

## Lake Merritt Transit-Oriented Development (TOD) Stakeholder Meeting #2

January 29, 2018

The following are comments made on the draft Goals and Objectives for the RFQ by participating stakeholders at the January 29<sup>th</sup> Lake Merritt TOD Stakeholder meeting. Comments are organized by topic. BART's TOD Goals and Objectives for the RFQ are intended to provide a high-level framework to be used in evaluation of proposals, project scoping, and negotiations with the selected developer or developer team, based on BART's priorities for the site. As presented by BART, the agency is aiming to ensure the Goals and Objectives encapsulate the underlying shared interests of BART and the community, while offering developers flexibility in the way they propose to achieve these objectives.

### Stakeholder Comments on Draft Goals & Objectives Document

#### *Acknowledge and engage Chinatown in a more specific way*

- Neighborhood is 88% Asian and reliant on services in area
- Include acknowledgement of existing community as well as history specific to this site
- Sense of identity and control for Chinatown reflected in retail and commercial uses
- Include wayfinding, signage, art to integrate station/neighborhood/project
- Urban design should consider relationship of project (edges/anchors) to other community institutions, such as Buddhist Church, and ensure all contributing to successful urban space

#### *Be stronger on affordable office/non-profit space*

- Desire for commitment to affordable commercial/community space which is important for the identity of the project, and needs to be stronger/more explicit in goals and objectives.
- Non-profit space can function as catalyst/pillar for the community
- Consider Fruitvale as an example of how nonprofit uses there have anchored the project and maintained the viability
- Neighborhood has concerns about high-rise which creates a big contrast to existing low and mid-rise buildings. Need to ensure project contributes to community to get buy-in, for instance by including community space in development, i.e. 20% nonprofit

#### *Maximize affordable units*

- Support for commitment to affordable housing in goals and objectives
- Interest in requiring minimum number of units - 200?
- Interest in maximizing affordable housing on the limited public land in area – BART should lead in this
- Consider traditional wood frame for affordable housing component – 5 over 1 or 5 over 2 (6-7 stories total)

#### *Emphasize Transit and Minimize Parking*

- Consider no parking at all.
- Ensure project is intermodal/transportation supportive
- Is there a more specific target for increase in ridership? Does ridership goal include other development (i.e. Brooklyn Basin)?
- Connections to pipeline development will also be important

*Sustainable Communities & Other Community Benefits:*

- Consider anti-displacement, affordable housing provision as part of supporting *community sustainability*
- Consider long-term leases if ownership is not possible.
- Is BART willing to be more specific on other community benefits or what the process will be?
- Consider job opportunities for neighborhood not just in design and construction but also operations; consider points for projects that commit to local hire
- Include information on how this project supports Plan Bay Area, i.e. what are projections for City and PDA – what % of PDA and/or RHNA targets would this project support.
  - o Oakland RHNA – 14,000 new units by 2023 with 30% very low and low income
  - o Currently 9-10% of housing in development is affordable.