

# LAKE MERRITT BART STATION



## Transit-Oriented Development

### Stakeholder Committee Meeting #1



# MEETING PURPOSE

- Kick-off a renewed effort to realize TOD on BART Property at the Lake Merritt Station
- Engage with key stakeholders on the project
- Provide overview of BART TOD solicitation process and timeline
- Review site context and market/economic conditions
- Develop & refine potential development objectives

# MEETING AGENDA

1. Introductions
2. Project Overview and Q+A
3. Real Estate Market Conditions and Q+A
4. Brainstorm TOD Objectives & Discussion
5. Wrap-Up/Next Steps

# VISION + CONTEXT: WHY NOW?

- New plans & policies set a clear vision for TOD on BART property
  - New BART Policies: Affordable Housing, Transit-Oriented Development, and Station Access, Project Stabilization Policy
  - New City Policies: Adopted Lake Merritt Station Area Plan, Impact Fee, Updated Parking Regulations,
- Metro Center site available: transformational potential of two city blocks
- Emphasis on affordable housing, overall development, and reducing greenhouse gas emissions
- Market opportunity strongest in years to build envisioned high-rise
- Desire to increase reverse commute to Oakland to relieve transbay capacity concerns

# LAKE MERRITT STATION AREA PLAN

- Lake Merritt Station Area Plan Vision
  - Create an active, vibrant & safe district
  - ...equitable, sustainable and healthy
  - Increase non-auto modes of transportation
  - ...accommodate a diverse community.....
  - Increase job and improve access to jobs...
  - Provide services and retail options...
  - Celebrate and enhance the heritage of Chinatown...
  - Establish the...area as a model with innovations in community development... transportation... sustainability...

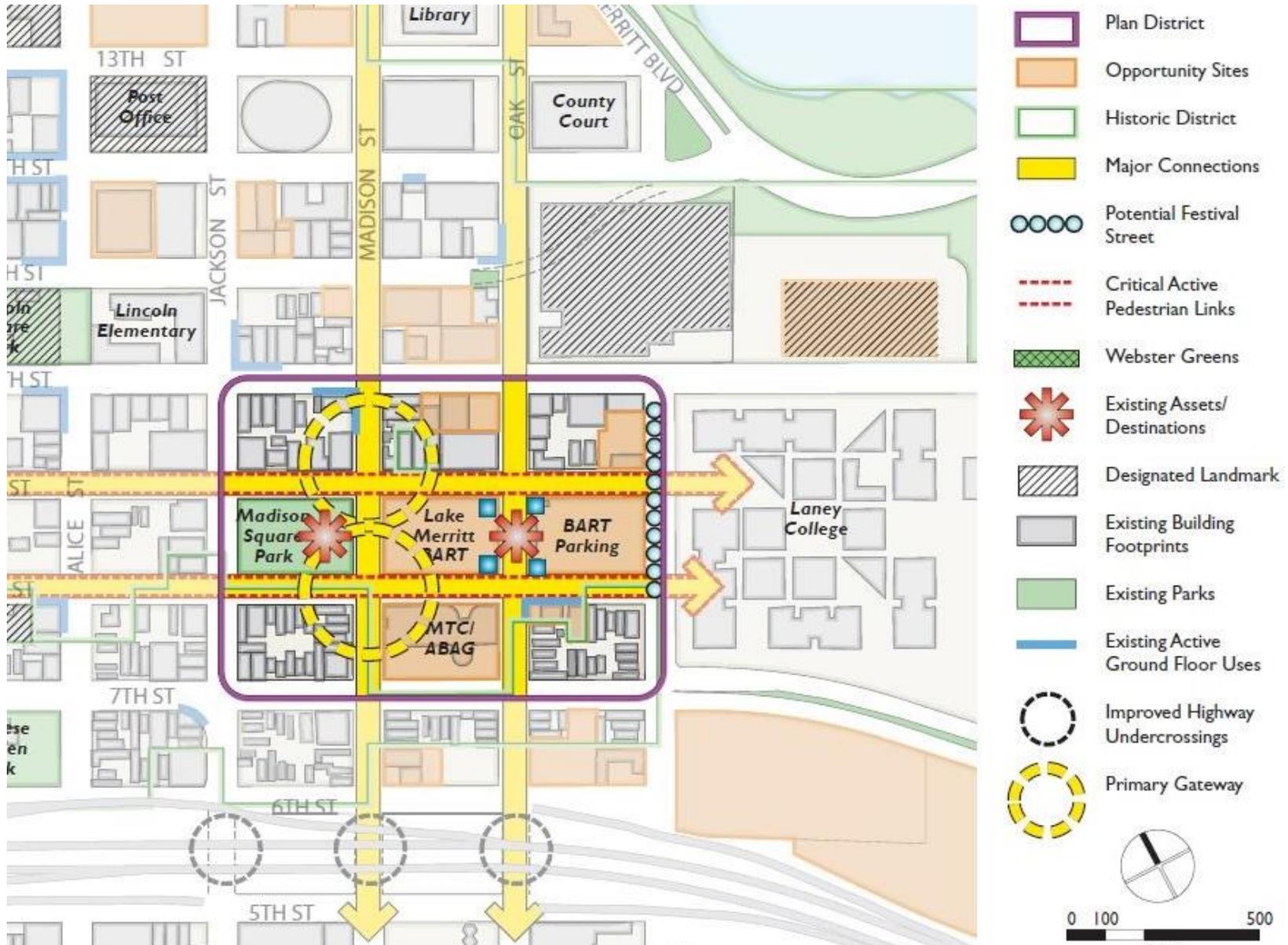


# LAKE MERRITT STATION AREA PLAN

- Vision for BART Sites
  - High intensity TOD
  - Redevelop – catalyst project
  - Reflect Chinatown’s historic role
  - Critical hub of activity, commerce, accessibility & safety
  - Activated ground floor
  - High-density uses: 275’ limit
- Outlines desired community benefits
- Access & circulation improvements
- Adopted by City of Oakland in 2014



# LAKE MERRITT STATION AREA PLAN



# LAKE MERRITT STATION AREA PLAN

## IDENTIFIED NEEDS

- Ongoing Community Engagement
- Housing
  - *New housing for a variety of income levels and family sizes*
  - *Preservation of existing housing*
- Improved Safety
  - *Related to crime & accidents*
  - *Ambassador program*
- Parks & Community Facilities
  - *Improve existing*
  - *Create new*
- Public Art
- Rename BART Station
- Increase job opportunities
  - *More jobs*
  - *Local training, local hiring*
- Chinatown Reinvestment & Expansion
  - *Small business innovation fund & Enterprise Development Program*
  - *Facade improvement program*
  - *Marketing & event programming*
- Street Improvements
  - *Two-way conversion*
  - *Bike facilities*
  - *Pedestrian-oriented lighting*
  - *Trees*
  - *Wayfinding*
  - *Improved highway undercrossings*
  - *Cultural & historical markers*
- Activate, Enhance Neighborhood
  - *Community and Cultural Anchor*
  - *Regional Destination*

# BART TOD POLICY

- A. Complete Communities.** Partner to ensure BART contributes to neighborhood/district vitality, creating places offering a mix of uses and amenities.
- B. Sustainable Communities Strategy.** Lead in the delivery of the region's land use and transportation vision to achieve quality of life, economic, and greenhouse gas reduction goals.
- C. Ridership.** Increase BART ridership, particularly in locations and times when the system has capacity to grow.
- D. Value Creation and Value Capture.** Enhance the stability of BART's financial base by capturing the value of transit, and reinvesting in the program to achieve TOD goals.
- E. Transportation Choice.** Leverage land use and urban design to encourage non-auto transportation choices both on and off BART property, through enhanced walkability and bikeability, and seamless transit connectivity.
- F. Affordability.** Serve households of all income levels by linking housing affordability with access to opportunity.

# STATION ACCESS TYPOLOGY MAP

## STATION TYPE

LESS AUTO SHARE

MORE AUTO SHARE

- Urban
- Urban with Parking
- Balanced Intermodal
- Intermodal - Auto Reliant
- Auto Dependent

- Station Under Construction
- Airport

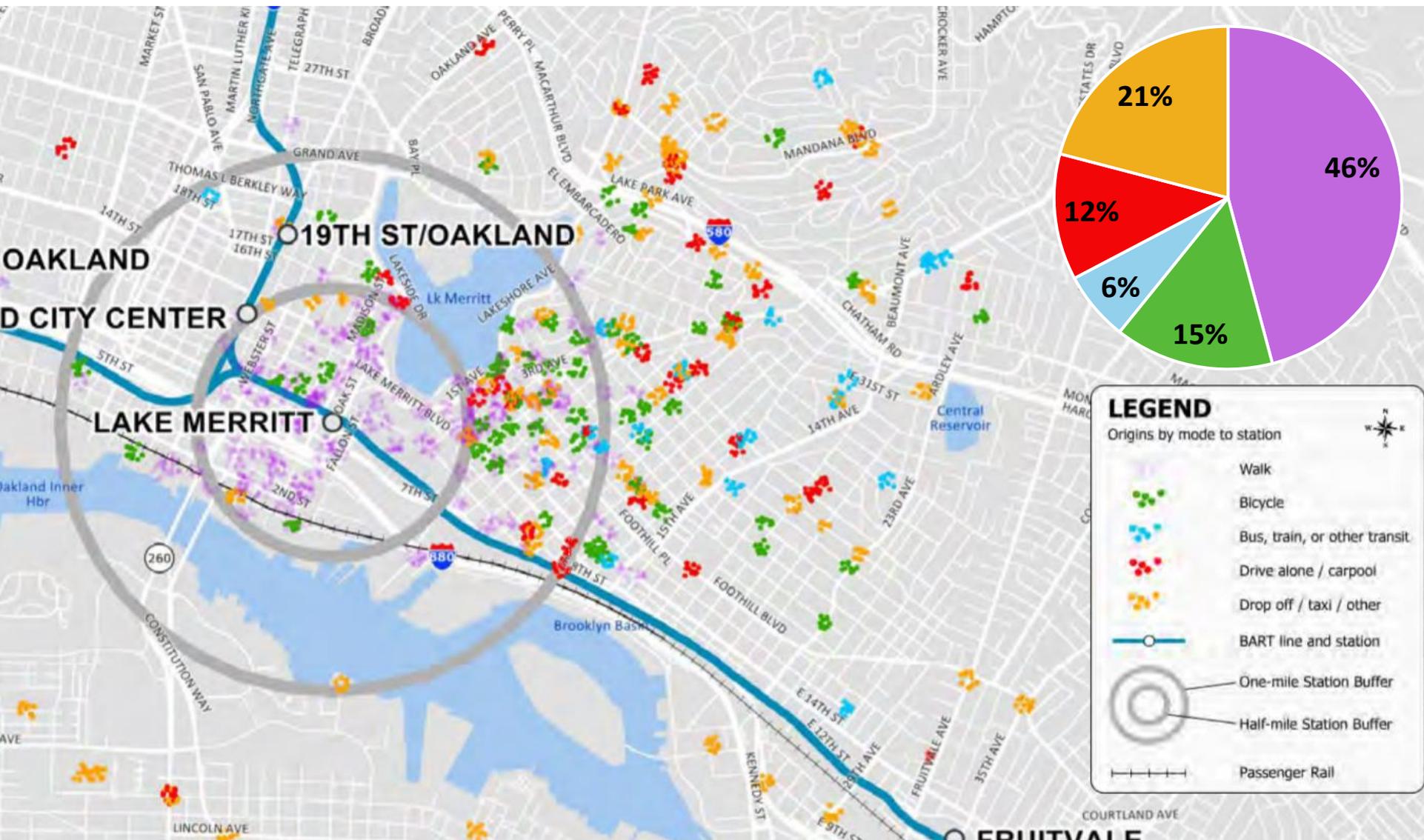
Current type

Aspirational type

Note: To be updated every five years, in coordination with Station Profile Survey data



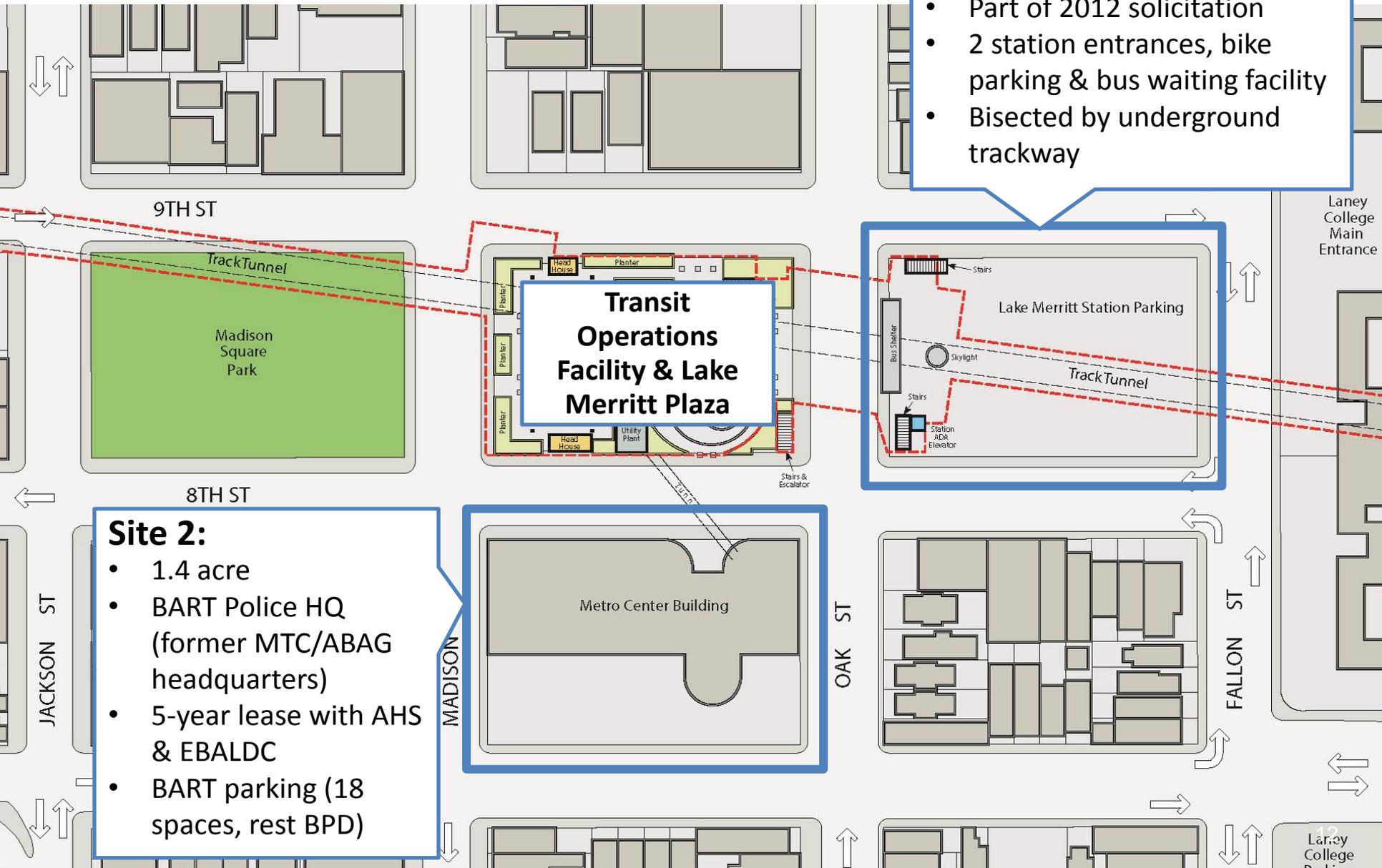
# LAKE MERRITT HOME-BASED STATION ACCESS



# SITE OVERVIEW & CONSTRAINTS

## Site 1:

- 1.4 acre
- BART parking (200 spaces)
- Part of 2012 solicitation
- 2 station entrances, bike parking & bus waiting facility
- Bisected by underground trackway

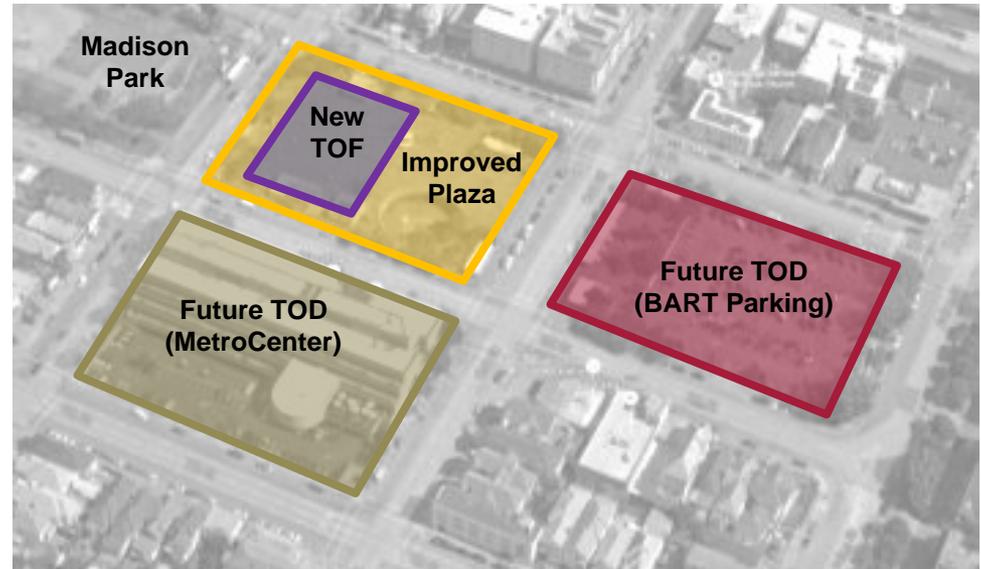


## Site 2:

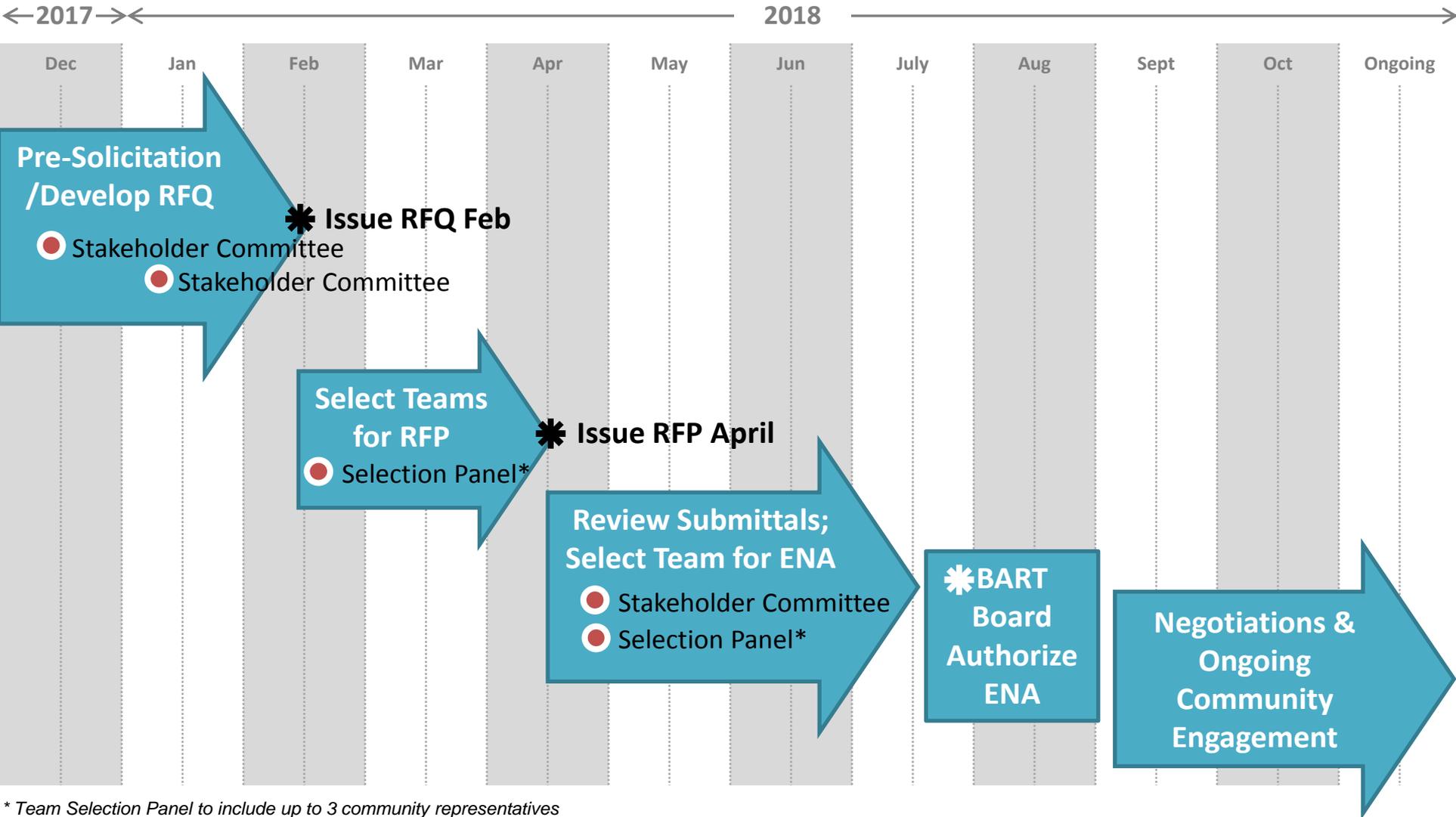
- 1.4 acre
- BART Police HQ (former MTC/ABAG headquarters)
- 5-year lease with AHS & EBALDC
- BART parking (18 spaces, rest BPD)

# BART SOLICITATION PROCESS: CONSIDERATIONS

- Maximize flexibility
  - Mix & location of uses
  - Phasing of sites
- Community Benefits:
  - City & BART policies require affordable housing, labor agreements & impact fees
  - Additional benefits to be established once developer is selected
- Sites Constrained



# LAKE MERRITT BART TOD PROCESS & TIMELINE



\* Team Selection Panel to include up to 3 community representatives

# CONTACT INFORMATION

Hannah Lindelof  
Project Manager  
[hlindel@bart.gov](mailto:hlindel@bart.gov)  
(510) 464-6426

Yvette McCoy  
Principal Property Development Officer  
[ymccoy@bart.gov](mailto:ymccoy@bart.gov)  
(510) 464-6888