



El Cerrito Plaza Transit-Oriented Development (TOD) Goals & Objectives

BART Board Action

October 28, 2021



Presentation Overview

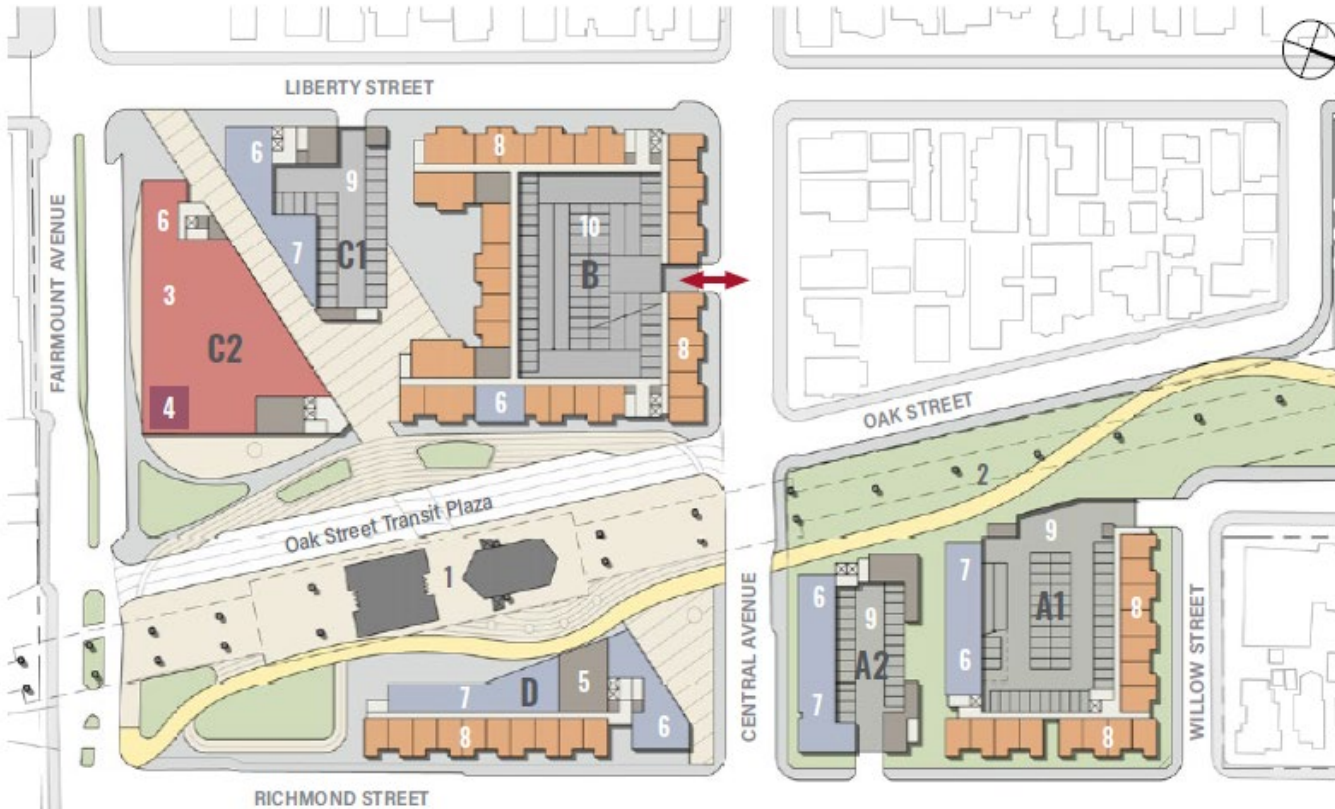
- El Cerrito Plaza TOD
 - Project Background
 - Access Planning and Outreach
 - BART Rider Parking Range Analysis
- Board Action: Approve the El Cerrito Plaza TOD Goals and Objectives, including on-site BART commuter parking range



El Cerrito Plaza TOD Project Process

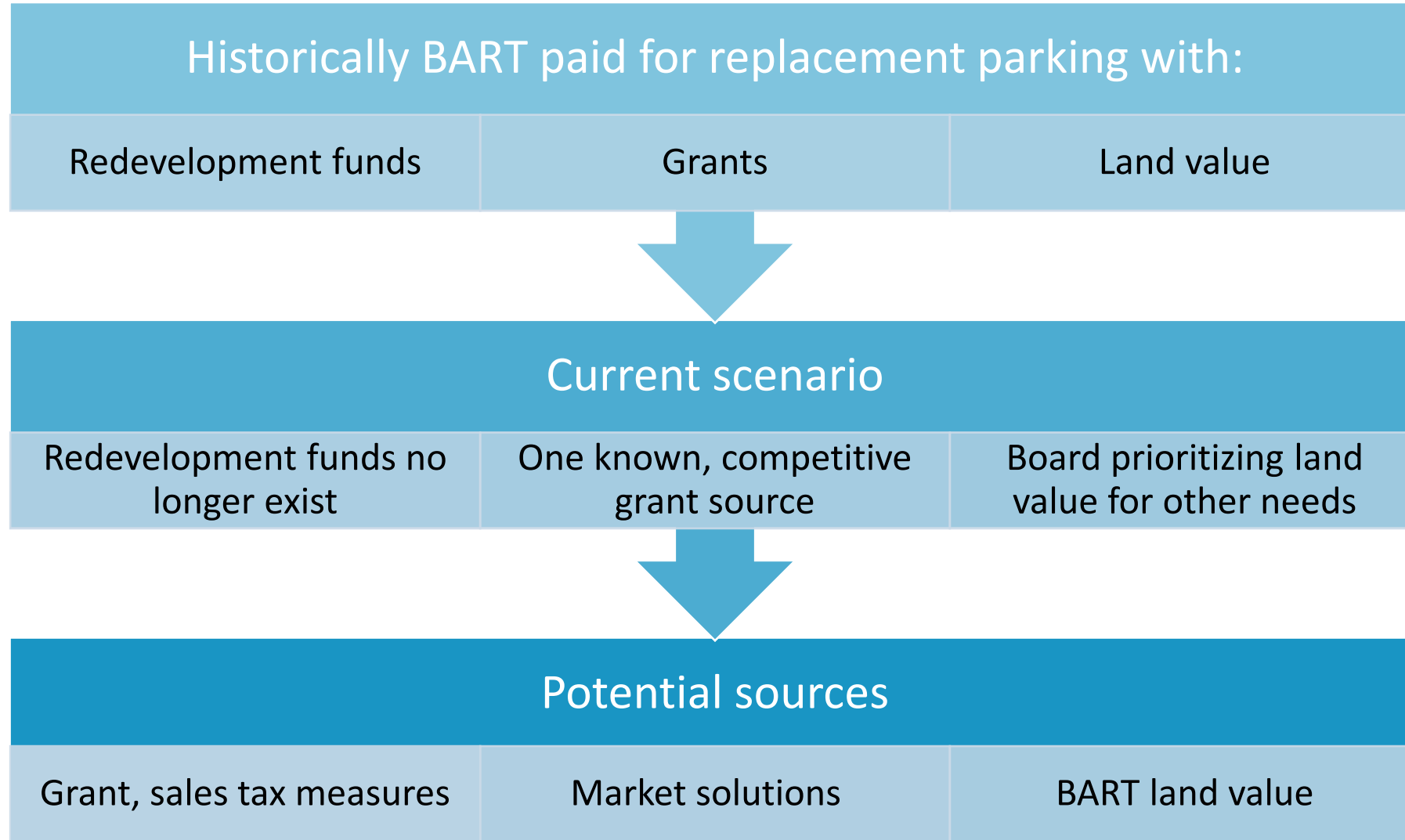
- **September 2016:** BART Board authorized entering into a Memorandum of Understanding with City of El Cerrito to study feasibility of TOD/City Library
- **January 2020:** BART Board reviewed the El Cerrito Plaza Goals and Objectives
- **July 2020:** BART issued RFQ
- **November 2020:** BART Board authorized entering into Exclusive Negotiation Agreement (ENA) with Holliday Development and the Related Companies of California
- **June 2021:** BART Board received an update on the station access planning process and framework to determine amount of BART replacement parking

El Cerrito Plaza TOD Project

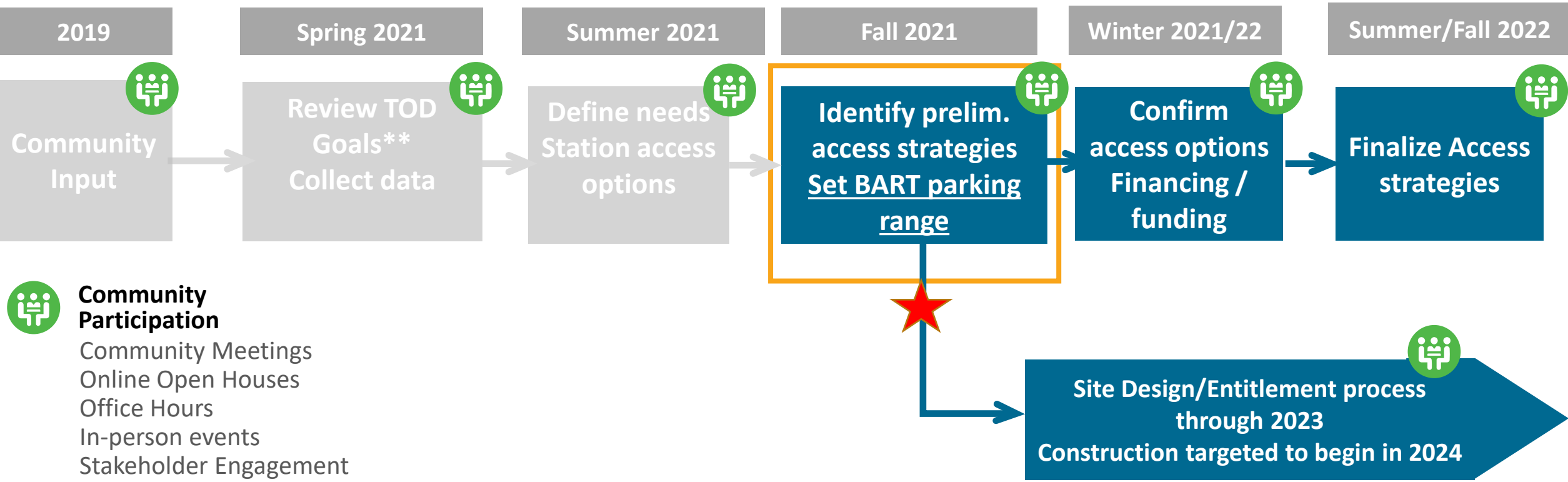


- BART TOD policy: “Strive for no or limited parking replacement...” at El Cerrito Plaza BART (Urban w/ Parking station)
- BART property is approximately 8 acres w/ 740 parking spaces
- TOD preliminary concept plan: approximately 800 units (37% affordable to 80% AMI and 12% affordable to middle income) and ~25K sq. ft. commercial (possibly a City library)

Fiscal Impact of BART Parking Range



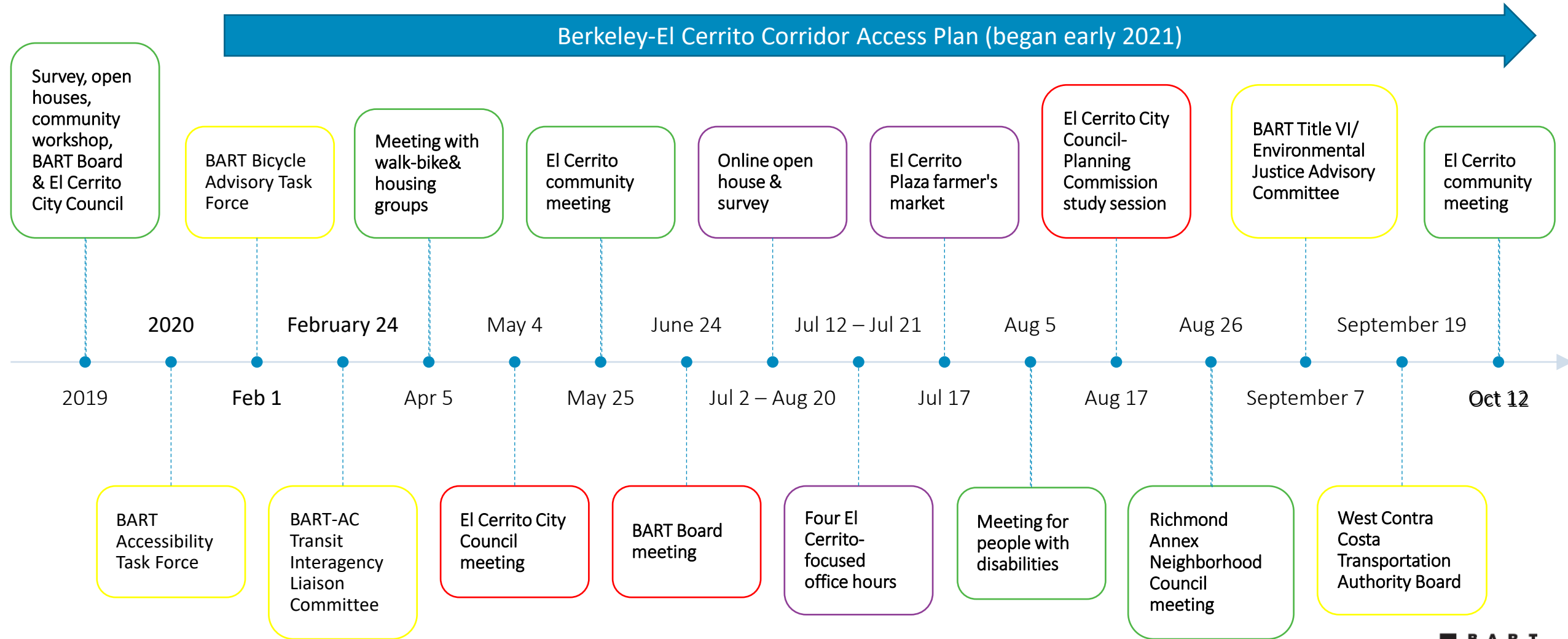
Station Access Planning Process for the Development: Construction targeted to begin in 2024*



*Illustrative Timeline – Subject to Change

** BART/City Goals & Objectives adopted by City Council In November 2019

El Cerrito Plaza Station Community Process*



Highlights from outreach efforts



Walk/Bike

- Bigger secure bike parking for all bikes
- Improve connections to Ohlone Greenway
- More walk time at signals



Safety

- Better night-time lighting
- Activate areas along the Greenway
- Concerns about BART parkers in the neighborhood



On-Street Parking

- Concerns about spillover impacts
- Interest in paid BART parking on neighborhood streets



Bus Access

- More transit options in the Hills and Richmond Annex
- Increased transit service from hills to El Cerrito del Norte or Downtown Berkeley



New Mobility/Programs

- Dockless e-bikes to serve the hills
- On-demand transit service with smaller vehicles
- Campaigns to inform people about transportation options



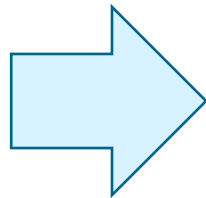
BART Rider Parking

- Concerns about reduced BART rider parking
- Zero BART rider parking replacement to maximize benefits from TOD

Framework for Determining Parking Range

Priorities

- Maximize housing
- Equitable investments
- Prioritize sustainable access
- Invest in flexible, adaptable options
- Increase BART riders

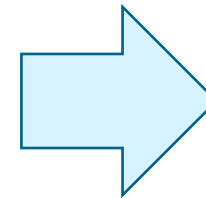


Process

Q1: Who is impacted & what are their alternatives?

Q2: How will BART pay for parking?

Q3: What are the tradeoffs?



Recommendation

Recommended
BART Parking
Range

Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

Determining the recommended maximum

- **Objective**

- Provide enough parking to reasonably accommodate those who may not have other options to get to BART

- **Data used**

- Community input/survey responses: people with limited choices who would need spaces close to the station
 - Mobility challenges
 - Pick up/drop off duties or combined trips with errands

- **Two calculation methods**

1. Simple method
2. Detailed method

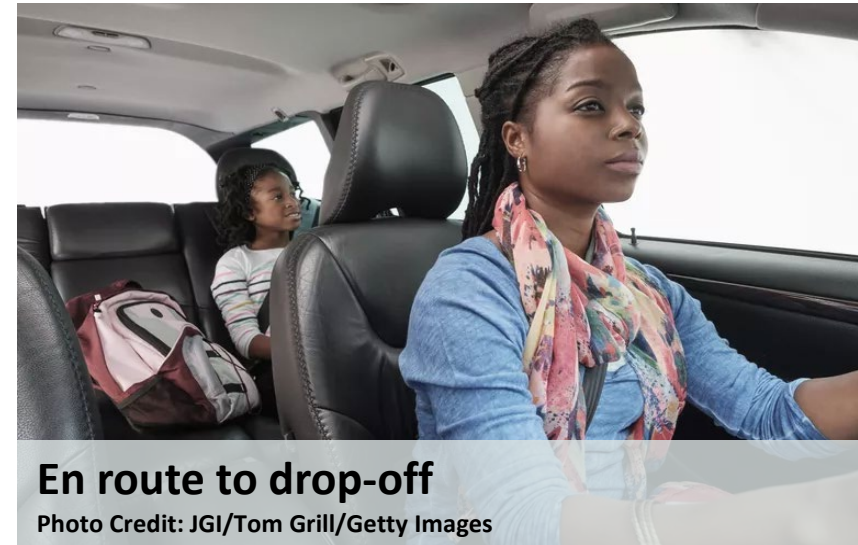
- **Result**

- **250 spaces**, (~34% of the existing 740 spaces)



People with accessibility needs on BART

Photo Credit: BART



En route to drop-off

Photo Credit: JGI/Tom Grill/Getty Images

Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

Determining the maximum (simple method)

Current lot size

- 740 spaces



Parking-dependent population

- 29% (=215)



Round up

- add 15% (=~250)

What we heard from BART parkers

~**29%** say they drive mainly due to mobility challenges or pick up duties/errands

29%, Source: BART El Cerrito Plaza Rider Survey, 2019

28%, Source: BART Online Open House, July/Aug 2021

Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

Determining the maximum (detailed method)

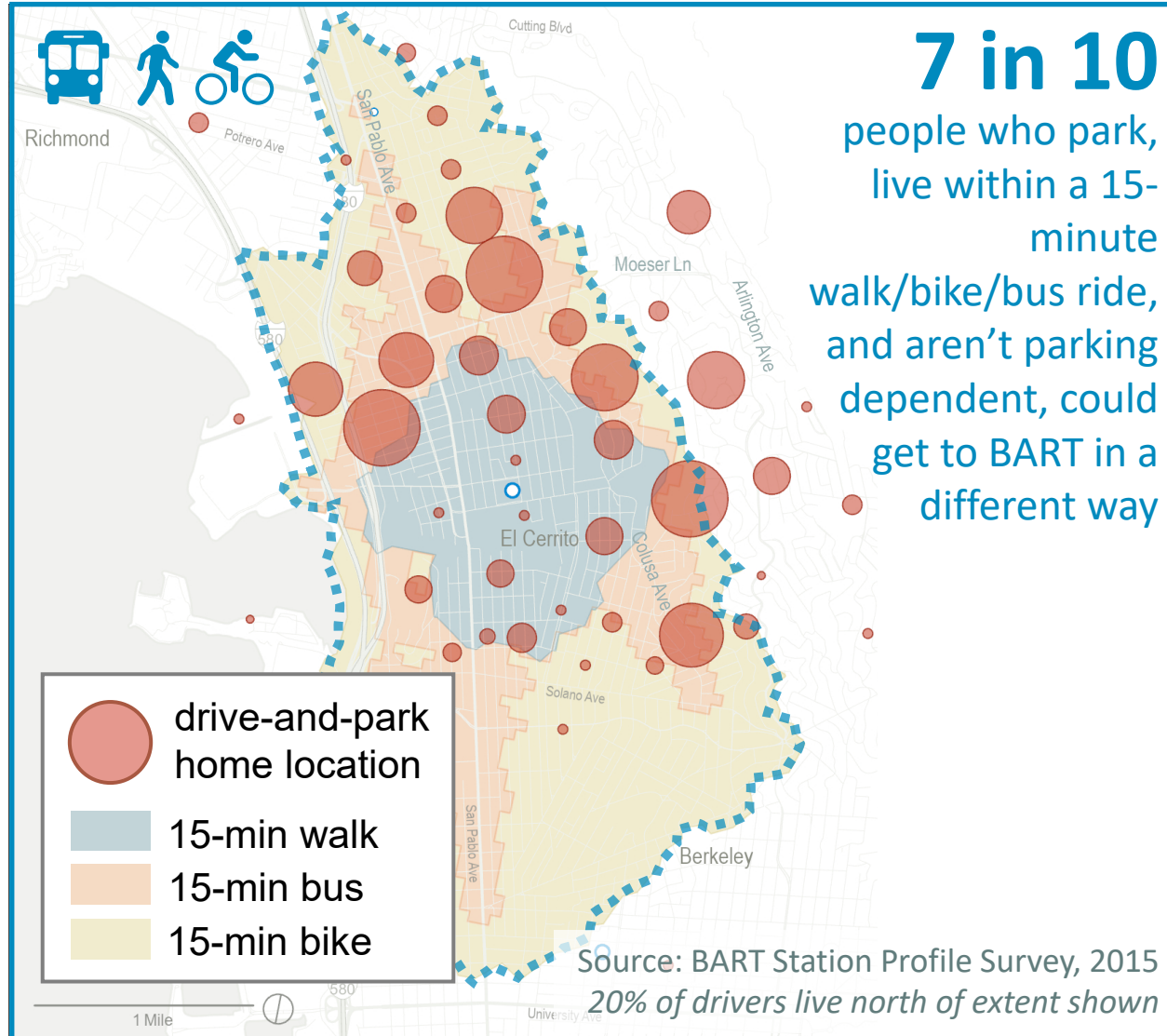


All pre-COVID on-street parkers would continue to park there

1 in 5



of all people who park would work remotely



1 in 2

people who park who
live closer to Richmond
or El Cerrito del Norte
stations would park at
these stations, using
around 140 spaces (=5%
of spaces as those
stations)

Result = ~250 spaces

Q1

WHO IS IMPACTED AND WHAT ARE THEIR ALTERNATIVES?

Determining the recommended minimum

- **Objective**

- Provide enough parking to reasonably accommodate a portion of those who may not have other options to get to BART, given funding challenges and design tradeoffs

- **Data used**

- Community input/survey responses: people with physical mobility challenges

- **Calculation method**

- $(\text{Number of on-site spaces}) \times (13\% \text{ of drivers who reported physical mobility challenges in 2021 survey}^*)$

- **Result**

- **100 spaces** (~14% of the existing 740 spaces)

* 13% from 2021 is highest datapoint we found. The 2019 El Cerrito Plaza Station Access survey indicates that ~3% need to drive and park because of physical mobility challenges.

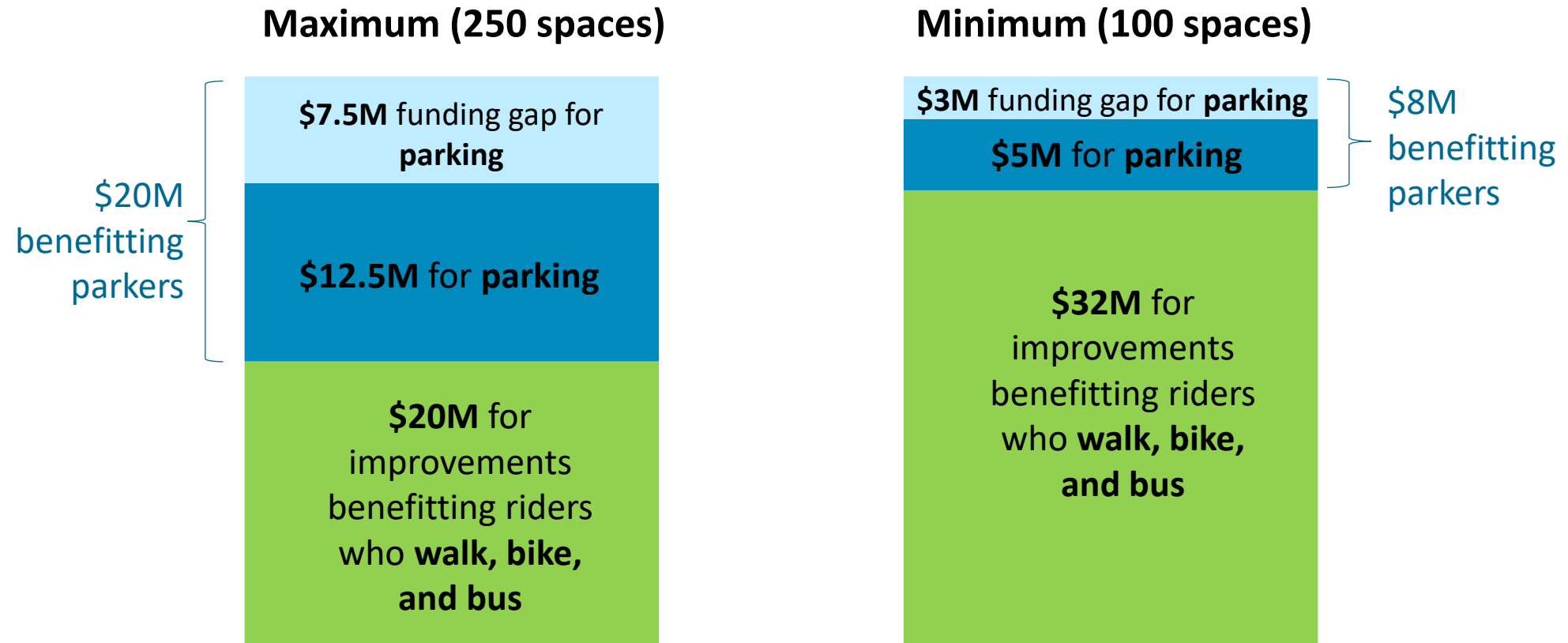


Q2

HOW WILL BART PAY FOR PARKING?

Funding for station access and parking

We can reasonably assume a total of **\$40M** for all access investments



Assumptions:

- Cost to build structured parking = **\$80,000+/space** (not including annual operating, enforcement, maintenance or repair costs estimated at around **\$1,000/space/year**).
- One known grant source only covers **60% (\$50,000)** of the cost to build each parking space.

Q3

WHAT ARE THE TRADEOFFS?

Parking has spatial/design tradeoffs

| | Maximum (250 spaces) | Minimum (100 spaces) |
|--------|---|---|
| Home | ~780 | ~830-880 (50 to 100 more homes) |
| Design | <ul style="list-style-type: none"> Bulkier, larger-scale buildings Less architectural flexibility | <ul style="list-style-type: none"> More space for people to gather and children to play More opportunity to shape the building to meet the street and blend w/ the neighborhood |

Example: Taller in the middle with step downs

Photo Credit: Van Meter Williams Pollack

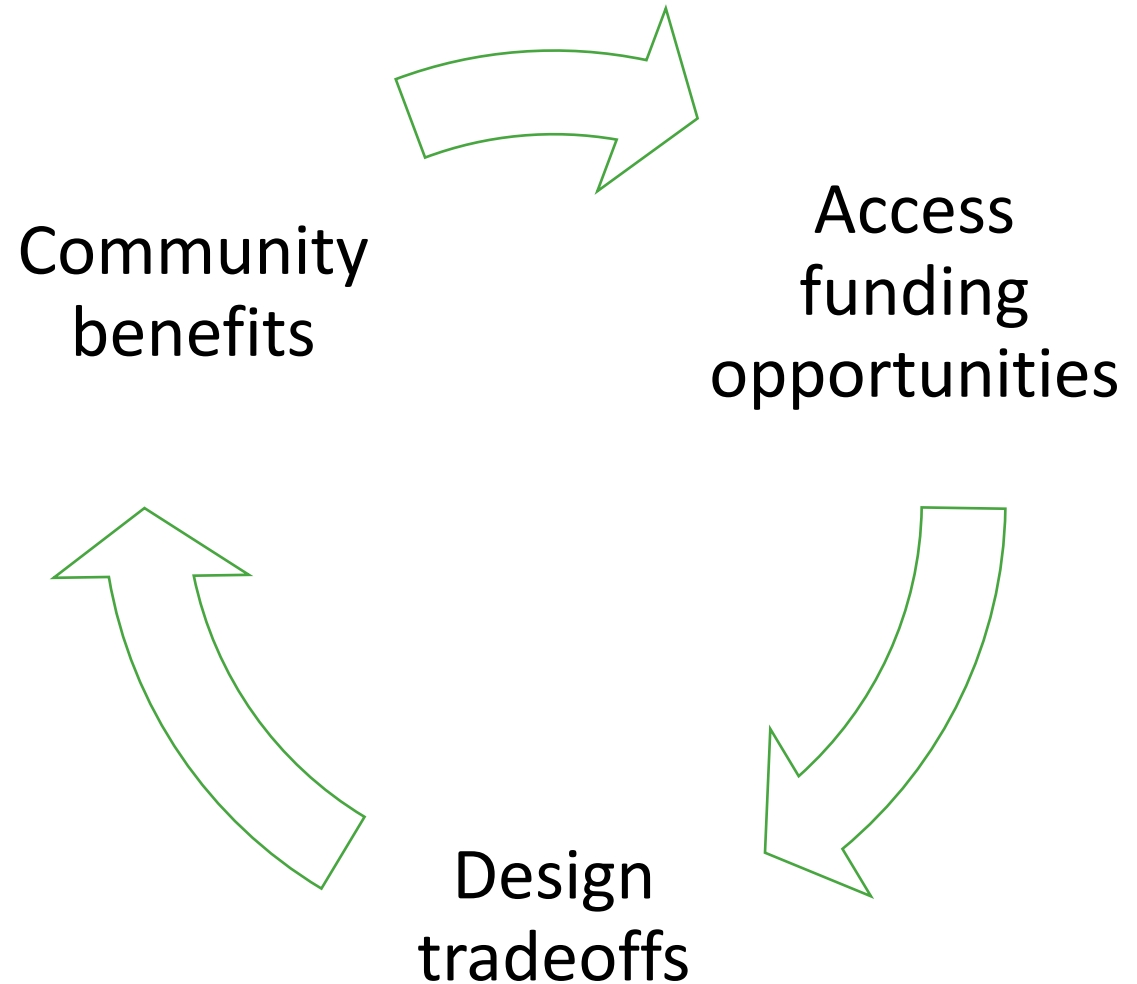


Example: Upper story open space
Photo Credit: Mithun



Final On-Site BART parking number determined as part of overall access strategy and TOD Priorities

As the project design advances, BART will continue to work w/ the Community, City, Developer to determine the mix of on and off-site access improvements including the final on-site BART parking number

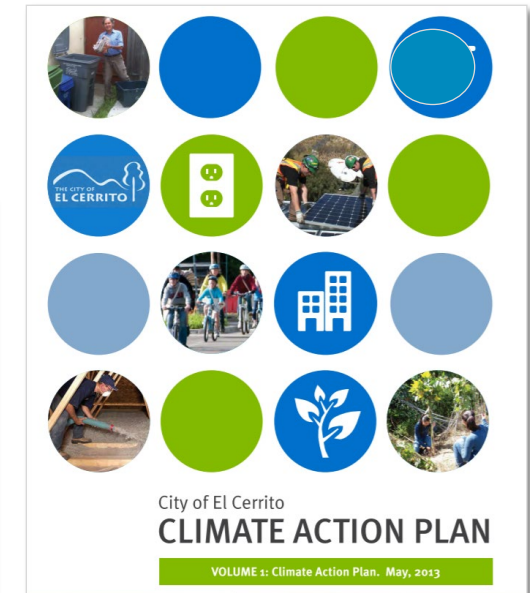
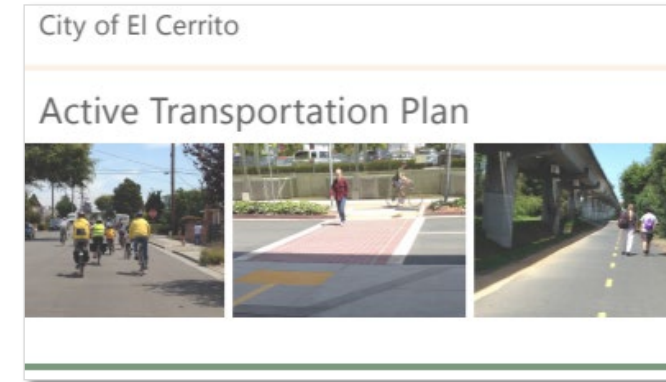
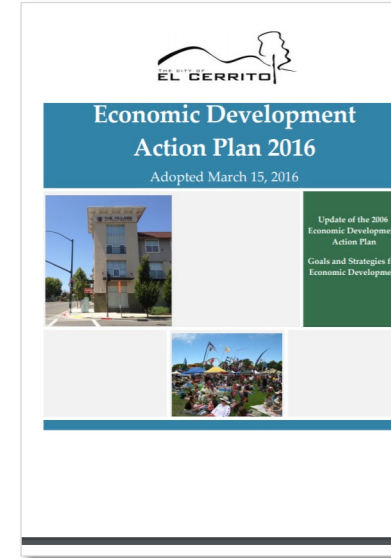


City/BART Goals & Objectives for El Cerrito Plaza BART Development*

- Ridership
 - Increase BART ridership
- Access
 - City to manage area parking
 - Increase % of people who walk, bike and take transit
 - Minimize need for BART rider parking replacement
- Site Design
 - Enhance Ohlone Greenway'
 - Active ground floor on Fairmount Avenue
- Community
 - Options for integrating public library

* City/BART Goals & Objectives for El Cerrito Plaza BART TOD:

<https://www.bart.gov/about/business/tod/el-cerrito-plaza>



Recommendation for BART Board Action

- Approve El Cerrito Plaza TOD Goals & Objectives, including BART-specific on-site parking range:
 - ***Goal E2.1 Provide between 100 and 250 parking spaces for BART riders in an on-site garage, including at least as many accessible parking spaces as are currently provided.****
- *This new goal is complementary to the City-Council adopted Goal E2:*
 - ***Minimize the need for BART patron parking replacement in an on-site garage by exploring and developing other parking and access options for patrons who do not live near the station, and by maximizing the use of existing available parking capacity in close proximity to the station.***

* Goal E2.1 was not adopted by the El Cerrito City Council.