



Environmental Checklist Form

1. PROJECT TITLE:

Hillcrest Station Area Specific Plan Amendment

2. LEAD AGENCY NAME AND ADDRESS:

City of Antioch
Community Development Department
Planning Division
P.O. Box 5007
Antioch, CA 94531-5007

3. PROJECT SPONSOR'S CONTACT INFORMATION:

Victor Carniglia
(925) 779-7036

4. PROJECT LOCATION AND BOUNDARIES:

Location

The Hillcrest Station Area is located in northeastern Contra Costa County, along State Route 4, near the Sacramento-San Joaquin Delta. The site is within the City Antioch and adjacent to the City of Oakley. The regional location of the city and the plan area are provided in Figure 1.

Planning Boundaries

The Hillcrest Station area is approximately 375 acres, all within the Antioch Urban Limit Line. The Planning Area is a roughly rectangular; bounded on the north by Oakley Road, on the east by State Route 160 (SR 160), on the south by State Route 4 (SR 4), and on the west by Hillcrest Avenue. The northwest corner of the site is occupied by the PG&E Hillcrest Yard and Substation (70 acres), and the southwest corner is the BART park-and-ride facility (5.2 acres). Figure 2 shows the Planning Area boundaries.

5. GENERAL PLAN DESIGNATIONS:

On April 14, 2009, the City of Antioch approved amendments to the General Plan to ensure consistency with the Hillcrest Station Area Specific Plan. The following table includes the adopted land uses designated within the Planning Area. Figure 3 shows the land use layout.

Hillcrest Station Area Land Use Summary

<i>Land Use</i>	<i>Gross Acres</i>
Community Retail	13.0
Office TOD	36.6
Residential TOD	38.2
Town Center Mixed Use	105.5
Parks/Open Space ¹	8.6
Public/Institutional – Transit Parking	17.5
Public/Institutional – BART Yard & Future ROW	9.7
Wetlands, Buffer, & Detention Basins	41.6
Industrial/Utilities - PG&E Substation	61.1
UP ROW	19.5
Other: Arterial Roads and Collectors	23.8
Total	375.1

1. Except for the creek-side loop trail, the locations of the parks have not been defined. When the master plans are completed, land will be dedicated from the appropriate parcels. The amount of park/open space land is based on the estimated number of residential units and household size.

Source: Dyett & Bhatia, 2008.

6. ZONING:

On April 28, 2009, the City of Antioch approved an ordinance, which rezoned the entire Specific Plan Project Area to Planned Development (PD) Zoning.

7. DESCRIPTION OF PROJECT:

The Hillcrest Station Area Specific Plan was adopted by the City of Antioch on April 14, 2009. The Specific Plan will be amended, and/or a Memorandum of Understanding will be signed between the City of Antioch and the City of Oakley.

The Specific Plan will be amended to more clearly delineate that the City of Antioch will conduct additional traffic analysis for future Master Plans or other projects within the Hillcrest Specific Plan Area that require traffic analysis under CCTA Growth Management Program (GMP) guidelines or under CEQA, in order to assess impacts on traffic conditions in Oakley. In addition, the Specific Plan amendment will correct the description of Oakley Road to accurately depict the segment between Phillips Lane and SR 160 as a collector road. This road segment was analyzed as a two-lane road in the environmental analysis for the Hillcrest Station Area Specific Plan; however, the Specific Plan inaccurately depicted the road. The changes necessary to correct the road description include: modifying the Hillcrest Station Area Circulation Plan to show Oakley Road east of Philips Lane as a collector road rather than an arterial street; amending the Urban Design text description of Oakley Road and correcting the street sections; and modifying the

Bicycle Plan to show a Class II bike lane on Oakley Road between Phillips Lane and SR 160. Other minor text amendments will also be included to ensure overall consistency with policy amendments and to update all policy numbering.

The proposed Memorandum of Understanding addresses issues of mutual concern between the Cities of Antioch and Oakley primarily involving the process and methodology by which potential future traffic impacts will be addressed in the context of certain future development applications processed within the Specific Plan area. The Specific Plan amendments are not dependent on the approval of the Memorandum of Understanding.

SPECIFIC PLAN AMENDMENTS

NEW POLICY Hillcrest Station Area Master Plan Environmental Analysis

C-22 As part of the environmental analysis for future Master Plans or other projects within the Hillcrest Station Area Specific Plan Area that require traffic analysis under CEQA guidelines or under CCTA Growth Management Program (GMP) guidelines the City of Antioch will complete a traffic study. The study will address the potential traffic-related, project-level and cumulative impacts of the Project on roadways within Oakley, and in particular Oakley Road and the intersections of Oakley Road and Neroly Road, and Oakley Road and Live Oak Avenue. The following provisions apply:

- The traffic study will be based on CCTA standards and procedures:
 - Standards and procedures include but are not limited to: CCTA’s countywide traffic model, CCTA technical procedures, CCTA Growth Management Program (GMP) guidelines, and East County Action Plan traffic standards.
 - CCTA standards and procedures to be used shall be as updated for the 2009 County Transportation Plan reflecting Measure J amendments to the Growth Management Program, and as they may be updated in the future by CCTA.
- The traffic study shall include but may not be limited to:
 - The existing and projected 2035 traffic volumes on Oakley Road between SR 160 and Main Street;
 - The existing and projected 2035 traffic movements and level of service at the intersection of Oakley Road and Neroly Road;
 - The existing and projected 2035 traffic movements and level of service at the intersection of Oakley Road and Live Oak Avenue;
- If the traffic study determines that the projected 2035 conditions would cause significant impact(s) on traffic conditions by exceeding *East County Action Plan* traffic standards then the traffic study shall:
 - Formulate feasible measures that mitigate the impact(s);
 - Formulate feasible measures to provide safe routes to school for children traveling on Oakley Road to attend Orchard Park School, which could include sidewalks and/or bike paths (which may be integrated with the sidewalk).
 - Determine the Project’s proportional share of the costs of the mitigation measures based on the percentage of total future cumulative vehicular trips on

Oakley Road or other affected Oakley roadways attributable to the Project;
and

- Prepare a mitigation and monitoring plan to ensure implementation and/or payment of the proportional share of the mitigation costs by the Project sponsor prior to issuance of building permits or other types of construction permits.
- The City of Antioch will update the traffic study as part of the environmental analyses for later specific discretionary private development proposals within the Specific Plan area, if required by the California Environmental Quality Act.

AMEND CIRCULATION PLAN

Oakley Road will be shown as collector between Phillips Lane and Highway 160.

AMEND BICYCLE PLAN

Add Class II Bicycle Lane on Oakley Road from Phillips Lane to Highway 160.

AMEND POLICY C-42 to add a phrase at the end as shown in bold italics:

Require development projects to provide walking and biking routes directly to major destinations such as parks, pedestrian centers, eBART stations, ***and schools, including Orchard Park School in Oakley.***

AMEND OAKLEY ROAD DESCRIPTION IN URBAN DESIGN CHAPTER (PAGE 4-24)

Oakley Road

Oakley Road is ~~an arterial~~ a multi-purpose road that crosses over SR 160 from the City of Oakley and continues to Phillips Lane and will be extended through the Transit Village to Viera Avenue (New). The road will need to be designed in at least four sections. The first section between SR 160 and the existing Phillips Lane (Old) will be a collector road with a median and bike lanes (Figure 4-16A). The second section is where Oakley Road and the Phillips Lane extension (New) merge and form a four lane arterial (Figure 4-16B). ~~At that point Oakley Road becomes a collector from Phillips Lane to Viera Avenue (New).~~ The third section of Oakley Road will be a collector road between the Phillips Lane extension (New) and the Transit Village (Figures 4-17 and 4-18). In the Transit Village Area (the fourth section), Oakley Road becomes a pedestrian-oriented retail street ~~within~~ for the pedestrian center (Figure 4-19). Key features of each segment of Oakley Road are described below.

Oakley Road near east of Phillips Lane (Old) to SR 160

- Total right-of-way of approximately ~~84~~ 68 feet
- ~~Two~~ One travel lanes in each direction
- Bike lane 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.~~
- ~~If, as assumed in the Plan, the existing PG&E Easement is re-routed along the edge of Oakley Road, and then along the edge of the freeway, development will need adequate buffering from the overhead transmission towers and lines. 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.~~

Oakley Road west of Phillips Lane (Old) – Merged with Phillips Lane (New)

- Total right-of-way of approximately 84 feet
- Two travel lanes in each direction
- Bike lane 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.

AMEND FIGURE 4-16A.

This figure will be titled, “Oakley Road east of Phillips Lane, with Relocated Electrical Lines.” The number of travel lanes will be reduced to one lane in each direction. The median will be maintained.

AMEND FIGURE 4-16B TITLE.

This figure will be titled, “Oakley Road between Phillips Lane (Old) and Phillips Lane (New).”

AMEND ALL POLICY NUMBERS THROUGHOUT THE DOCUMENT AS NECESSARY TO ENSURE A SEQUENTIAL ORDER, AND ACCURATE REFERENCES TO OTHER POLICIES AND FIGURES.

8. SURROUNDING LAND USES AND SETTING:

Immediately surrounding the Planning Area are the Highway 4 and Highway 160 corridors, residential neighborhoods, agricultural uses, a church, cemeteries, and office uses. There are three neighborhoods parks in nearby residential areas.

9. TIERING, DOCUMENTS INCORPORATED BY REFERENCE, AND DOCUMENT AVAILABILITY:

This negative declaration and initial study are tiered from the Hillcrest Station Area Specific Plan Draft and Final Environmental Impact Reports. The Hillcrest Station Area Specific Plan Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) documents are incorporated by reference into the initial study and negative declaration.

Copies of the Hillcrest Station Area Specific Plan DEIR and FEIR are available for review Monday through Thursday, between the hours of 8:00 a.m. and 5:00 p.m., at the City of Antioch, Community Development Department, Third and “H” Streets, Antioch, California except on specified holidays. The DEIR and FEIR are also available online at: www.ci.antioch.ca.us and at the Contra Costa County Public Library, at 501 W. 18th Street, Antioch, California.

10. OTHER PUBLIC AGENCIES WHOSE APPROVAL IS REQUIRED:

No other public agency is required to approve the Hillcrest Transit Area Specific Plan Amendment. The Memorandum of Understanding, if agreed to by both parties, would be approved by both the City of Antioch and the City of Oakley. Development under the Plan may require approval of State, federal, and other responsible trustee agencies that may rely on the EIR for information relative to their area of expertise and jurisdiction.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project:

Aesthetics	Agriculture Resources	Air Quality
Biological Resources	Cultural Resources	Climate Change
Geology / Soils	Hazards / Hazardous Materials	Hydrology / Water Quality
Land Use / Planning	Mineral Resources	Noise
Population / Housing	Public Services	Recreation
Transportation / Traffic	Utilities / Service Systems	Mandatory Findings of Significance

