

Lake Merritt BART Transit-Oriented Development Update

BART Board of Directors
June 9, 2022



History

December 2014: The Lake Merritt Station Area Plan Adopted

May 2018: Request For Proposals Released

September 2018: Request For Proposals Awarded to Strada /East Bay Asian Local Development Corporation (EBALDC)

January 2019: Entered into Exclusive Negotiating Agreement (ENA) with Developers Strada/EBALDC

February 2020: Submitted Preliminary Design Plans (PDP)

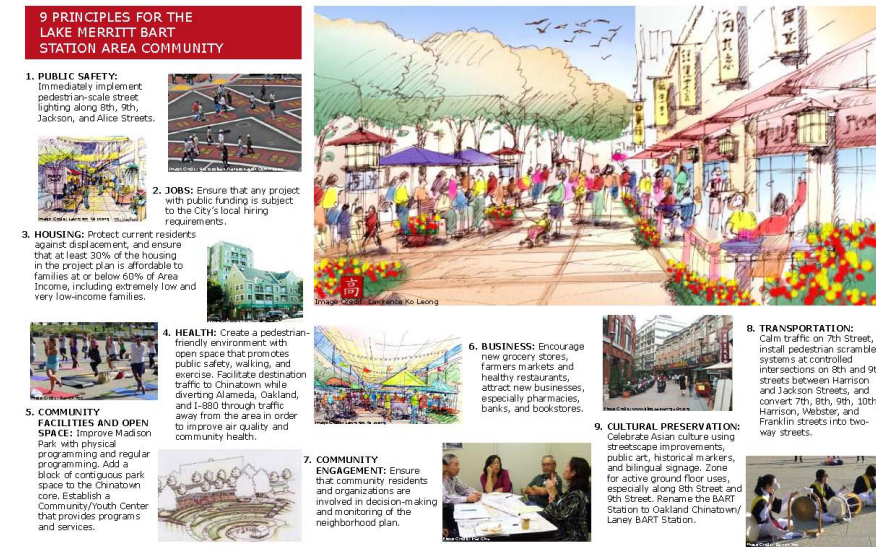
October 2020: Station Access Study Completed

November 2020: BART Board Authorizes ENA Extension for 1 year w/ 6-month option

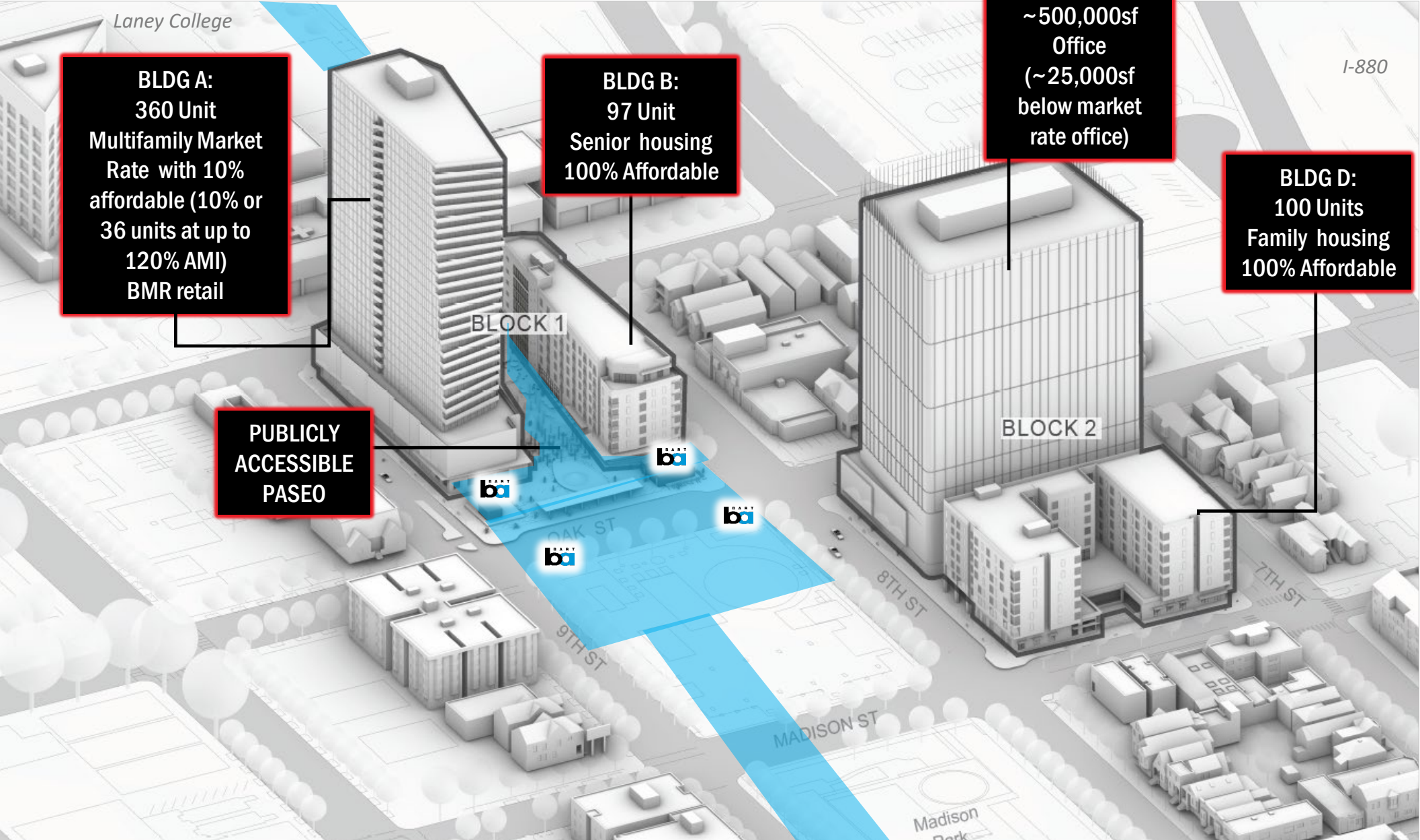
May 2021: Preliminary Development Plan City & BART's Approval (including CEQA)

March 2022: 6-month ENA extension option executed

May 2022: Final Development Plan for Senior Affordable Housing Under Review



Lake Merritt TOD Project



STRADA

 EAST BAY ASIAN LOCAL
DEVELOPMENT CORPORATION
BUILDING HEALTHY, VIBRANT AND SAFE NEIGHBORHOODS

 **50** YEARS
1972-2022

Paseo Improvements



TRANSIT



BIKE SHARE



BART STATION



BIKE PARKING



MODE TRANSFER AND
WAITING AREAS

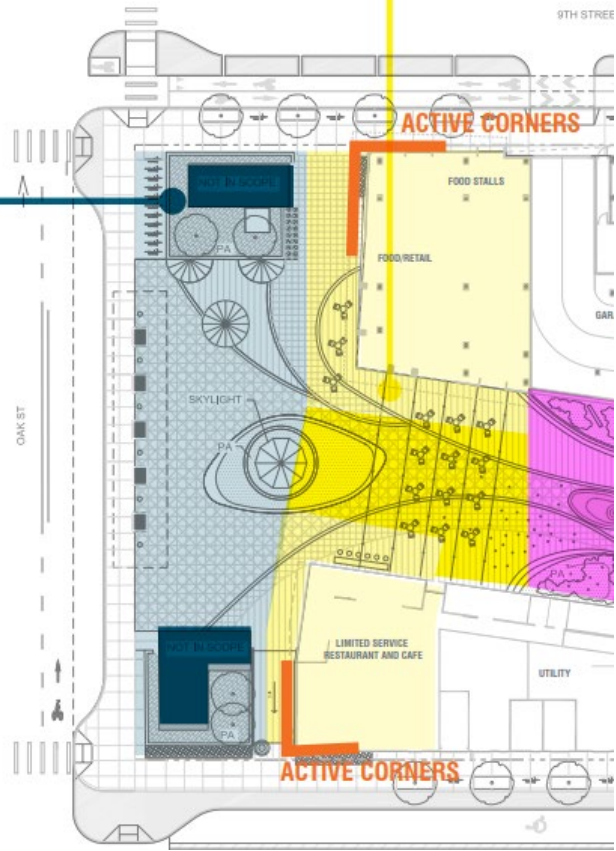
DINING



OUTDOOR DINING



FOOD COURT



Engagement

Community Outreach Events

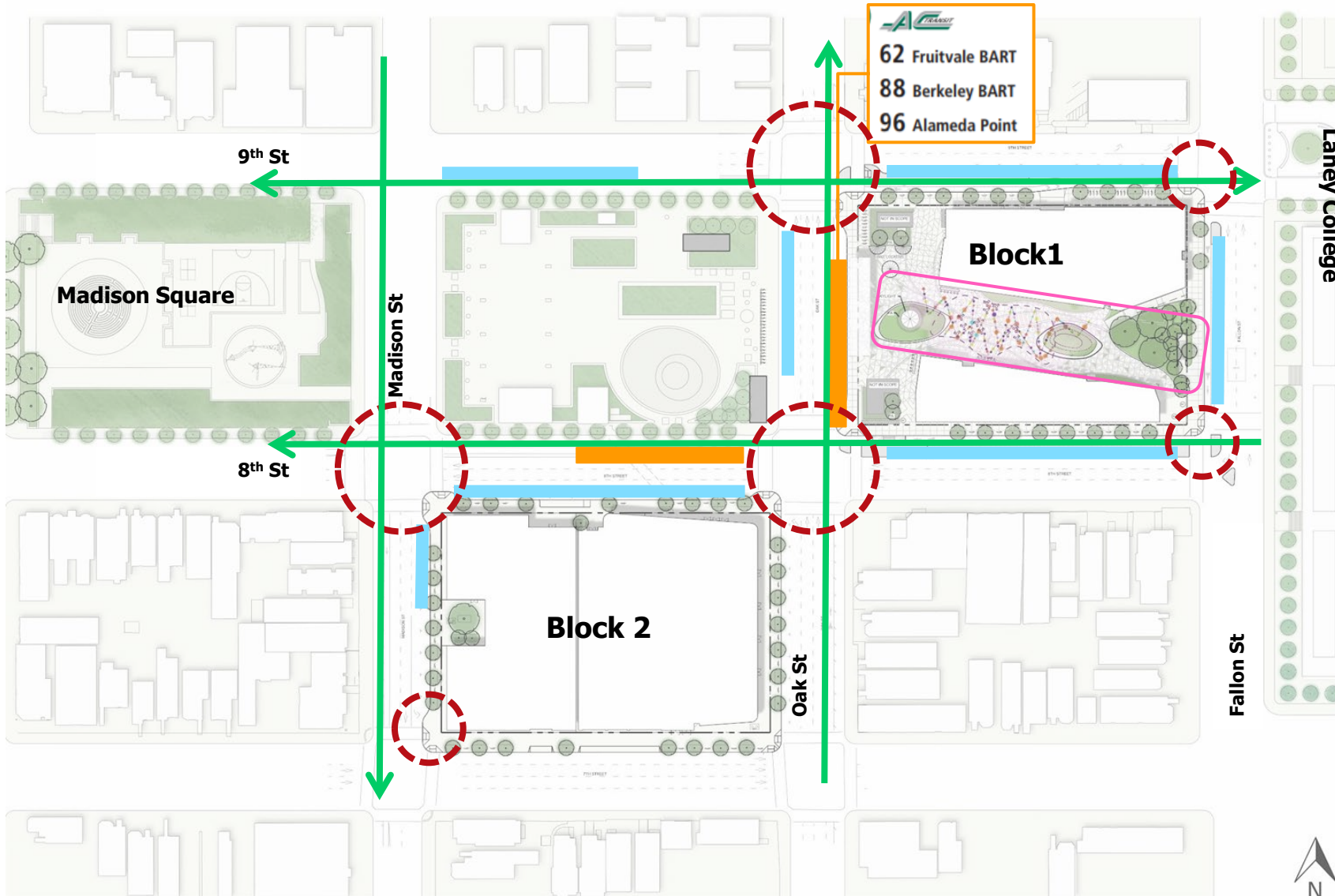
- Active community outreach from 2009 to 2022, including:
 - Over 25 outreach events
 - Community survey: 1,110 responses
 - 20 stakeholder meetings
 - 2 online outreach events during the pandemic

Key Stakeholders

- Oakland Chinatown Coalition
- Oakland Museum of California (OMCA)
- Laney College Facilities Committee
- Oakland Heritage Alliance (OHA)
- Oakland Chinatown Chamber of Commerce
- Asian Health Services (AHS)



Proposed Access Improvements



- **Intersections** with bulbouts
- Widened **sidewalks**
- Potential **transit** access improvements (e.g. additional layover zone, a bus bulbout, and a new bus shelter)
- **Passenger loading** zones
- Improved **bike** facilities
- Bike and scooter **parking**
- **No** replacement parking

Grants

- **Secured:**

- **January 2022:** \$24.4 MM Affordable Housing & Sustainable Communities (AHSC) Award for Building B Affordable Housing, BART, and OakDOT

- **Pending/Planned:**

- **January 2022:** Oakland City Notice of Funding Opportunity (NOFA) application submitted for Building B
- **March 2022:** Transit & Intercity Rail Capital Program (TIRCP) application submitted to California State Transportation Agency (CalSTA) (BART-led)
- **June 2022:**
 - Alameda County Transportation Commission (ACTC) 2024 Comprehensive Investment Plan (CIP) (BART-led)
 - CA HCD “SuperNOFA”/Infill Infrastructure Grant (IIG) Program (Developer-led)
 - Transformative Climate Communities Planning Grant for Chinatown Area (Developer-led, BART Co-Applicant)

Exclusive Negotiating Agreement Extension Milestones

Milestone	Schedule	Status	Notes
Preliminary City Approvals & CEQA Approval	2Q 2021	COMPLETED	
Submit Affordable Housing & Sustainable Communities Application	4Q 2020	COMPLETED	
Submit Infill Infrastructure Grant Application	3Q 2021	PENDING	Unsuccessful 1st Time, 2nd Attempt 1Q 2023
Submit City Housing Funding Application	3Q 2021	COMPLETED	City award expected Q4 2022
NEPA Kickoff	3Q 2021	PENDING	Initiated upon receipt of federal HUD funds
Lease Option for Board Approval	3Q 2021	2Q 2023	Postponed Until FDP Submitted
Final City Approvals Submission (one building)	4Q 2021	COMPLETED	
Submit Measure BB CIP Application	4Q 2021	1Q 2023	ACTC Schedule
Final City Approval	1Q 2022	4Q 2022 (Tent)	Submitted on Time, City Schedule Delayed
Execute Lease Option Agreement	1Q 2022	Pending Board Approval	

Next Steps

- **May/June 2022:** Tentative Final Development Plan (FDP) Approval – Building B Affordable Senior + Horizontal (Access/Public Space Improvements)
- **July 2022 + Onward:** Affordable Housing Financing Applications; Advanced/pre-Building Permit Design (Building B)
- **September 2022:** Current Exclusive Negotiating Agreement ends. Possible BART Board Action.
- **Phase I:**
 - Late 2023: Start Construction (Building B – Affordable Senior). Estimated Building A FDP Approval.
 - 2024: Start Construction (Building A – Market Rate Tower)
 - Mid 2025: End Construction (Building B)
 - 2026: End Construction (Building A); Full Block 1 Build Out
- **Phase II:**
 - 2026 (at earliest): Start Construction Building C (Office) and Building D (Affordable Family)
 - 2028 (at earliest): End Construction Building C and/or Building D





CRISIS
INTERVENTION
SPECIALIST

BART Police Administrative HQ

Relocation Planning Update



BART PD Administrative HQ Relocation

Project Goals

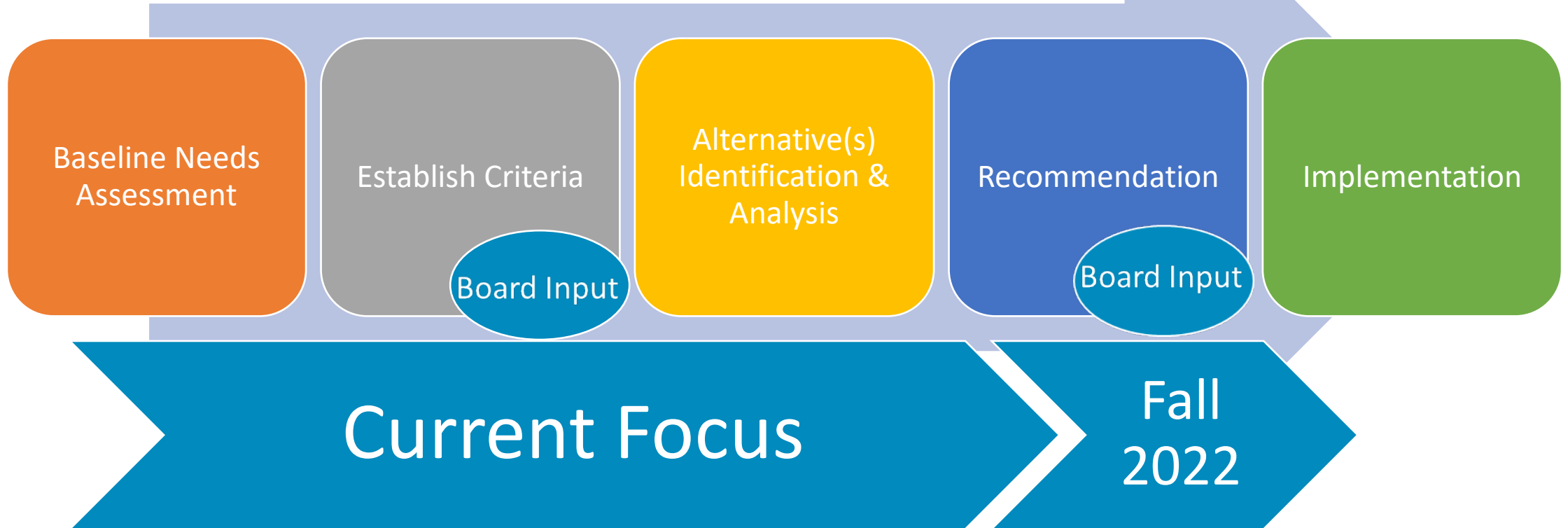
- Timely delivery of a replacement facility
- Opportunity to create an **efficient & sustainable** BPD HQ of the **future**
- Provide a modern facility to **attract and retain officers & staff**
- Secure a visible and accessible location to **provide essential service** to the public



Alignment with BART's Strategic Plan Framework & Goals

- **Environment** – Regional sustainability
- **Safety** – Premier safety culture for workers, riders & public
- **Workforce** – Invest in our current & future employees

Overall Relocation Strategy



Relocation planning process is a transparent and collaborative effort to build consensus on requirements for the new facility.

Current BPD Administrative HQ - MET

Occupied Space: 55,000 sf

Approx. 180 officers & staff report to the facility

- MET & portion of Lake Merritt Administrative Building
- Exterior parking at MET, leased lot & along public streets
- Houses both the Administrative HQ & Zone 1 Patrol

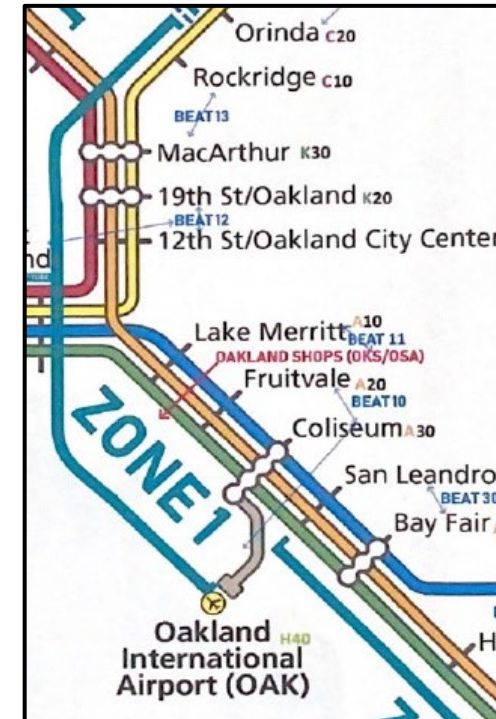


Current BPD Administrative HQ – MET

- Chief of Police
 - Internal Affairs
- Support Services Bureau
 - Dispatch Center, Investigations, Employee services, Records, Warrants & Evidence
- Operations Bureau
 - Watch Commanders, Traffic & Parking
- Personnel & Training
 - Training, background investigations
- Progressive Policing & Community Engagement Bureau
 - Crisis Intervention, Progressive Policing, Ambassadors, Community outreach, Chaplains & Explorers

Zone 1 Patrol

- Patrol Division for Oakland core stations:
 - Rockridge, MacArthur, 19th , 12th, Lake Merritt, Fruitvale, Coliseum & OAK Airport Extension
 - 4 Sergeants & 25 Officers (current)



General Search Criteria Informed by Needs Assessment

A) Availability

- Site Alternative(s) that allow for a timely vacancy of the MET (target 2025)

B) Proximity

- BART Station to provide access for staff, officers and public
- Major freeway –within 0.5 miles or 3 mins. drive time to on/off ramp
- Centrality within BART System
 - Reasonable travel time to BART Headquarters & Emergency Operations Center (EOC)
 - Ease of access throughout System for officers & staff (CIS, CSO, Ambassadors & fare inspectors)



General Search Criteria Informed by Needs Assessment

C) Physical Attributes

- Parcel to accommodate structure, parking & external storage needs
 - Anticipate Department growth & impact on future facility size
 - Secured parking requirement of 60-100 cars (65,000- 75,000 sf)
 - Modernized practices to make a more efficient use of space
- Structure that meets Essential Service Facility parameters*
 - Capable of providing essential services to the public after a disaster
 - Informs decision to Buy, Build or Lease – must meet standard

	Current	2031
Occupied building interior (sf)	55,000	65,000-75,000

*Essential Services Buildings Seismic Safety Act of 1986

Needs Assessment Outcome & Search Criteria

Physical Attributes – Specialized Needs beyond general office space

- Dispatch
- Tactical Training
- Internal Affairs
- Evidence Storage
- Video Recovery
- Armory & Range Master workshop
- Locker rooms
- Community Room/Auditorium
- Secure & Publicly Accessible Lobby

Search Criteria Summary Matrix

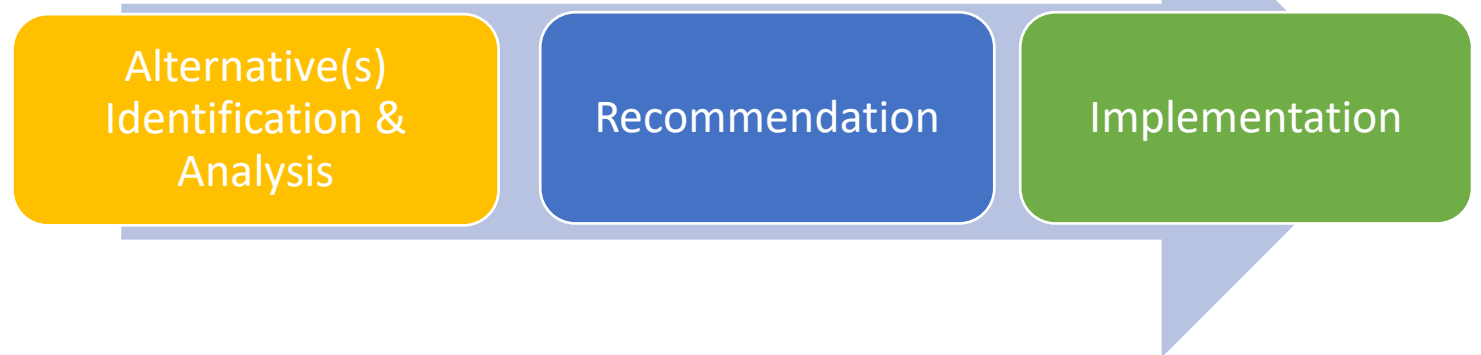
Site Criteria	Factors of Consideration
<input type="checkbox"/> Available for build-out & occupancy	<ul style="list-style-type: none"> ▪ Can be made ready for occupancy in 2025 ▪ Impact of “re-use” of an existing BART owned property
<input type="checkbox"/> Proximity	<ul style="list-style-type: none"> ▪ BART Station accessible ▪ Ease of freeway access ▪ Travel time to BART BHQ ▪ Split Zone 1 Patrol from BPD Administrative Facility for a broader search area
<input type="checkbox"/> Appropriately sized if we Build, Buy or Lease	<ul style="list-style-type: none"> ▪ Parcel to accommodate 65-75K sf facility ▪ Plus 65K-75K sf+ of parking & storage
<input type="checkbox"/> Meets physical safety standards	<ul style="list-style-type: none"> ▪ Essential Service Facility standard ▪ Maintain CALEA Accreditation
<input type="checkbox"/> Community Factors	<ul style="list-style-type: none"> • Partnership with nearby community • Safety of staff & visitors

BART PD Administrative HQ Relocation

Next Steps

- ✓ Inventory & Analysis of existing BART properties for possible repurpose
- ✓ Conduct site tours of other modernized Police Facilities
- ✓ Physical analysis of Site Alternatives
- ✓ Analyze options to: Build, Buy or Lease

Returning to Board with an Update in Fall 2022



BART Police Department Administrative HQ Relocation

Appendix: Images of Current Specialized BART PD Facilities

BPD Specialized Occupancies

Evidence Storage



Includes paper records, temperature-controlled units, bulky items & bikes, various personal effects, drugs, weapons and liquids. Location where public can retrieve personal property that was confiscated or recovered by BPD.

BPD Specialized Occupancies

Video Recovery



Live monitoring of BART facilities and ability for instant playback, use during investigations, recovery of video evidence.

BPD Specialized Occupancies

Tactical Training



CALEA - Alcove w/ lockers to provide separation of space between real and training weapons

Currently used for physical training (mats & padding for walls), classroom learning & virtual simulation

BPD Specialized Occupancies

Locker room



Currently located in METG, dry. No restroom facility or showers available for officers or staff within the locker rooms. Officer's transport uniforms and other gear via suitcases that cannot be left outside in vehicles and require storage during their shift.

Thank You

