

# BART Livermore

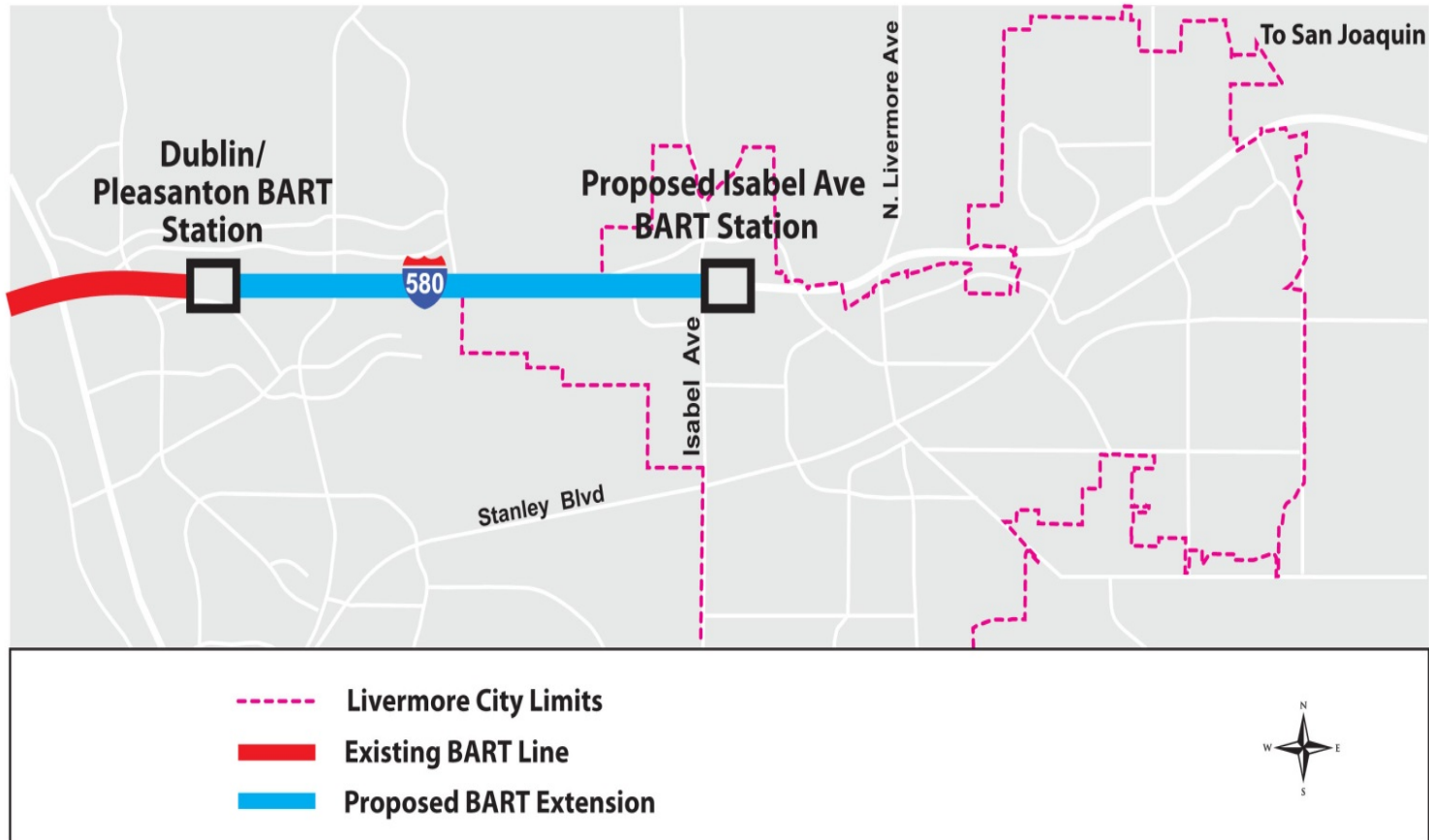
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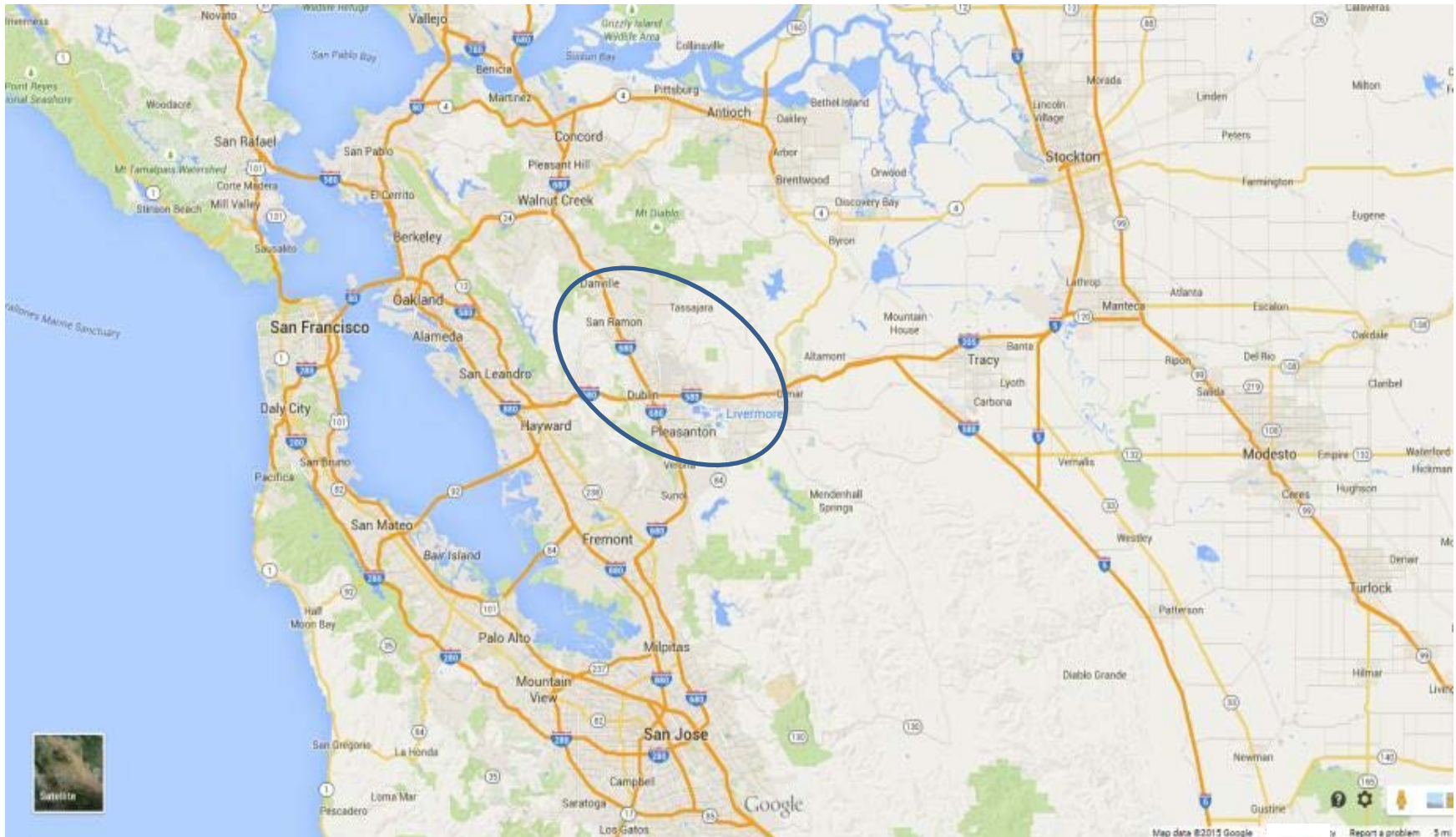
Stephen Riley, Principal Planner  
December 2, 2015



# BART to Livermore Overview



# The Tri-Valley's Regional Context



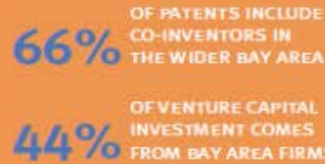
**BART to ACE**

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# Tri-Valley is an Economic Engine for the Entire Bay Area

Bay Area Council's  
Economic  
Institute  
*Tri-Valley Rising*  
Report

High-value collaboration with the rest of the region is on the rise



The Tri-Valley excels at preparing its youth for future success



The Tri-Valley invests in its distinctive quality of life by protecting open space and expanding other local amenities



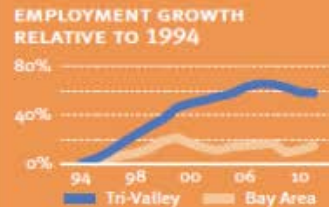
Proposed Tri-Valley transportation investments will yield economic benefits for the Bay Area region

**\$840** MILLION IN 2014 TRANSPORTATION EXPENDITURE PLAN INVESTMENTS

**\$1.5** BILLION IN ECONOMIC OUTPUT

**8,350** FULL-TIME EQUIVALENT JOBS CREATED

The Tri-Valley is growing at a faster rate than the Bay Area as a whole



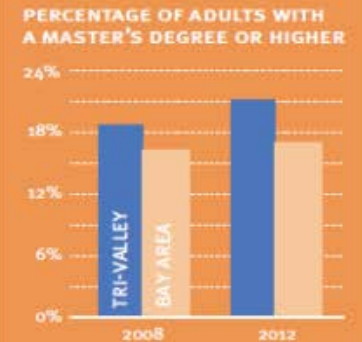
POPULATION GROWN SINCE 2000  
Tri-Valley +20%  
Bay Area +8%

Commute volumes from Tri-Valley to San Francisco, Santa Clara, and San Mateo Counties are increasing:

**+66%** SINCE 2007

Vehicle hours spent delayed per day are increasing on I-580  
**+26%** SINCE 2011

The Tri-Valley is home to highly skilled talent



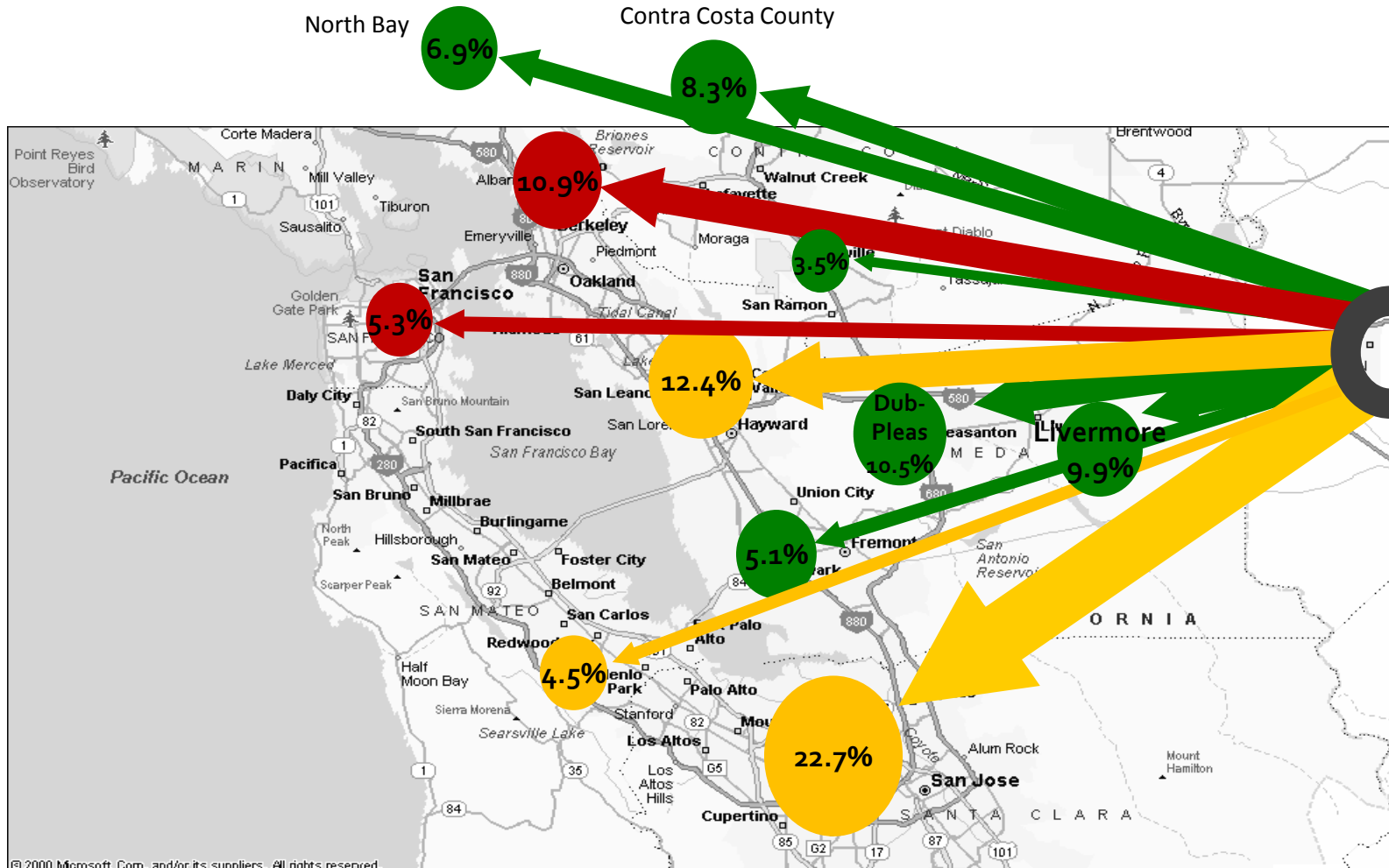
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# Bay Area Destinations

## Trips From San Joaquin Valley

*AirSage Distribution Incorporated* – 95,100 Round Trips in 2035



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# Congestion Through the Tri-Valley

## AVERAGE DAILY VEHICLE HOURS OF DELAY IN THE TRI-VALLEY

Year	I-580 East	I-580 West
2013	4,852	4,796
2012	4,733	4,257
2011	3,814	3,853

**Note:** Average daily vehicle hours of delay is a measure of the amount of time collectively spent on highway corridors at a speed below the 60 mile per hour benchmark.

**Data Source:** Caltrans Mobility Performance Report using Performance Monitoring System (PeMS)

**Analysis:** Bay Area Council Economic Institute



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# Livermore is where ACE will connect with BART



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# Livermore is a key link in connecting the interregional rail network



Source: BART



Source: Altamont Commuter Express



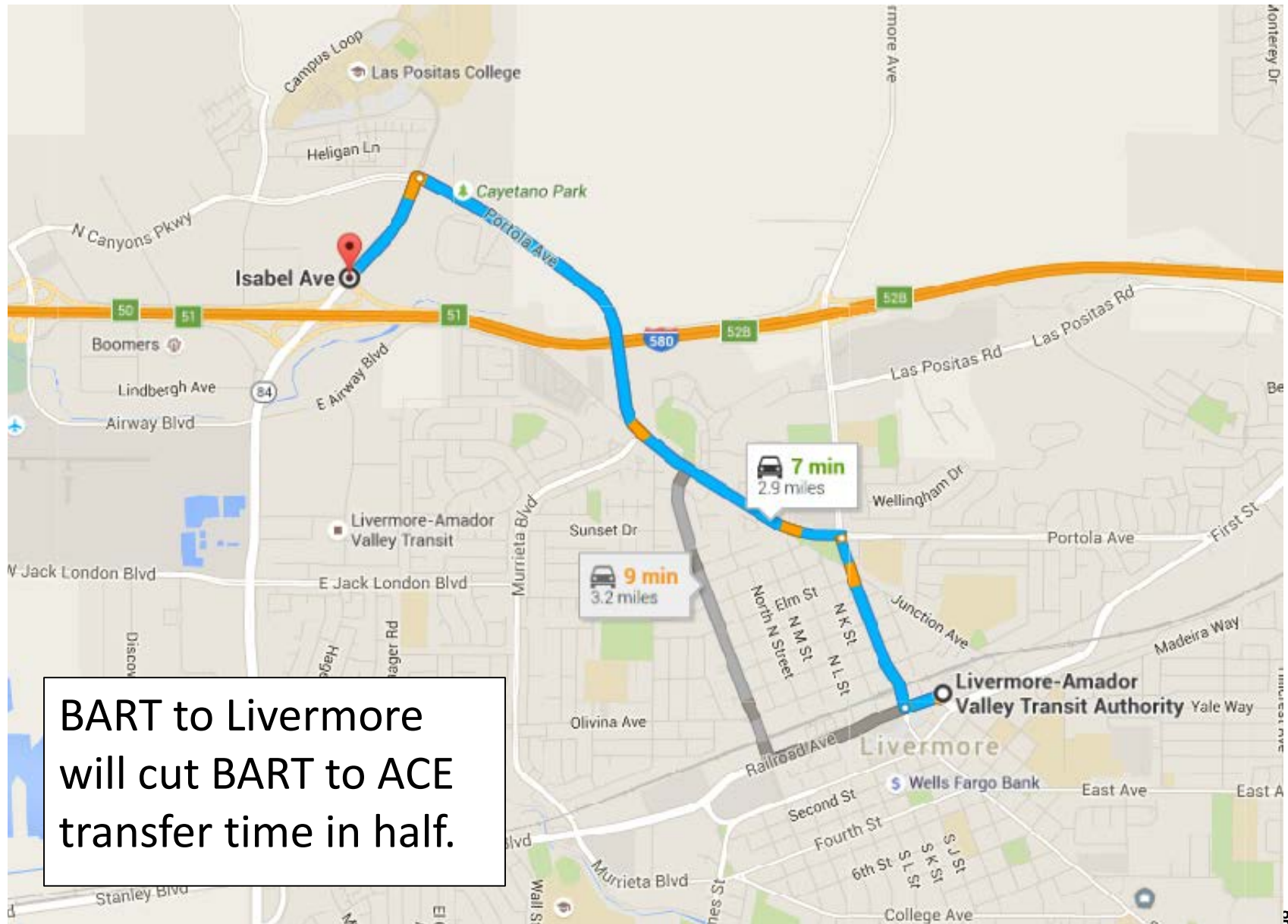
Source: California High Speed Rail Authority

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# Isabel Provides Better Connection to ACE



BART to Livermore will cut BART to ACE transfer time in half.

# Project Summary

- Extending BART to Livermore is good for Livermore, the Tri-Valley, and Bay Area
  - Transportation Choices
  - Improved Interregional Connection with ACE and High Speed Rail
  - Congestion Relief
  - Greenhouse Gas, Air Pollution, Energy Reduction
  - Opportunities for Transit-oriented Development
  - Economy

# What Is The Process For Getting BART To Livermore?

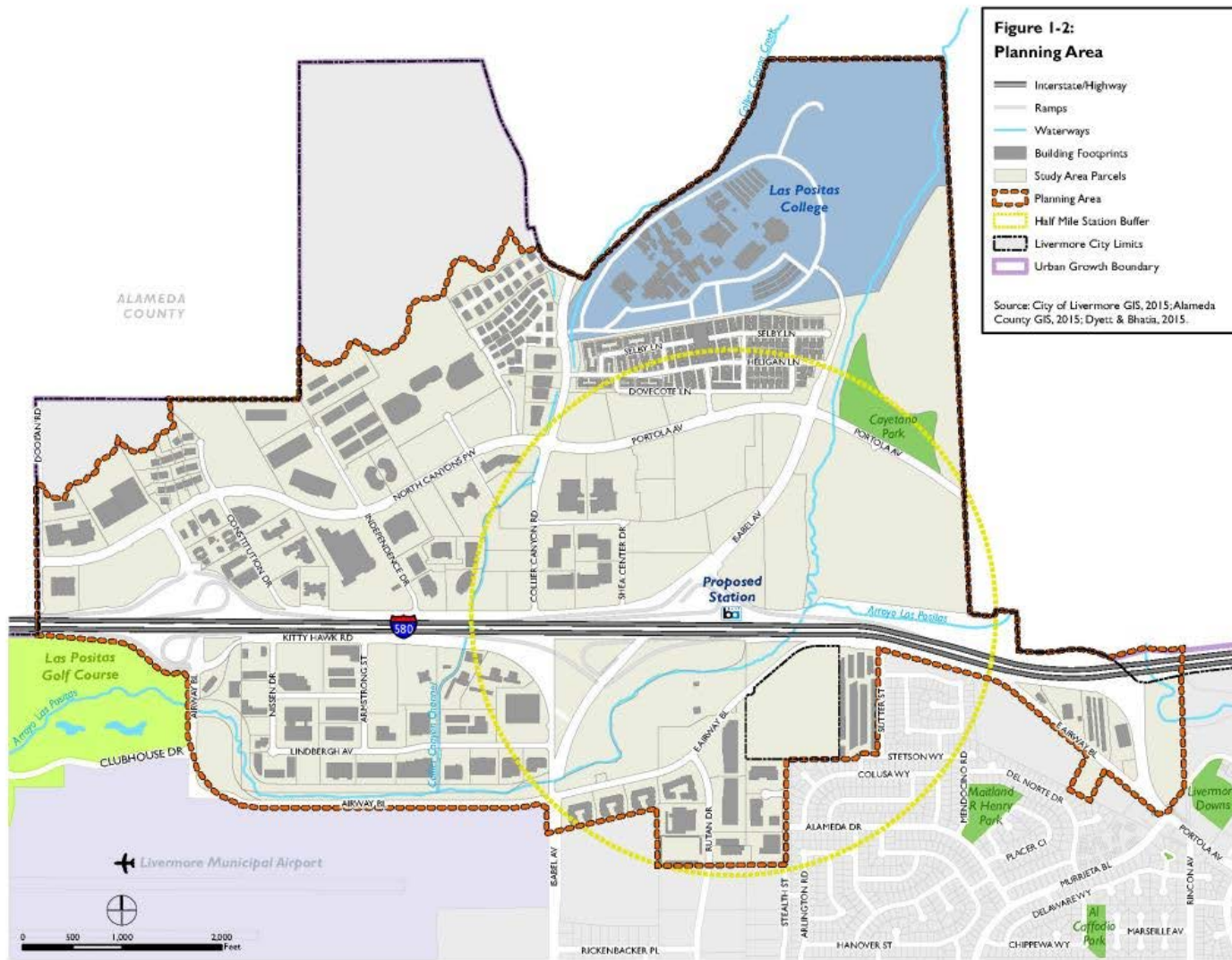
BART: BART extension within the freeway median

- Draft Environmental Impact Report – early 2017
  - BART Board consideration – fall 2017
  - BART service to Isabel: 2025-2027
- 

The City is preparing the Isabel Neighborhood Plan to complement the new station.

- Draft Plan and Draft Environmental Impact Report – fall 2016
- City Council consideration – winter 2016/17

# Isabel Neighborhood Plan Area



**Figure I-2:  
Planning Area**

- Interstate/Highway
- Ramps
- Waterways
- Building Footprints
- Study Area Parcels
- ⊞ Planning Area
- ⊞ Half Mile Station Buffer
- ⊞ Livermore City Limits
- ⊞ Urban Growth Boundary

Source: City of Livermore GIS, 2015; Alameda County GIS, 2015; Dyett & Bhasia, 2015.

# Community Engagement

Rotary Clubs

Las Positas College student government

Livermore Charter School Council

Springtown HOA

School District's Parent Teacher Council

Livermore Downtown, Inc.

Livermore Chamber of Commerce

Lawrence Livermore National Lab

Developer focus group

Commercial property owners

Building Industry Association of the Bay Area

Livermore Valley Chamber of Commerce

Sandia National Lab

Premium Outlets Management

Livermore Valley Winegrowers Association

Livermore Area Recreation and Parks District

Tazetta Vineyard

Innovation Tri-Valley

Tri-Valley Conservancy

Friends of the Vineyards

Sierra Club

Cornerstone Fellowship Church

Housing Authority of the City of Livermore

Alameda County Social Services Agency

Axis Community Health

BRIDGE Housing Corporation

Eden Housing, Inc.

Senior Support of the Tri-Valley

Open Heart Kitchen

Horizons

Winegrowers Government Committee

Livermore Valley Performing Arts Center Board

Farmer's Market

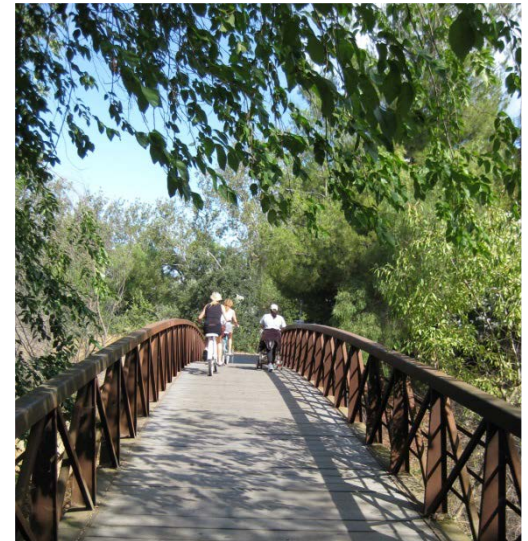
Wine Festival

Residents of Isabel neighborhood

Residents of adjacent neighborhood

# Key Themes

1. Complete Neighborhood
2. Well-Connected Pedestrian and Bicycle Network
3. Access to Open Space, Arroyos, and Scenic Views



# Key Themes

4. High Quality Design

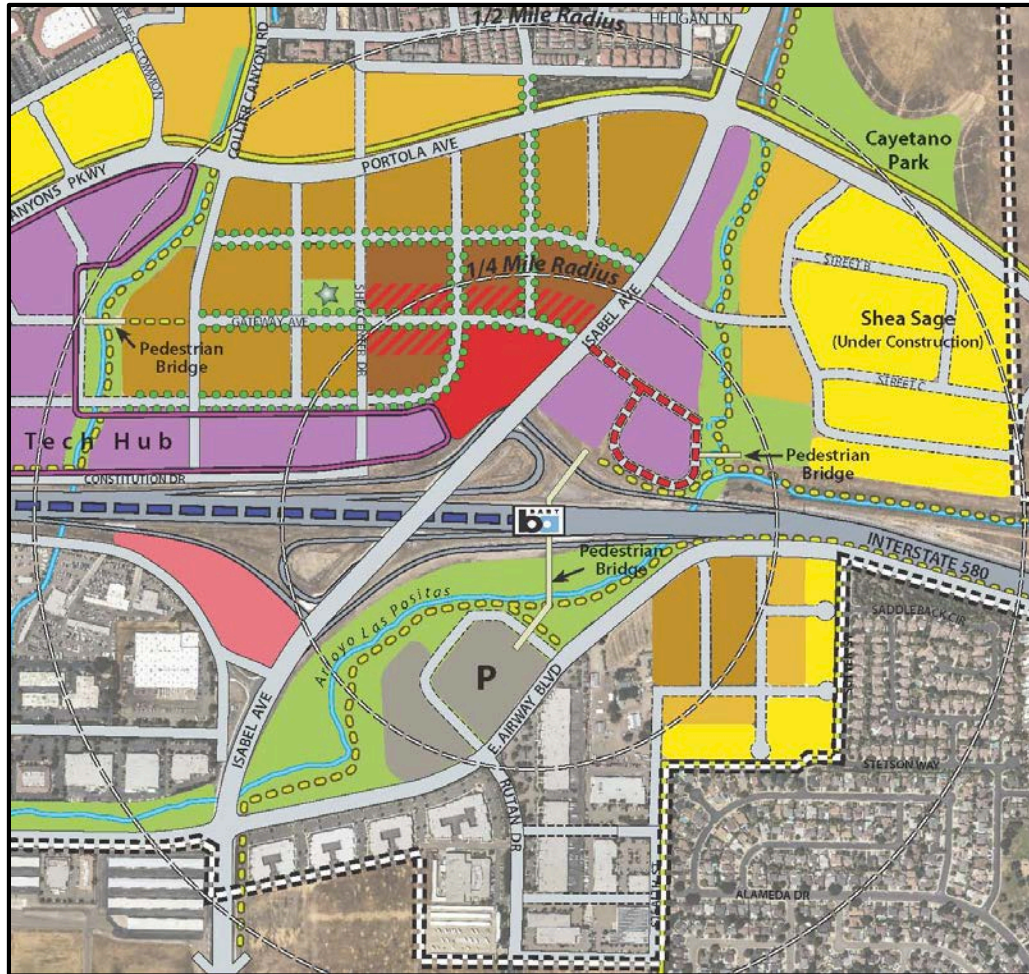


5. Community Gathering Places







6. Compatibility with Existing Uses








# Alternative Land Use/Circulation Scenarios



## Residential

-  Neighborhood Transition
-  Neighborhood Village
-  Neighborhood Center
-  Neighborhood Core

## Non-Residential

-  Ground Floor Retail/Flex Space
-  Neighborhood Commercial
-  General Commercial
-  Office
-  Business Park
-  Open Space
-  New Neighborhood Park
-  BART Parking

## Circulation

-  BART Extension
-  Existing Street
-  Proposed Street
-  Signature Streetscape
-  Existing Pathway
-  Proposed Pathway
-  Bus/Taxi Circulation
-  Planning Area



# Residential Categories



**Neighborhood Transition**



**Neighborhood Village**



**Neighborhood Center**



**Neighborhood Core**

# ALTERNATIVE 1: MAIN STREET

## Land Use Plan

A new neighborhood park is centrally located to new residences.



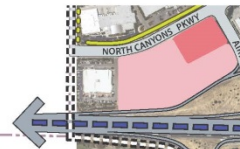
Many of the streets are enhanced with pedestrian-oriented features that contribute to the identity and character of the Isabel Neighborhood.



A vibrant retail center on the west side of Isabel Avenue supports a grocery store, cafes, and other neighborhood services.



A central east-west "Main Street" spans the Isabel Neighborhood between Isabel Avenue and Collier Canyon Creek.



Continuous blocks of offices containing small-scale incubator spaces form a "Tech Hub", where new businesses benefit from the proximity to the BART station and are attracted to the walkability of the neighborhood.



This Alternative has the broadest variety of residential types, including Core housing concentrated around the retail center.



Neighborhood housing is located adjacent to the existing residential area to the southeast.

# ALTERNATIVE 2: TWO CENTERS

Three small parks serve the neighborhood, including a central green and a creekside park on the north side. The park on the south side pays tribute to the agricultural heritage of the area.

The *Neighborhood Center* housing type makes up the majority of residential land under this alternative.

The main streets have enhanced streetscapes and link to a trail loop that spans the freeway using pedestrian bridges.



New office and business park uses are scattered throughout the neighborhood, including a cluster along Earhart Way southwest of the station.



Two retail centers are located within walking distance of the BART station on either side of the freeway, providing convenient access for residents and employees of the neighborhood.



**Residential**

- Neighborhood Transition
- Neighborhood Village
- Neighborhood Center
- Neighborhood Core

**Non-Residential**

- Ground Floor Retail/Flex Space
- Neighborhood Commercial
- General Commercial
- Office
- Business Park
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- New Neighborhood Park
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**Circulation**

- BART Extension
- Existing Street
- Proposed Street
- Signature Streetscape
- Existing Pathway
- Proposed Pathway
- Bus/Taxi Circulation
- Planning Area

0 500 1,000 FEET 5 ac.

*Neighborhood Transition* housing is located adjacent to the existing residential area to the southeast.

# ALTERNATIVE 3: ARROYO PLAZA

*Neighborhood Village* housing provides a transition to the surrounding residential and business park development.



Streets oriented roughly parallel to Independence Drive create view corridors for the neighborhood and from the freeway.



A new neighborhood park/plaza with outdoor seating is located next to retail uses, creating a dynamic gathering place for the community.



Ground floor retail spaces line the streets linking the BART station, shopping center, and new residences.



A new pedestrian/bicycle bridge over I-580 at Collier Canyon completes a continuous pathway loop that connects new residences, businesses, Las Positas College, and the BART station.



Several blocks of new office buildings buffer the mostly residential neighborhood from the freeway.

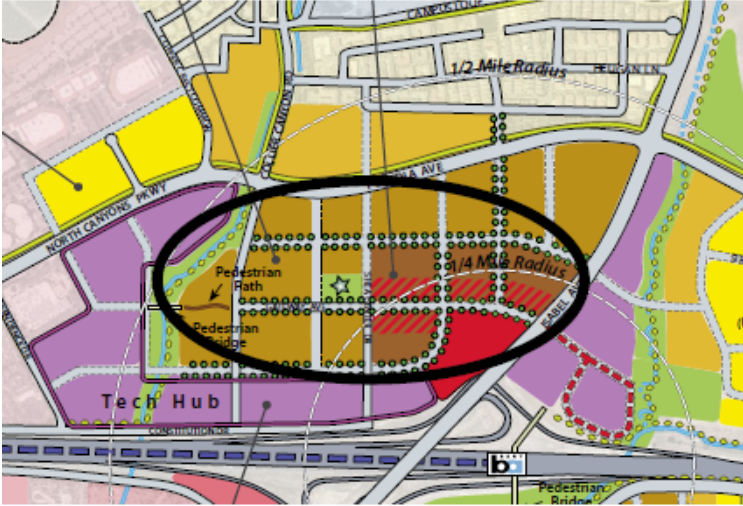


*Neighborhood Transition* housing is located adjacent to the existing residential area to the southeast.

# Walkable Scale



Downtown Livermore



Isabel Neighborhood

# Isabel Neighborhood Plan Community Engagement

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Get Involved...

Make Sure Your Voice Is Heard!

[www.cityoflivermore.net/BART](http://www.cityoflivermore.net/BART)

**BART2Isabel@cityoflivermore.net**

925-960-4500

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# Is Livermore at the edge of the East Bay?



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# Project Funding

- Full BART extension to Isabel is estimated to cost \$1.2 billion.
- Funding Plan
  - \$400 million Alameda County Measure BB\*
  - \$110 million MTC Bridge Tolls (RM1 and AB1171)\*
  - \$40 million City of Livermore developer fees\*
  - \$200 million State Cap and Trade
  - \$200 million MTC RM3
  - \$250 million Federal New Starts

*\*Previously programmed*