El Cerrito Plaza Transit-Oriented Development

BART Board of Directors
January 9, 2020
Many customers currently use a combination of the stations along the Richmond corridor.

Future development at 3 consecutive stations within close proximity has significant potential to transform the corridor, helping BART meet its policy goals.

Need to plan for growth to ensure access to BART stations.

Staff has applied for $3M in grants to support planning for and financing comprehensive access infrastructure and transportation demand management (TDM) alternatives, as well as affordable housing.

Shouldn't Richmond Station also be identified, e.g. 4 consecutive stations/or indicated on map as recently completed?
Presentation Overview

• El Cerrito Plaza – TOD Background
• Work to Date to Prepare for TOD
• Draft Goals & Objectives
• Summary of Feedback Received
• Process to date and next steps

Contra Costa Centre, Pleasant Hill BART
El Cerrito Plaza TOD - History

- 1992 – BART issues first RFP for development
- 2006 – BART Board approves ENA with Fairfield residential
- 2008 – Recession causes developer to pull out of ENA
- 2014 – El Cerrito adopts San Pablo Ave Specific Plan
- 2016 – Council requests BART advance TOD at El Cerrito Plaza
- 2016 – BART Board authorizes MOU
El Cerrito Plaza – TOD Background
San Pablo Avenue Specific Plan

<table>
<thead>
<tr>
<th>Site</th>
<th>A</th>
<th>B&amp;C</th>
<th>D</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Acreage</strong></td>
<td>1.57</td>
<td>4.4</td>
<td>1.59</td>
</tr>
<tr>
<td><strong>Land Use Designation</strong></td>
<td>Transit-Oriented Mixed Use</td>
<td>Transit-Oriented Higher-Intensity Mixed Use</td>
<td>Transit-Oriented Higher-Intensity Mixed Use</td>
</tr>
<tr>
<td><strong>Use</strong></td>
<td>205 Parking, Bike Lockers, Ohlone greenway</td>
<td>484 parking spaces</td>
<td>59 parking spaces</td>
</tr>
<tr>
<td><strong>Density</strong></td>
<td>35-45 du/ac</td>
<td>NA*</td>
<td>NA*</td>
</tr>
<tr>
<td><strong>Height</strong></td>
<td>65’</td>
<td>85’</td>
<td>85’</td>
</tr>
<tr>
<td>Meets AB 2923</td>
<td>No</td>
<td>Yes**</td>
<td>Yes**</td>
</tr>
</tbody>
</table>

*Form based code – does not limit density
**Minor modifications needed

Graphics Courtesy of City of El Cerrito, Group 4

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El Cerrito Plaza –
Station Access Overview

Access Type: Balanced Intermodal
Urban w/Parking (Aspirational)

190 Bike parking spaces
749 BART patron parking spaces

Median distance traveled:
• Park & Ride: 1.41 miles
• Walk: 0.52 miles
• All modes: 0.88 miles

Home location of riders by mode
Station Profile Survey, 2015
El Cerrito Plaza – Station Access Overview

- More people travel to El Cerrito Plaza BART by walking than any other mode (38%).
- Driving & parking to the station has gone down by 20% (42% in 2008 to 34% in 2015).
- 27% of people coming to BART drive alone, many from within a 1-mile radius
- 11% of those who drive alone park on the streets

2015 Station Access Survey

- Walk 38%
- Drive/Park 34%
- DropOff 19%
- Bike 5%
- Transit 4%

There are approximately 700 spaces available during the mid-day weekday period on the residential streets immediately surrounding Plaza BART (1/4 mile)

Source: 2019 El Cerrito On-Street Parking Study, Nelson Nygaard
Tradeoffs between parking, housing and other community benefits

Every dollar spent on building structured parking means less money for:

- Affordable Housing
- Residential Density (important for activation/retail)
- Community-serving uses (childcare, etc.)
- Open Space and landscaping/urban design elements
- Transportation Infrastructure Improvements
- Other Community Benefits

It costs $60K-$80K PER SPACE to build a parking garage.
Station Access Improvements

- Increase the share of patrons who walk, bike, or take transit to BART
- Minimize the need for onsite BART patron parking replacement
- Expand the pedestrian and bicycle network
- Embrace the rapid evolution of mobility trends and technologies
BART’s TOD Preparation Process: What’s happened so far

• El Cerrito Plaza Station Access Survey (January-February 2019)
• El Cerrito City Council meeting (February 2019)
• San Pablo Avenue Specific Plan workshops (July 2019)
• El Cerrito Plaza Station Open House (August 2019)
• Community Open House (October 2019)
• El Cerrito City Council meeting (November 2019)
BART’s TOD Preparation Process: City Activities

- 2016 City Council action requesting BART to advance TOD & MOU
- Library Feasibility Study (2018-2019)
- On-Street Parking studies (2019)
- San Pablo Ave. Specific Plan & EIR Amendment (est. completion 2020)
- Nov 19, 2019: City Council adopted resolution supporting the RFQ’s inclusion of Sustainable Access Studies and Strategies and the inclusion of a library as option
Findings – El Cerrito Library Study

- Library could be accommodated in a number of ways
- 21,000 square feet, 63 dedicated parking spaces
- 3 other sites being considered
- City will need to determine funding for construction & operation
TOD Goals & Objectives - Purpose

Goals and Objectives synthesize site priorities from:
- Adopted local plans
- BART policies
- Community feedback
- City feedback
- Board feedback

Term Sheet

Developer Selection

Concept Design

Goals & Objectives

Grants

Station Access Plan

BART Board - January 9, 2020
A2. Enhance Ohlone greenway’s role in increasing connectivity, placemaking

A4. Active ground floor on Fairmont Ave.

A5. Manage parking at and around station to ensure neighborhood and business needs are met

A6. Explore options for integrating public library, in partnership with City

D2. Participate in district-wide financing efforts, possibly including parking benefit district

Community Members Provided Feedback at October 3 Community Event
E1. Increase share of patrons who walk, bike, or take transit to work through improvements including accessible demand responsive services

E2. Minimize need for BART patron parking replacement by making use of existing available parking capacity in close proximity to the station and offering other access options for patrons

E4. Enable new residents of the development to reduce auto reliance

E6. Embrace rapid evolution of mobility trends and technologies
El Cerrito TOD Next Steps

1. Pre-Solicitation  
   We Are Here

2. Solicitation/Selection  
   Spring/Summer 2020

3. Project Refinement & Developer Agreement  
   Begin Summer/Fall 2020  
   (May take 2-5 years, depends on market/financial conditions)

4. Permitting & Construction