costa County Fire District	Station Area	UT-23, UT-24
Police department equipment	City of Antioch	Station Area	UT-25
SCHOOLS			
Land and facilities for projected elementary school - 250 student capacity	Antioch Unified School District	Station Area	UT-29
BIOLOGICAL RESOURCES MITIGATIONS			
Wetlands loss mitigations	City of Antioch, USFWS	Town Center	EH-18, EH-20
Wildlife undercrossings near East Antioch Creek	City of Antioch, USFWS	Station Area	EH-22
Habitat loss mitigations (Swainson's Hawk and other Species)	City of Antioch, USFWS	Station Area	EH-3 through EH-16; EH-23
Swainson's Hawk semi-annual survey	City of Antioch, USFWS	Station Area	EH-4
HAZARDOUS MATERIALS REMEDIATION			
Former Hickson-Kerley (FKP) property	Contra Costa County Health Services Department, California RWQCB	Town Center	EH-39, EH-40
Chevron Old Valley pipeline	Contra Costa County Health Services Department, California RWQCB	Station Area	EH-39, EH-40
TAOC New Love pump station site	Contra Costa County Health Services Department, California RWQCB	Town Center	EH-39, EH-40
PG&E Oakley metering station	Contra Costa County Health Services Department, California RWQCB	Town Center	EH-39, EH-40
PDQ products	Contra Costa County Health Services Department, California RWQCB	Town Center	EH-41, EH-42
Former orchards	Contra Costa County Health Services Department, California RWQCB	Transit Village	EH-41, EH-42
Parcels adjacent to PG&E Substation	Contra Costa County Health Services Department, California RWQCB	Transit Village	EH-41, EH-42
Parcels adjacent to railroad right-of-way	Contra Costa County Health Services Department, California RWQCB	Station Area	EH-41, EH-42
Parcels adjacent to active and inactive petroleum pipeline alignments	Contra Costa County Health Services Department, California RWQCB	Station Area	EH-41, EH-42
Park-n-ride lot	Contra Costa County Health Services Department, California RWQCB	Freeway Area	EH-41, EH-42
Detention basins	Contra Costa County Health Services Department, California RWQCB	Transit Village	EH-41, EH-42
PIPELINES			
Disposition Plan for petroleum pipelines	City of Antioch	Station Area	EH-54
GEOLOGIC AND SEISMIC HAZARD MITIGATION			
Evaluation of area of calicheified soils	City of Antioch	Station Area	EH-29
Slope stability analysis	City of Antioch	Town Center	EH-30
CULTURAL RESOURCES <i>Focused archival historic research, and mitigations if warranted.</i>			
The "Foundry" (APN: 052-052-002)	City of Antioch, SHPO	Town Center	EH-27
2500 Willow Lane	City of Antioch, SHPO	Town Center	EH-27
Two debris piles south of Oakley Road and east of Willow Road	City of Antioch, SHPO	Town Center	EH-27
Abandoned railroad spur	City of Antioch, SHPO	Town Center	EH-27

7.4 REQUIRED MASTER PLANS

In order to determine exact requirements for land subdivision, infrastructure, and site plans, it will be necessary to prepare master plans for the Transit Village Area and the Town Center Area. The Freeway Area does not require a master plan, but will entail coordination with eBART, Station Area circulation improvements, and Station Area utility line improvements. In the master plans, major development components need to be resolved, including: project land uses, densities and intensities, site plans, circulation facilities, civil engineering, utilities, parks and creek enhancements, stormwater management, and community facilities. These facilities need to be coordinated in areas where there are multiple property owners, so that infrastructure serves all properties and costs and land dedication requirements are shared proportionately. The cost allocations of environmental protection requirements also need to be finalized. The Master Plans will provide the details that are necessary for the ultimate buildout of the Hillcrest Station Area.

In addition, the master plans will define how each area will meet California planning goals. Senate Bill 375 was passed in 2008, amending the Sustainable Communities Strategy. The bill is intended to support jurisdictions' efforts to integrate land use and circulation planning in order to reduce greenhouse gas emissions. The bill allows for CEQA process streamlining or exemptions for projects that meet certain criteria and would potentially make the projects eligible for state funding.

The Master Plans will need to be reviewed by the Planning Commission and approved by the City Council. A Master Plan application may be combined with a tentative map application for a subdivision per the State Map Act.

REQUIRED MASTER PLANS POLICIES

Master Plan Components

- I-18** A comprehensive Master Plan, addressing both the development plans and the infrastructure plans, shall be prepared for the Transit Village Area and the Town Center Area, prior to or concurrent with the approval of any subdivisions or development projects in the areas. The Master Plan application may be combined with a tentative map application for a subdivision per the State Map Act. Each Master Plan shall include at least the following components:
- Development Program
 - Types of Land Uses and Locations
 - The total amount of development in the Master Plan area, specifying the total number and density of residential units, and the total square footage of office, retail, hotel, and other non-residential land uses
 - Building Types, specifying the uses for each floor, and the typical number of units or number of tenants per floor
 - Architectural guidelines
 - Proposed Zoning Districts or Proposed Planned Development
 - Site Plan Components
 - Parking Locations
 - Building Footprints
 - Landscape Buffers
 - Ground Level Plan, including building entrances, service and loading areas, ground floor commercial uses
 - Street Sections showing building to street relationships and setbacks

- Circulation Facilities
 - Street Alignments and Right-of-Way Dedications
 - Street Grades
 - Street Sections, including auto travel lanes, bike lanes, sidewalks, street lights, trash receptacles, benches, street trees, curbs, and other public infrastructure within the street right-of-way
 - Transit Facilities, including bus stops
 - Pedestrian and Bicycle Connections
 - Railroad Line Crossings
- Parks and Public Facilities
 - Park and plaza locations and size
 - Park and plaza facilities, including landscaping and passive or active recreation facilities
 - Conceptual designs for parks and plazas, focused on pedestrian and bicycle connections as well as park facilities
 - Trail locations, design, dimensions, and adjacent landscape areas
 - Community Center Meeting Rooms – locations and size
 - Delineation of the location, size, and amount of Public Parks and Private Open Space, showing how they satisfy City park standards

- Building Massing and Design Standards
 - Building Height
 - Building Scale and Maximum Building Dimensions
 - Building Massing
 - Building Façade Articulation
 - Screening of Parking Lots and Structures
 - Design Standards for Doors, Windows, and Architectural Details
 - Civil Engineering Plans
 - Grading
 - Storm Drainage Facilities
 - Flood Control Facilities
 - Utility Plans
 - Sewer Lines
 - Storm Drainage Lines
 - Water Lines

Transit Priority Projects Qualification

- I-19** The Transit Village Master Plan should ensure that the area north of the UP railroad within 0.5 miles of the eBART station complies with the criteria for transit priority projects, as defined by California Senate Bill 375 (and any subsequent updates.)
- I-20** The Town Center Master Plan should ensure that the area north of East Antioch Creek within 0.5 miles of either the Phillips Lane eBART station or shuttle stop for the Hillcrest eBART Station complies with the criteria for transit priority projects, as defined by California Senate Bill 375 (and any subsequent updates.)

Joint Master Plans for Multiple Properties

I-21 In Development Areas with multiple property owners, property owners shall work together to prepare the Master Plan application submittal. If joint applications and agreements are not feasible, property owners may request that the City either:

- (1) permit a smaller Master Plan area; or
- (2) prepare the Master Plan under City auspices in coordination with the property owners.

Master Plan Review Process

I-22 Master Plans in the Hillcrest Station Area shall be reviewed and approved by the City Council.

- The Planning Commission shall review the Master Plan prior to City Council consideration and provide a recommendation to the City Council, following the City's process for review of subdivisions and tentative maps.

7.5 ONGOING PLANNING FOR THE HILLCREST AREA

Construction of the transit-oriented development envisioned for the Hillcrest Station Area will require extensive ongoing coordination between the City of Antioch, property owners, and transportation agencies, including BART, the Contra Costa Transportation Authority, and Caltrans. Many transportation issues remain to be resolved, including the final location of the eBART station, the final design of the SR 4 widening, and the potential for a Phillips Lane Interchange. There are many issues that will need to be resolved as part of individual development project applications, including land uses, building types, street design, railroad crossing design, and infrastructure design. The Hillcrest Station Area Plan sets forth the framework for the ultimate development of this important piece of property in Antioch. Over time the Plan will need to evolve to reflect both opportunities and constraints, so that the ultimate City goals for the area can be achieved.