

Lake Merritt TOD Stakeholder Meeting

December 11, 2017

Comments on Boards:

Sustainable Communities Strategy

- Community owned/partnered solar – design that holds/networks to microgrid?
- Priority to local business/non-profit office space
- Space (at reduced rents) for local small businesses and nonprofits to ensure sustainability and prevent displacement.
- Concrete community benefits: 100 sq. ft community space, affordable housing
- Business/Training opportunities for Laney College students across trades
- What linkage between office and the housing (walk to work?); Hire hyper local?
- Adaption/climate disaster emergency shelter
- Have you considered a community sports complex?
- Green urban design that partners with community to install/maintain, i.e. Laney and/or Chinatown; community garden, green walls, close loop systems etc.
- Support building high density office and residential uses on these sites
- Parking should be minimized on these sites
- Better manage parking on a neighborhood wide scale, coupled with neighborhood wide demand management strategies
- Consider including sustainability standards for the building, such as requiring LEED Gold performance for the capturing and treatment of rainfall onsite

Complete Communities

- Make sure to maintain and increase publicly accessible space i.e. bathrooms, benches, etc.
- Community non-profit space
- Modern and safe community spaces for all ages and community serving organizations
- Offer assistance and support to better manage current parking demand
- Consideration for neighborhood partners especially education for type of development
- Youth and senior rec space; event space
- Community ownership/tenants (resident/commercial) decision making in building – a consistent shared management with BART
- Mix of uses is important and should be clearly stated in the RFP. Articulate the community benefit desires
- Long-term lease for American Indian Model Schools – 7th ranked in the nation
- Prioritize new uses that meet needs of current area residents
- Developing a strong urban design framework. Master developer for this project should include an urban designer as a part of their team
- Developments must include active uses (such as retail) along the street.
- Wayfinding to neighborhood amenities, the BART station and other sustainable transportation elements should be prioritized. Increased pedestrian and bike access to amenities, including Lake Merritt pathways, can help increase access to the station

Value Creation and Value Capture

- Long-term leases should be offered to non-profits
- Ground-floor medical to reflect senior populations
- Support Madison Park development
- Public activity/amphitheater on plaza space
- Profit share – value to Chinatown
- How much value is BART trying to capture? Is it tied to specific BART operations? Suggest: shouldn't be about the maximum dollar value available to capture, but maximum community value given that land is public and eminent domain past
- How much of BART costs are supported by lease revenues? Maybe more valuable to forego lease revenue to meet other BART and community objectives.
- We are concerned that the public will be very disappointed if the cost of building above the track tunnel reduces the amount of public benefits that can be offered.
- We like the idea of ongoing value recapture mechanisms to fund public investments in this area.

Affordability

- Consider working with City to commit jobs/housing linkage fees and housing impact fees to support affordable housing at these sites
- Promote partnership with affordable housing developers to reach 35% goal
- Lease to own? Alternative ownership?
- How to increase % goal of affordable housing based on neighborhood need
- Greentrip: include Greentrip benefits (transit passes etc) at least for affordable; evaluate cost compared to parking
- Work with economists to ensure added costs don't render project infeasible or too expensive
- Think about innovative ways to lower cost – offsite/modular construction reduces costs by 20% = more units!
- Consider options to increase density as much as possible – density bonus, microunits, etc.
- We agree with Bart's objectives for the inclusion of affordable housing at this site. To the extent that BART can provide the local funding needed to support this project (i.e. not put pressure on resources from the City of Oakland, which are used to fund projects throughout the city), it should

Transportation Choice

- Transportation cards will need to be offered at a free or reduced cost to low income families and students (another person added "agreed" to the card)
- 28k patient, 34k as we expand, come to use services; safety and lights would increase use
- Greentrip – require transit passes, bikeshare, pretax transit benefit for all employees and residents
- Non-profit lease to own or equity condo model
- Pedestrian safety
 - o Increase lighting
 - o Wide sidewalks
 - o Crosswalk scrambles
- Pedestrian safety in and surrounding streets

- Wayfinding that conforms to regional standards (in coordination with the City of Oakland) is a critical component to ensuring the success of this station
- Coordinate station design and wayfinding with the CRT line currently under construction
- Street calming on 8th and 9th street can help make walking in the area more safe and pleasant
- Add a bike station at this site

Ridership

- How will community safety be provided?
- How will BART's objective to increase ridership focus on strengthening and expanding Chinatown/Laney/E. Lake neighborhood and economy? i.e. NOT just reverse commuting
- Are ridership rates different for affordable versus market rate housing?
- Hotel or community services and small business retail hub
- Event and convening space that brings people to area and Chinatown businesses
- Hotel and conference space; Marriott is the only hotel/convention center in Oakland.
- Future development should result in a net gain in riders. BART should have a defined target for ridership growth
- It would be helpful to explain to the public why office development in particular will help move the goal of ridership forward (reverse commute etc.)