

**REPORT TO MAYOR AND CITY COUNCIL****TO THE HONORABLE MAYOR AND CITY COUNCIL:**

DATE: February 24, 2015

**SUBJECT: PRESENTATION BY BART STAFF ON THE DOWNTOWN CONCORD BART STATION INTERMODAL PROJECT****Report in Brief**

BART representatives will present their plans for the Downtown Concord BART Station Intermodal Project. BART's goals for the project include improving pedestrian experience and circulation, enhancing safety, and expanding multimodal access to the station. BART staff is interested in receiving feedback from the City Council prior to finalizing design of the station upgrades. Design development will be completed in September 2015 with construction initiated in spring 2016. Staff recommends that the City Council receive the status update and presentation by the BART Planning Division regarding the Downtown Concord BART Station Intermodal Project. No action by the City Council is required but the Council may give feedback to BART staff.

**Background**

On January 12, 2015, City Planning staff met with BART Planning and Development staff and consultants to review the conceptual design plans for the Downtown BART Station Intermodal Project, and to discuss coordination of BART projects with other City projects. The scope of the project includes the northern plaza area of the BART station, a southern sidewalk connection to Oakland Avenue, crosswalk improvements, reconfiguration of parking and curbs, enhancement of way-finding signage, new landscaping, and the addition of new lights and furnishings. City Planning staff offered to assist BART staff in obtaining local feedback on the project. The project was presented to the Design Review Board on January 22, 2015. The Board's suggestions were incorporated into plans, and those were then presented to the Planning Commission on February 18<sup>th</sup>.

BART is working on two separate but related projects, including the conceptual design for the Downtown BART Station Modernization Project, which is funded through Prop 1B funds, with a staggered timeline, anticipated to begin construction by 2016. The project will holistically re-envision the entire station, including the waiting areas, bicycle facilities, lighting and shelters, with overall goals of a more attractive environment, while meeting BART's capacity goals and increasing passenger comfort. The second project is an enclosed bike station on the north side of the Station that will be monitored and include card key access for bike lockers. The bike station would be constructed concurrently with the BART Intermodal Project plaza improvements.

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**Discussion**

The central BART plaza redesign is intended to create a strong pedestrian axis through the station to orient the BART rider north toward Grant Street and Todos Santos Plaza. The design supports this through the use of hardscape materials, and the placement of landscaping, lighting and signage. The attached plan set includes: 1) a Perspective Drawing looking north from the BART station; 2) a Key Issues Plan; 3) an Opportunities Plan for background and contextual understanding of the project; 4) a Concept Plan; 5) a Conceptual Design Development Plan of the various design elements for the station; and 6) Planting Materials (Attachment #1).

The plans include a variety of design elements, and each item is listed as it corresponds to the lettering within the plan exhibits (Sheet 4): A) Decorative bird mitigation; B) Improved crosswalk treatment; C) Way-finding kiosk; D) Storm water treatment; E) Paving at the Plaza including interlocking pavers and colored concrete paving; F) Banners and light standards within the plaza area; G) Trash and recycling receptacles; H) Benches; and I) Bollards.

The Design Review Board provided input regarding the bird mitigation, crosswalk treatment, banners and hardscape surfaces, as well as lighting and street furnishings. The exhibits in Attachment #1 have incorporated that feedback. In particular, additional benches have been added to include those that have backs as well as backless benches and BART has incorporated the light standard as a result of the DRB comments.

**Salvio, Grant, and Oak Street Corridor Plan**

The City recently received a competitive Priority Development Area (PDA) grant from the Metropolitan Transportation Commission to prepare a Corridor Plan as identified in the 2014 Downtown Specific Plan. The Corridor Plan would focus on the major streets extending outward from the Concord BART station, as well as the portion of Grant Street extending from BART to Todos Santos Plaza, which is complementary to the goals of the BART Intermodal Project. Goals of the Corridor Plan include implementation of “green” streets with low-impact storm water features, improvement of signage and way-finding to/from BART. Staff continues to coordinate the Corridor Plan project with BART as well as with other on-going City projects.

**Fiscal Impact**

The Downtown BART Station Intermodal Project is funded through BART and Measure J funds.

**Public Contact**

Posting of the City Council Agenda. A Community Workshop coordinated for the City’s Bicycle, Pedestrian and Safe Routes to Transit Master Plan Project will be held on April 8<sup>th</sup>. BART will host a table during the workshop to provide outreach to attendees during the workshop and share upcoming plans for the Downtown BART station.

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**Recommendation for Action**

There is no recommendation or call for approval for the City Council; however, staff requests that the Council provide comments and feedback on the information presented.

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Attachment 1: Downtown BART Station Plan set, dated February 2015



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**CONCEPTUAL PHOTO SIMULATION**  
**CONCORD BART IMPROVEMENTS**  
CONCORD, CA



Unnecessary windscreen - remove to improve pedestrian access  
 Too many newspaper racks  
 Planting behind newspaper racks is too tall and requires constant pruning



Existing Use: Passenger waiting area  
 Unsightly trash receptacles

Unsightly bird mitigation above ticket entry



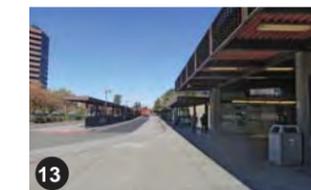
No truncated dome at existing ramp  
 BART entry lacks a sense of place  
 Planting is too tall and requires pruning  
 Unsightly guard rail

Unsightly trash bins located at main plaza  
 Existing gateway is not aesthetically preferred and is ineffective in assisting wayfinding between the BART Station and the Central Business District

Pedestrian connection along Grant Street surrounded by parking lot  
 Taxi queuing on right obscures views toward the Central Business District

Existing gateway is not aesthetically preferred and is ineffective in assisting wayfinding between the BART Station and the Central Business District  
 Opportunity: Existing metal fence screens cars and encourages a connection between BART and Central Business District

No ramp at crosswalk  
 Unsightly lockers - relocate  
 Existing gateway is not aesthetically preferred and is ineffective in assisting wayfinding between the BART Station and the Central Business District



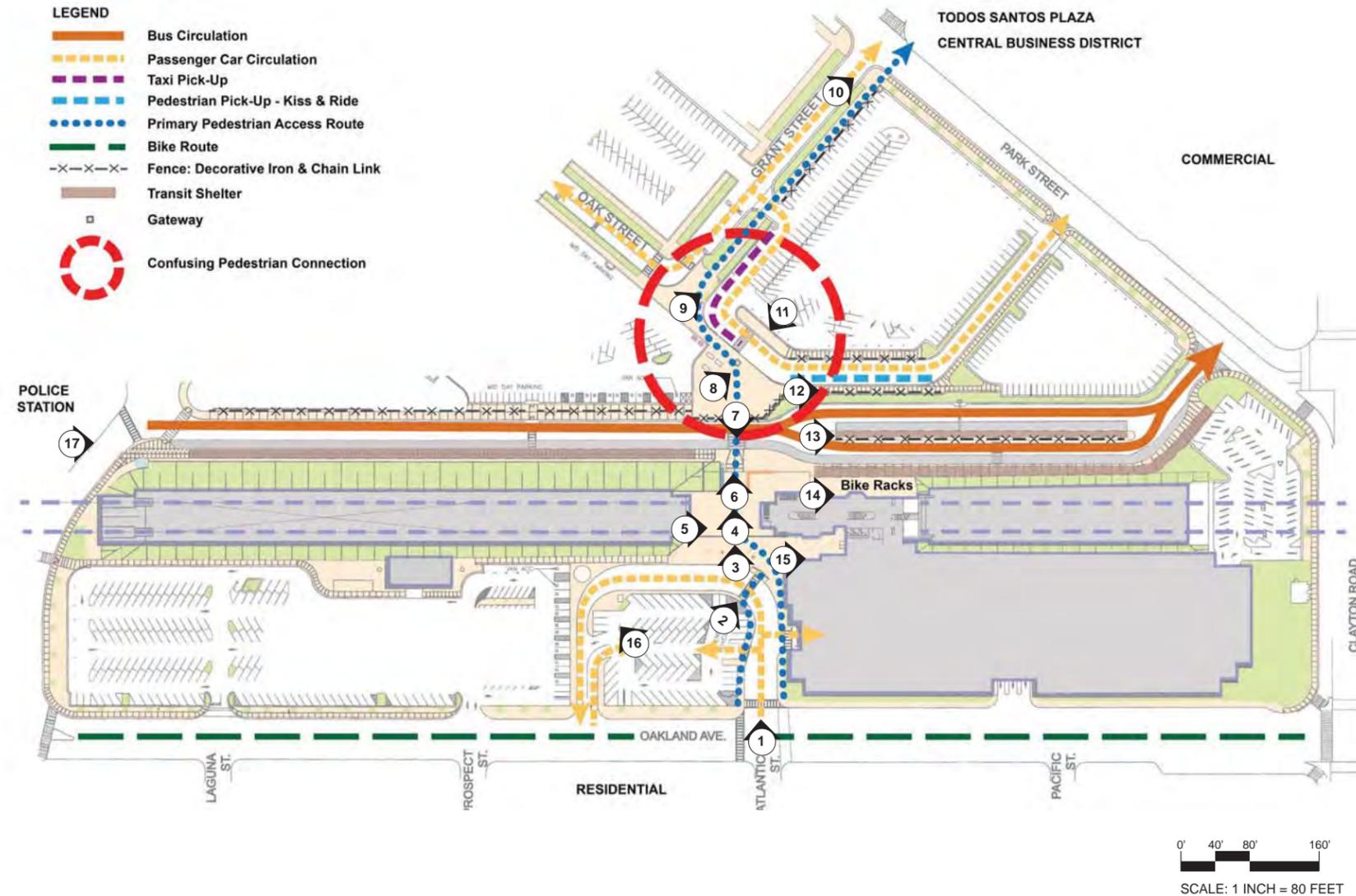
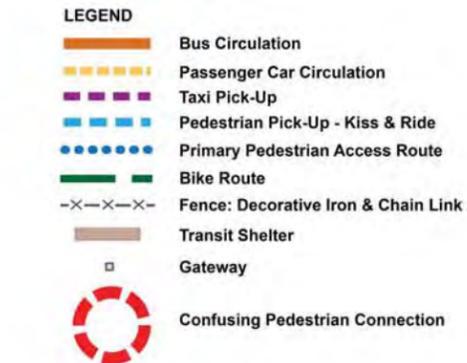
Bus waiting area lacks sense of place

Unsightly bird mitigation at ticket entry on right



Unnecessary windscreen - remove to improve pedestrian access

Too many newspaper racks on left



Too many unused bike racks  
 Unsightly chain-link fence  
 Unsightly bare earth

Site furnishings block direct access if new crosswalk alignment is adopted



Fare evasion at elevators

Opportunity: Preferred alignment of new crosswalk

POLICE STATION

Awkward crosswalk does not lead directly to the station entry

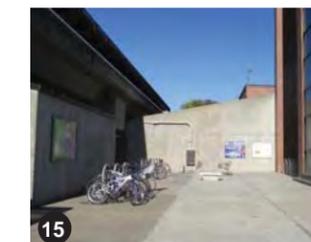


Awkward ADA ramp and unsightly guardrail which directs users right and left

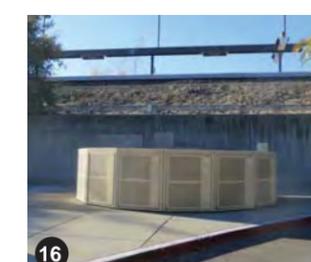
No sense of arrival from neighborhood

Highly congested area

Parking lot on left is difficult to navigate for pedestrians



Unused dead space between BART station and parking lot



Unused private bike lockers block views



Dead zone without surveillance

Unused space due to reduced user need - originally the end of the line and had more users. No longer necessary for bus operations

Unattractive portable restrooms for bus drivers



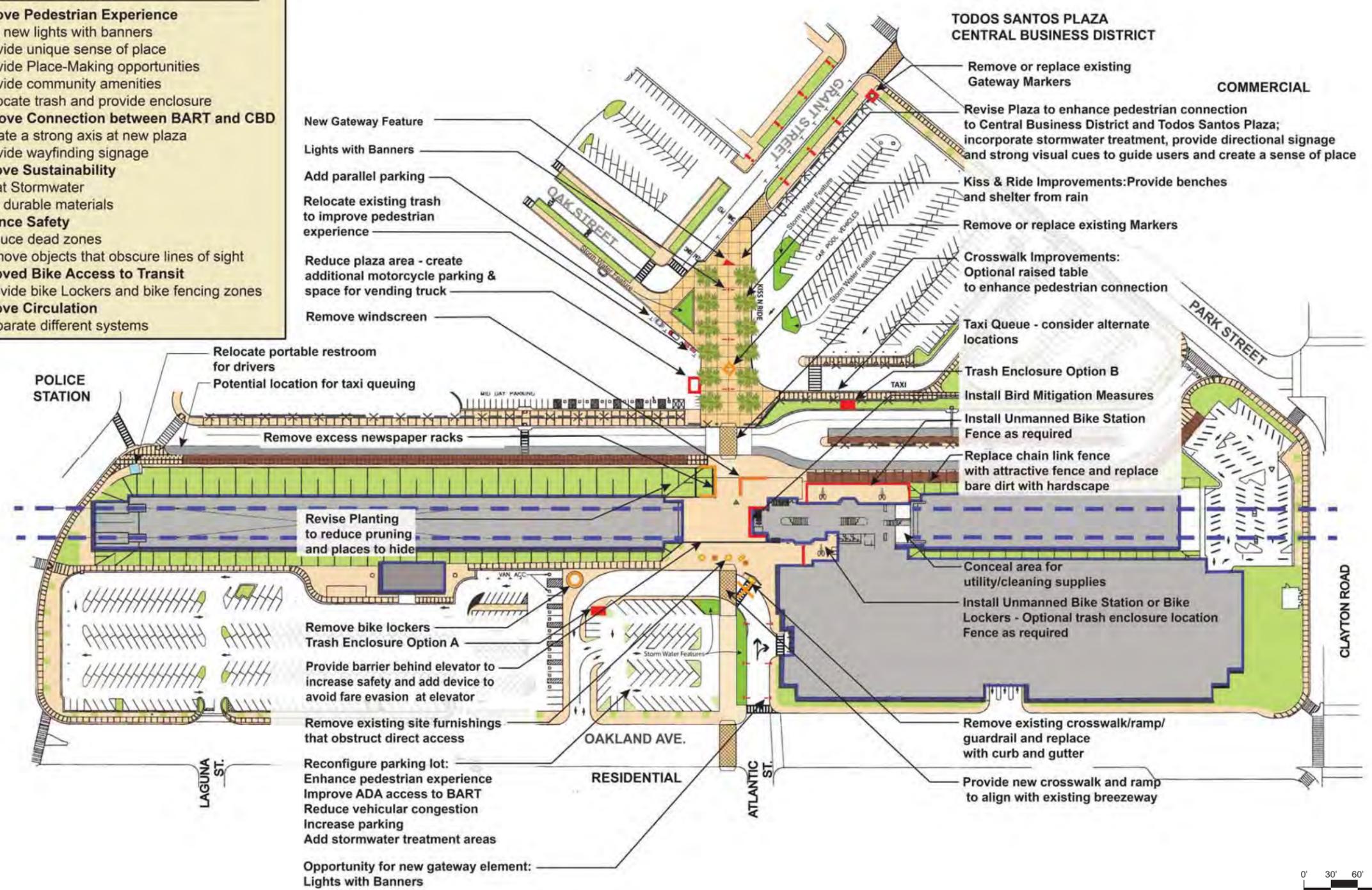
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**KEY ISSUES PLAN**  
**CONCORD BART IMPROVEMENTS**  
 CONCORD, CA



- GOALS for REDESIGN**
- \* Improve Pedestrian Experience**
    - Add new lights with banners
    - Provide unique sense of place
    - Provide Place-Making opportunities
    - Provide community amenities
    - Relocate trash and provide enclosure
  - \* Improve Connection between BART and CBD**
    - Create a strong axis at new plaza
    - Provide wayfinding signage
  - \* Improve Sustainability**
    - Treat Stormwater
    - Use durable materials
  - \* Enhance Safety**
    - Reduce dead zones
    - Remove objects that obscure lines of sight
  - \* Improved Bike Access to Transit**
    - Provide bike Lockers and bike fencing zones
  - \* Improve Circulation**
    - Separate different systems



0' 30' 60' 120'  
SCALE: 1 INCH = 60 FEET

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**OPPORTUNITIES PLAN**  
**CONCORD BART IMPROVEMENTS**  
CONCORD, CA

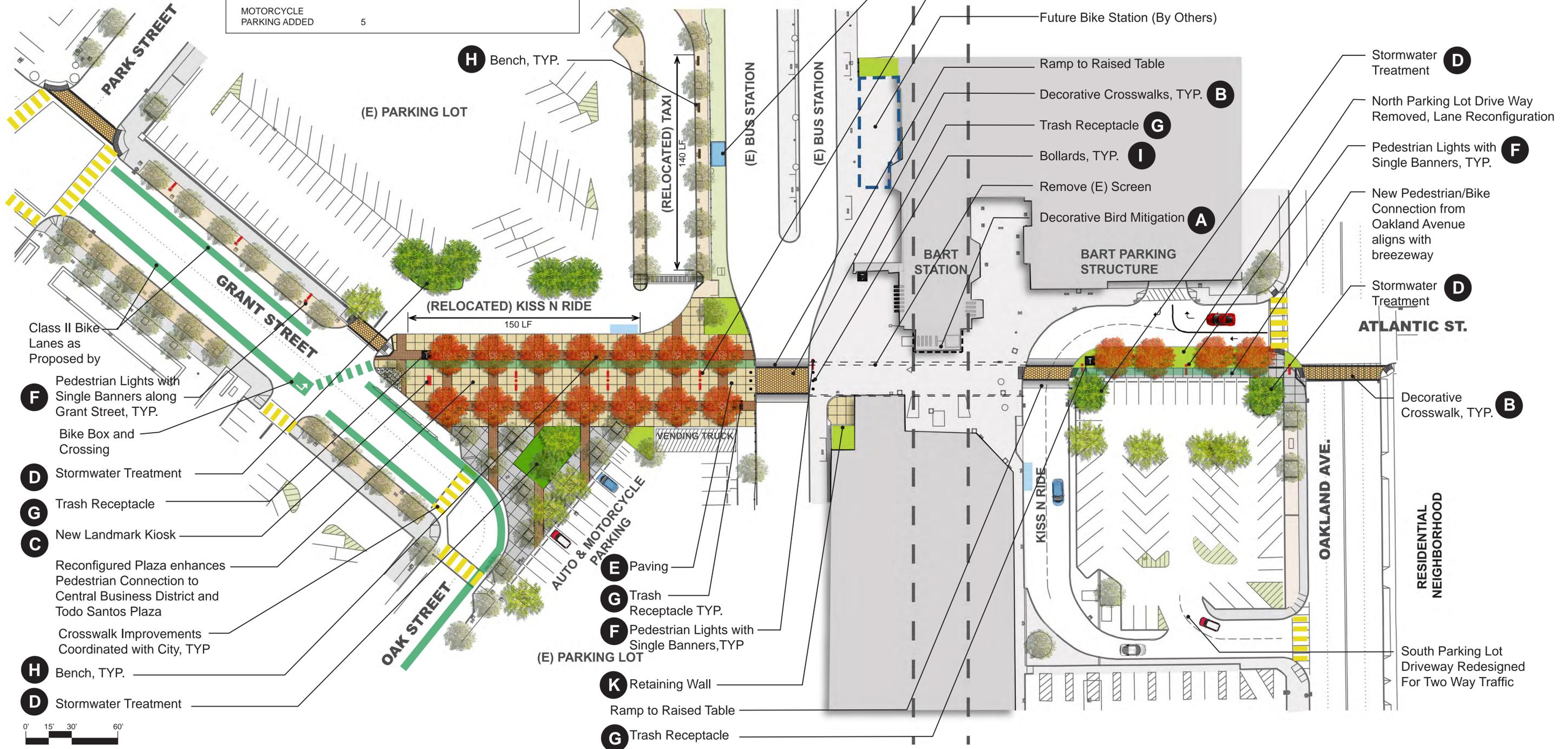


**SHEET 3**  
**N NELSON**  
NYGAARD



**TO TODOS SANTOS PLAZA & THE CENTRAL BUSINESS DISTRICT**

POTENTIAL PARKING TALLY		POTENTIAL TREES TALLY	
REMOVED	32	REMOVED	12
ADDED	27	ADDED	34
DELTA	-5	NET GAIN	22
MOTORCYCLE PARKING ADDED	5		



- Class II Bike Lanes as Proposed by
- F** Pedestrian Lights with Single Banners along Grant Street, TYP.
- Bike Box and Crossing
- D** Stormwater Treatment
- G** Trash Receptacle
- C** New Landmark Kiosk
- Reconfigured Plaza enhances Pedestrian Connection to Central Business District and Todo Santos Plaza
- Crosswalk Improvements Coordinated with City, TYP
- H** Bench, TYP.
- D** Stormwater Treatment

- E** Paving
- G** Trash Receptacle TYP.
- F** Pedestrian Lights with Single Banners, TYP
- K** Retaining Wall
- Ramp to Raised Table
- G** Trash Receptacle

- Future Trash Enclosure (By Others)
- Pedestrian Lights with Double Banners, TYP. **F**
- Future Bike Station (By Others)
- Ramp to Raised Table
- Decorative Crosswalks, TYP. **B**
- Trash Receptacle **G**
- Bollards, TYP. **I**
- Remove (E) Screen
- Decorative Bird Mitigation **A**
- Stormwater Treatment **D**
- North Parking Lot Drive Way Removed, Lane Reconfiguration
- Pedestrian Lights with Single Banners, TYP. **F**
- New Pedestrian/Bike Connection from Oakland Avenue aligns with breezeway
- Stormwater Treatment **D**
- ATLANTIC ST.**
- Decorative Crosswalk, TYP. **B**
- RESIDENTIAL NEIGHBORHOOD
- South Parking Lot Driveway Redesigned For Two Way Traffic



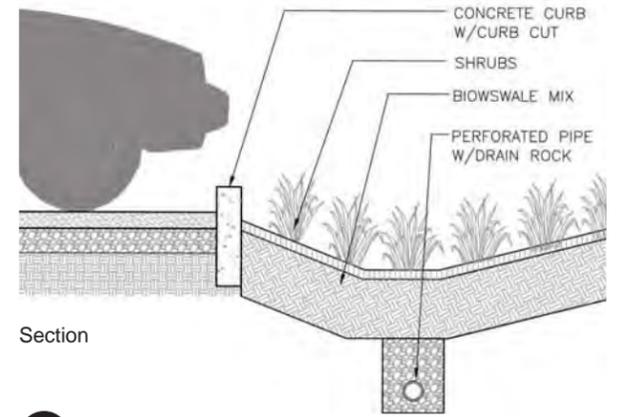
**A** DECORATIVE BIRD MITIGATION with METAL PANEL



**B** DuraTherm (Herringbone)  
DECORATIVE CROSSWALK



**C** LANDMARK KIOSK



Section

**D** STORMWATER TREATMENT



Colored Concrete (Palomino 5447)



CASTLELITE BLOCK Pavers  
(Standard series)

**E** PAVING AT PLAZA



**F** BANNERS AND PEDESTRIAN LIGHT 'CONTEMPORARY' THEME  
(Total: 3 Double Light Fixtures, Total: 3 Single Light Fixtures)



Solar Compactor

**G** TRASH RECEPTACLE (Total: 2)



**H** BENCH (Total: 6) Bench w/ Middle Arm Rest (Not shown)



**I** BOLLARD W/ LIGHT (Total: 6)



**J** FENCE

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# PLANT MATERIALS

## TREES



ACER RUBRUM  
'OCTOBER GLORY'  
OCTOBER GLORY MAPLE



PLATANUS ACERIFOLIA  
LONDON PLANE TREE



PLATANUS RACEMOSA  
CALIFORNIA SYCAMORE



ALNUS RHOMBIFOLIA  
WHITE ALDER

## HILL SLOPE



CEANOTHUS HEARSTIORUM  
CEANOTHUS



COTONEASTER DAMMERI  
BEARBERRY COTONEASTER



LOROPETALUM CHINENSE VAR RUBRUM  
'PLUM DELIGHT'



RHUS AROMATICA 'GRO-LOW'  
FRAGRANT SUMAC



SARCOCOCCA HOOKERIANA 'HUMILIS'  
DWARF SWEET BOX

## SHRUBS



DIETES VEGETA  
FORTNIGHT LILY



ERIGERON KARVINSKIANUS  
SANTA BARBARA DAISY



HEMEROCALLIS 'YELLOW'  
DAYLILY



ROSA MEIDLAND 'RED'  
RED CARPET ROSE

## BIOSWALE (WET - BOTTOM OF SWALE)



CAREX PANSA  
CALIFORNIA MEADOW SEDGE



DIETES VEGETA  
FORTNIGHT LILY



JUNCUS PATENS  
CALIFORNIA GRAY RUSH

## BIOSWALE (DRY - TOP OF SWALE)



ARCTOSTAPHYLOS DENSIFLORA  
'EMERALD CARPET'  
EMERALD CARPET MANZANITA



LIMONIUM PEREZII  
SEA LAVENDER



MUHLENBERGIA RIGENS  
DEER GRASS

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