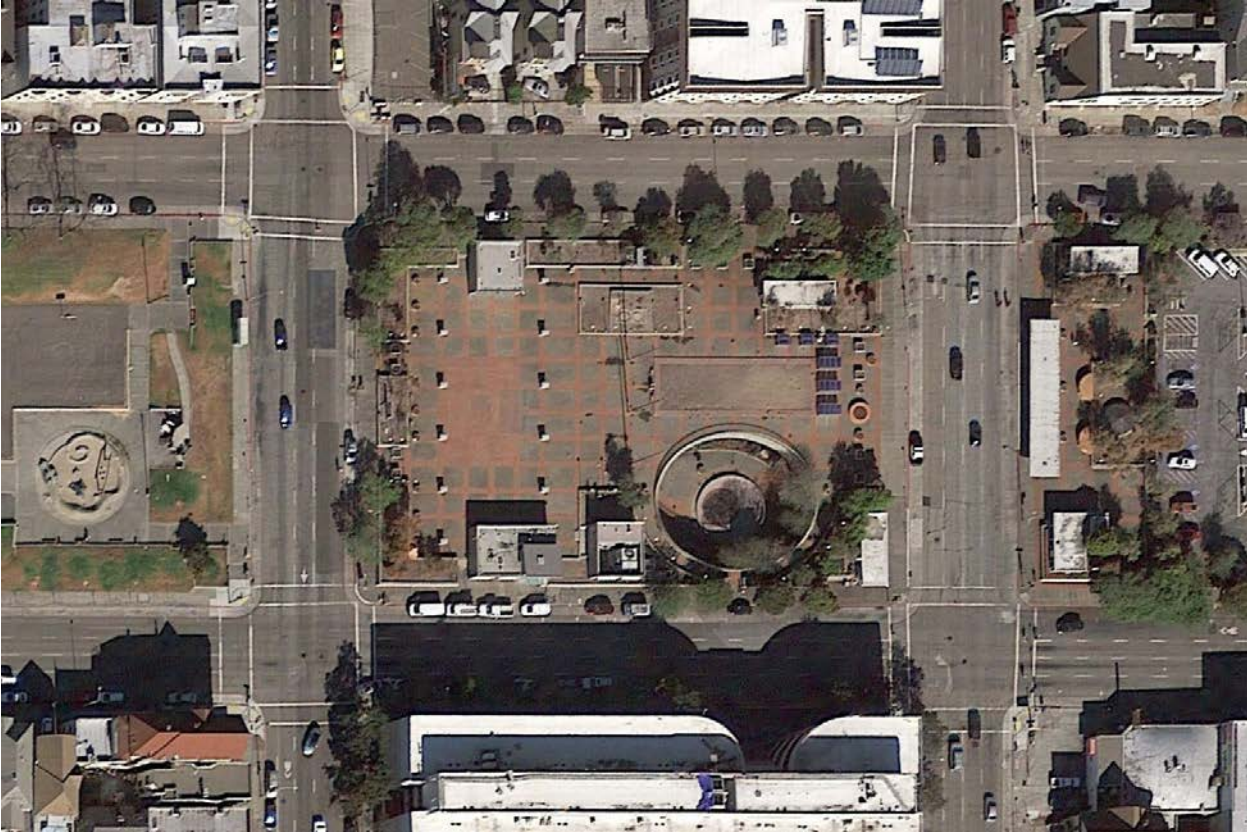


Transit Operations Facility Title VI Siting Analysis

June 7, 2017



This page intentionally left blank.

Table of Contents

Section 1: Background and Project Description.....	2
Section 2: Study Purpose.....	3
Section 3: Title VI Compliance.....	4
Section 4: Alternative Locations.....	5
Section 5: Methodology.....	10
Section 6: Alternatives Analysis.....	13
Section 7: Public Participation Report	20

Appendix A: Minority Maps

Appendix B: Low-Income Maps

Appendix C: Detailed Resiliency and Operational Functionality Scoring Table

**Appendix D: Title VI/Environmental Justice and Limited English Proficiency
Advisory Committee Agendas**

Appendix E: Community Open House Feedback

Appendix F: Outreach Materials and Survey

This page intentionally left blank.

Introduction:

The San Francisco Bay Area Rapid Transit District (BART or District), as a recipient of federal funds, is required by the Federal Transit Administration (FTA) to comply with Title VI of the Civil Rights Act of 1964 and its amendments (Act). Title VI of the Civil Rights Act of 1964 requires that no person in the United States, on the grounds of race, color or national origin be excluded from, be denied the benefits of, or be subjected to discrimination, under any program or activity receiving federal financial assistance. Presidential Executive Order 12898 “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” addresses environmental justice in minority and low income populations. Presidential Executive Order 13166 “Improving Access to Services for Persons with Limited English Proficiency” addresses services to those individuals with Limited English Proficiency (LEP).

Federal Transit Administration (FTA) Circular 4702.1B, dated October 1, 2012, entitled *Title VI Requirements and Guidelines for Federal Transit Administration Recipients* (Circular), requires that federal funding recipients, such as BART, complete a Title VI equity analysis on the determination of the site or location of facilities. Per 49 CFR Part 21.5(b)(3): “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.” In accordance with the Circular, the equity analysis ensures that site or location or facilities is selected without regard to race, color, or national origin.

49 CFR Part 21, Appendix C, section (a)(3)(iv) provides that “[t]he location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” It is noted here that only property currently owned by BART or that would be leased by BART are considered in this study; in no case would residences or businesses be displaced as a result of this project.

This report, the Transit Operations Facility Title VI Siting Analysis (Siting Analysis), ensures that the proposed site location options for BART’s new Transit Operations Facility (TOF) were selected without regard to race, color, or national origin. In January 2015 BART conducted a preliminary Site Alternatives Evaluation which evaluated five alternate locations to the Lake Merritt Complex (where the current facilities are located) with respect to criteria developed by BART staff. This Siting Analysis summarizes the findings from that earlier report and adds a Title VI assessment to that 2015 evaluation.

Section 1: Background and Project Description

1.1 Background:

Much of BART's current transit system management facilities are located in the Lake Merritt Complex, underneath the Lake Merritt Plaza. The existing facilities require increased physical space and state of good repair improvements to achieve state-of-the-art functionality, support improved BART operations, and accommodate operation of planned BART extension projects over the next 40 years, including the extension to Silicon Valley. Therefore, BART is currently proposing to design and construct a new Transit Operations Facility (TOF) to modernize current operations control infrastructure and technology to support system expansion.

Phase 1 of the Silicon Valley extension, which will extend the system to Milpitas and Berryessa stations, is forecast to be open by the end of 2017. Current estimates put a new facility operational in 2021, leaving a 3- to 4-year gap. For the interim years BART will need to make some minor improvements to the existing facilities to make it operable, but these improvements will not be sufficient for long-term operation.

1.2 Project Description:

For the new Transit Operations Facility (TOF), BART is exploring potential site locations, including a TOF rebuilt at the Lake Merritt Complex (at grade on the Lake Merritt Plaza), or a TOF constructed elsewhere in the BART system. The TOF would consist of new and enlarged facilities required to support improved & expanded BART operations. It is worth noting that the new facility would not replace all operations currently located at the Lake Merritt Complex and several related systems, such as communications hubs, would continue to be located at the Lake Merritt Complex regardless of the location of the new TOF. For the purposes of this study it is assumed that the TOF will be a secure 3-story facility (57 feet tall plus roof equipment), with opportunities for retail and/or community uses at the ground floor. The facility will also require a back-up generator. For the Lake Merritt Complex site alternative, it is assumed that the TOF would be constructed where the BART Administration building was previously located, making use of the foundations that supported that building. This report will describe the alternative potential site locations and evaluate each site location's impact on Title VI communities.

Section 2: Study Purpose

2.0 Study Purpose:

BART objectives for this study are to:

1. Identify the most appropriate locations for construction of a resilient, high-functioning TOF.
2. Undertake a review of potential site locations for the TOF, comparing the existing Lake Merritt Complex location to other potential sites.
3. Review demographic data of each proposed site location to determine if any protected populations (minority and low-income) would be disproportionately impacted by the location of the new TOF building.¹
4. Analysis of potential adverse impacts and benefits on each proposed site and compare impacts among the sites and also analysis of equity impacts of alternative sites.
5. Conduct community outreach on proposed site locations.

¹ A subsequent Environmental Justice/Impacts Analysis will be conducted for the TOF project which will evaluate construction and operational impacts of building and operating a TOF in the chosen site location.

Section 3: Title VI Compliance

3.0 Transit Operations Facility Title VI Compliance:

Per FTA Circular 4702.1B, BART as a recipient of federal funds is required to complete a Title VI equity analysis during the planning stage with regard to where a project is located or sited to ensure the location is selected without regard to race, color, or national origin.² While the siting analysis section of the Circular does not specifically mention low-income populations, it does require that BART “engage in outreach to persons potentially impacted by the siting of facilities.” Following this language and the principles outlined in FTA Circular 4703.1 (EJ Circular) and BART’s current practice and policies, this report will also conduct an analysis on low-income populations. The Title VI equity analysis must compare the equity impacts of various siting alternatives, and the analysis must occur before the selection of the preferred site

This report determines if the site selection for the new TOF would have a disparate impact on minority populations or place a disproportionate burden on low-income populations. To determine if a disproportionate impact is borne by protected populations, BART will refer to the threshold in its Board adopted Disparate Impact and Disproportionate Burden Policy (DI/DB Policy).³ BART uses the DI/DB Policy as a measure to determine if fare changes or major service changes result in disproportionate impacts on protected populations. For new service and new fares, a disparate impact to minority riders or a disproportionate burden on low-income riders will be found if the applicable difference between the proportion of Project riders that are protected and the proportion of protected system-wide riders is equal to or greater than 10%. For the TOF, BART will use this 10% DI/DB threshold to evaluate potential impacts of various siting alternatives on minority and low-income populations. BART’s DI/DB Policy does not specify a threshold for siting analysis, but given a 10% threshold is used for new fares and new service, BART shall apply a 10% threshold for a new site location.

² Per 49 CFR Part 21.5(b)(3): “In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.”

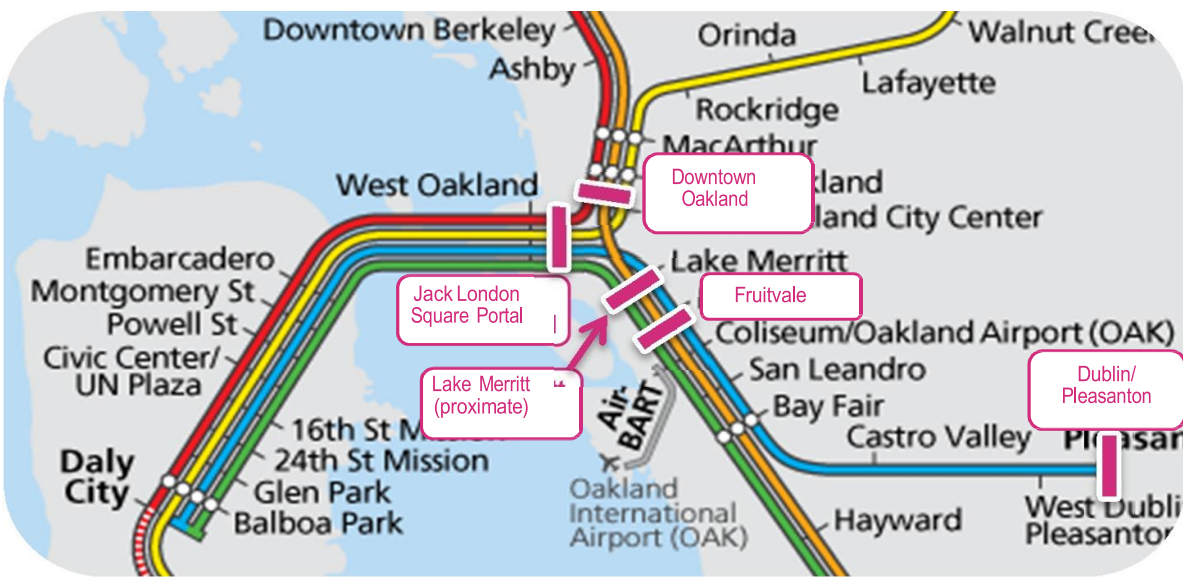
³ BART’s DI/DB Policy was developed pursuant to the Circular, following an extensive public participation process, and adopted by the BART Board of Directors on July 11, 2013.

Section 4: Alternative Locations

4.0 Selection of Alternative Locations for Transit Operations Facility:

This section describes how five alternative locations to the Lake Merritt Complex were identified (see Figure 1). Access to the Lake Merritt Complex is important to the function of the TOF because it is at the center of the system which is host to important equipment and facilities. Given BART's preference for TOF proximity to these features, only locations within a 10-minute response time by BART or car to the Lake Merritt Complex were reviewed. A central location also provides ready access to all parts of the system and proximity to both the BART Headquarters and the existing facilities at Lake Merritt. Further, only locations near BART tracks and close to BART stations were considered. An edge-of-system location was added for comparison to the central-system TOF site locations.

FIGURE 1: ALTERNATIVE TOF LOCATIONS IN RELATION TO THE BART SYSTEM MAP



4.2 LOCATIONS SELECTED FOR REVIEW:

Five alternatives were selected for review against the current Lake Merritt Complex location.

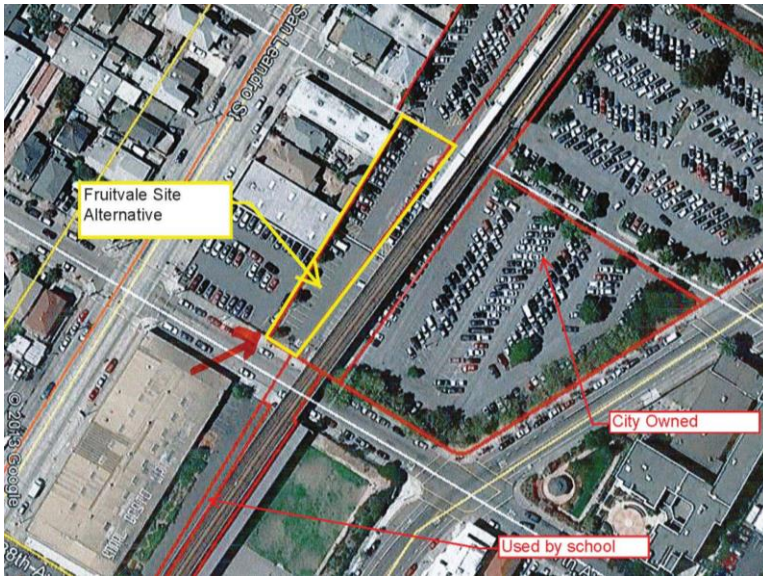


The five alternative locations are:

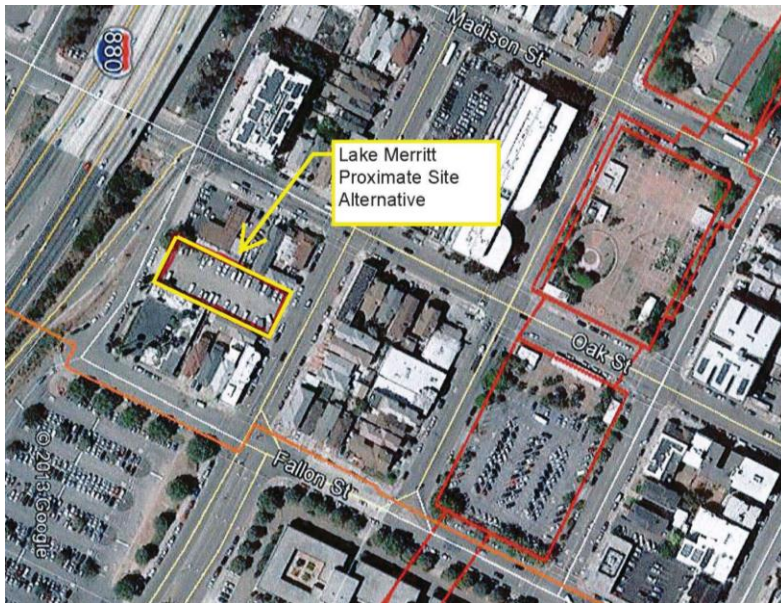
1. **Downtown Oakland** – near either the 12th St/Oakland City Center or 19th St/Oakland Station in a basement location of a building adjacent to the station. Assumed to be the basement of the Central Building, 436 14th Street, at the corner of 14th and Broadway for illustrative purposes. While this specific location was analyzed in this report, other similar locations not currently owned by BART, but close to existing stations, would be expected to have similar results in the evaluation.



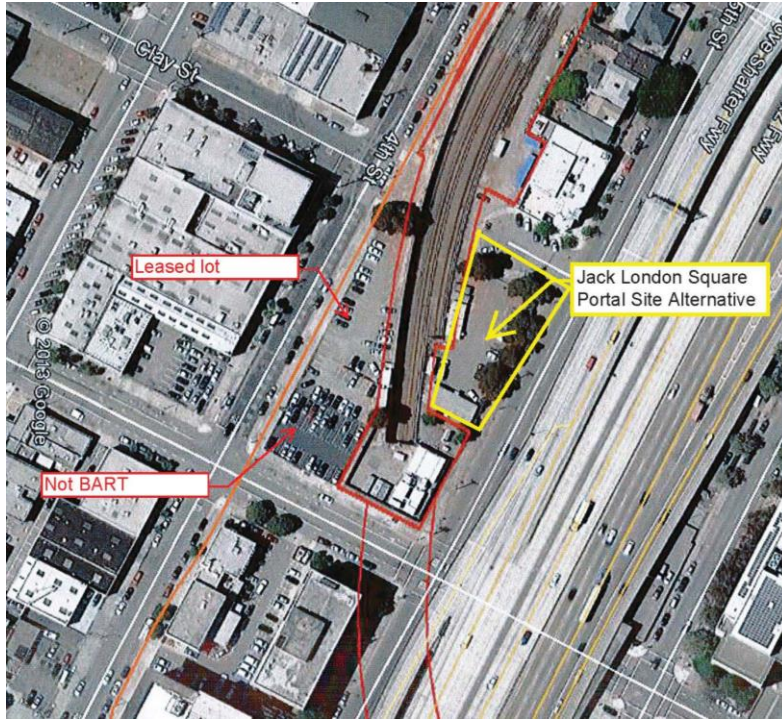
2. **Fruitvale** – at the parking lot pictured and located between 36th and 37th Avenues.



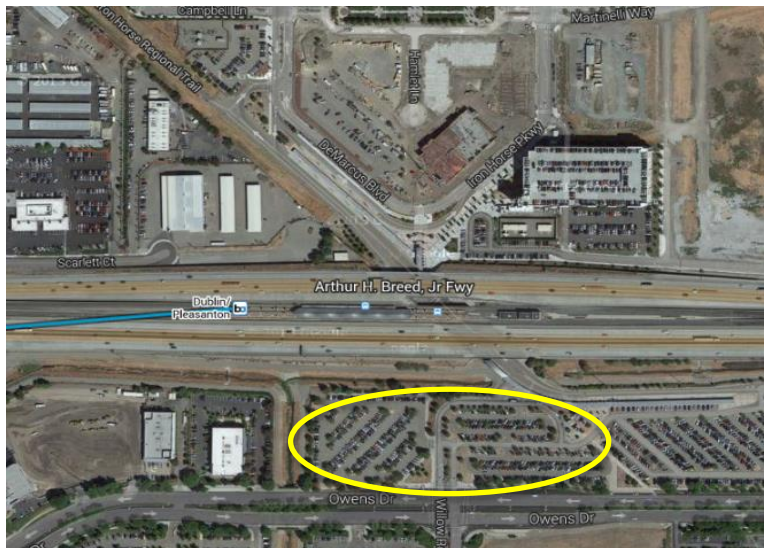
3. **Lake Merritt (Proximate to Station)** – BART-owned surface parking lot currently used for BART maintenance vehicles, adjacent to the freeway off-ramp, and two blocks from the station entrance.



4. **Jack London Square Portal** – where the BART tracks emerge from below ground as they leave Downtown Oakland, using the BART-owned parcel currently used for support equipment.



5. **Dublin/Pleasanton** – one location in the outer part of the BART system was selected for comparison to the locations selected in the system's core. The location is the Dublin/Pleasanton BART station, on a portion of the existing surface parking lot south of the BART station, in the city of Pleasanton.



4.3 ELIMINATED LOCATIONS:

A long list of possible alternative TOF locations was created based on the initial criteria described above. Sites on the long list were then screened to eliminate those with limited space for TOF construction, either with transit-oriented development (TOD) under construction or with an RFQ released for development, with extended access time compared to others on the list, with very similar characteristics to another site being evaluated (assuming a similar rating outcome), and with elevated risk of sea level rise.

The following locations were reviewed and eliminated for the following reasons:

1. Coliseum Station – eliminated due to exceptional sea level rise risks as well as planned TOD.
2. MacArthur Station – eliminated because any plausible locations for construction of a TOF would interfere with TOD currently under construction.
3. West Oakland Station – eliminated because the immediate station area and vicinity are occupied with station-serving uses and BART is currently seeking development partners to implement TOD. The uncertain timing and complexity of TOD in this location would likely result in schedule delays and increase the complexity of the TOF project (due to many unknowns in the site and context), ultimately negatively impacting the overall schedule for new TOF operability.
4. Oakland Shops – eliminated for several reasons: a. the location is currently overcapacity with little employee parking; b. it has no access to a BART station; c. there would be a delayed response to emergencies should dispatch of TOF employees be required; and d. location could be better used for on-rail vehicle storage if land were acquired from the railroad.
5. West Oakland Proximate – eliminated because it has similar characteristics to the near-station Lake Merritt location (selected for review) and is currently being leased.

Section 5: Methodology

5.0 Title VI Populations and Methodology:

This section identifies the Title VI communities in the project area and the methodology used to assess potential impacts of the TOF site selection on Title VI populations. Title VI populations analyzed in this report include minority and low-income populations. A ½ mile radius around each proposed site location was drawn – this area is the site study area and used to determine the demographics of each site location. US Census 2010 data was used to identify minority populations and data from the American Community Survey (ACS 2010 - 2014) was used to identify low-income populations.

5.1 TITLE VI POPULATIONS:

For this analysis, BART’s four-county service area definitions and thresholds for minority and low-income populations are used. The definitions and thresholds are described as follows:

- **Minority Definition:** Pursuant to the Circular and Federal guidelines, minority populations are defined as individuals who have identified themselves to be American Indian and Alaska Native; Asian; Black or African American; Hispanic or Latino; or Native Hawaiian or Other Pacific Islander.
- **Low-Income Definition:** BART defines the low-income populations as those who are at or below 200 percent of the poverty level established for households by the Department of Health and Human Services (HHS) poverty guidelines. This assumption is more inclusive of low-income populations, accounting for higher incomes in the Bay Area as compared to the rest of the United States. The 200% threshold is also consistent with the assumptions employed by the Metropolitan Transportation Commission (MTC) in its February 2009 Equity Analysis Report. This definition takes into account both the household size and household income, the combinations of household size and income that are defined as “low-income” are as follows. For reference, this threshold defines a four-person household with an annual income under \$48,600 as low income in 2016.

TABLE 1: 2016 POVERTY GUIDELINES: FEDERAL* AND THE BART SERVICE AREA

Persons in family/household	Poverty guideline (federal)	200% (BART Service Area)
1	\$11,880	\$23,760
2	16,020	\$32,040
3	20,160	\$40,320
4	24,300	\$48,600
5	28,440	\$56,880
6	32,580	\$65,160
7	36,730	\$73,460
8	40,890	\$81,780

*For the 48 Contiguous States and the District of Columbia
Source: U.S. Department of Health & Human Services.

BART's four-county service area populations include:

- Minority population: 59.4% (US Census 2010)
- Low-income population: 26% (ACS 2010-2014)

5.2 METHODOLOGY:

To evaluate impacts on minority and low-income populations, a demographic assessment was conducted. The assessment evaluates whether populations living within the project study area of each proposed site location may be adversely affected by a TOF complex are disproportionately minority or low-income.

Description: The Demographic Assessment compares the proportion of minority and low-income populations in each site location's project study area (½ mile radius from each proposed TOF site location) to BART's four-county minority and low-income populations.

Data Used: US Census 2010 and American Community Survey (ACS) 2010-2014.

Step 1: Identify the Data Source

US Census 2010 was used to identify minority populations and ACS 2010-2014 data was used to identify low-income populations in each TOF site alternative's project study area. The US Census 2010 and ACS 2010-2014 provides population and demographic data at the census tract level.

Step 2: Determine Project Catchment Area

The project study area for each of the five proposed site locations are shown in Appendix A (minority) and Appendix B (low-income). Consistent FTA Circular guidance and previous BART equity analysis under the guidance of FTA Circular 4702.1B, a ½ mile radius was drawn around each proposed site alternative location. This ½ mile radius is the project catchment area for each site alternative. The Lake Merritt Complex and Lake Merritt Proximate sites use the same ½ mile radius, and therefore are shown on a single map.

Step 3: Determine the share of protected riders for the Project Catchment Area

For this analysis, BART's four-county service area definitions and thresholds for minority and low-income populations are used. Each census tract within the study area was analyzed to determine if the percentage of minority and low-income populations exceeded the four-county service area average based on the minority and low-income population definitions and thresholds defined in Section 5.1. The maps in Appendix A and B display census tracts within each proposed site alternative's project study area where the percentage of minority and low-income populations exceeded the four-county service area average.

Step 4: Determine the share of protected riders for overall BART ridership

For the new site Demographic Assessment, BART will use the minority and low-income population data for the City of Oakland. According to the US Census 2010, the City of Oakland's minority population is 73.5% and according to ACS 2010-2014, the City of Oakland's low-income population is 41.5%. As a comparison group for the proposed site alternative in Dublin/Pleasanton, BART will use the City of Dublin data. According to the US Census 2010, the City of Dublin's minority population is 57% and according to ACS 2010-2014, the City of Dublin's low-income population is 10.6%.

Step 5: Apply BART's Disparate Impact and Disproportionate Burden Policy

Pursuant to the Circular, BART must evaluate equity impacts for fare and service changes using its DI/DB Policy (See Section 3.0). As mentioned previously, BART will refer to its DI/DB Policy, in determining whether the difference between the affected area's protected population (minority and low-income) share and overall protected population share (City of Oakland or City of Dublin) exceeds a 10% threshold. For new site demographic assessment, a disparate impact to minority populations or a disproportionate burden on low-income populations may be found if the difference is 10% or more.

Step 6: Alternative Measures

If this siting analysis finds that minority populations experience disparate impacts, pursuant to FTA Circular 4702.1B, BART may proceed with the proposed location of the Project only if BART can show:

- A substantial legitimate justification for locating the Project there exists; and
- There are no alternatives serving the same legitimate objectives that would have a less disparate impact on the basis of race, color, or national origin.

While the Circular does not necessarily outline how to proceed if the assessment finds that low-income populations experience a disproportionate burden from the proposed location of a siting, using language from the FTA Circular 4702.1B as it applies to low-income populations for fares and service changes, principles from FTA Circular 4703.1 as it applies to adverse effects on low-income populations, and to ensure consistency with how BART generally analyzes impacts to this protected group, BART should take steps to avoid, minimize, or mitigate these impacts where practicable. BART shall also describe alternatives available to low-income populations affected by the proposed new site.

Section 6: Alternatives Analysis

6.0 Title VI Alternatives Evaluation:

This section includes the Title VI demographic analysis for the Lake Merritt Complex and each of the alternative locations, to evaluate whether populations living within the project study area of each proposed site location may be adversely affected by an TOF complex are disproportionately minority or low-income.

As mentioned in Section 4 above, the five alternatives selected for review against the current Lake Merritt Complex location include:

- Downtown Oakland
- Fruitvale
- Lake Merritt (Proximate to Station)
- Jack London Square Portal
- Dublin/Pleasanton

49 CFR Part 21, Appendix C, section (a)(3)(iv) provides that “[t]he location of projects requiring land acquisition and the displacement of persons from their residences and businesses may not be determined on the basis of race, color, or national origin.” It is noted here that only property currently owned by BART or that would be leased by BART are considered in this study; in no case would residences or businesses be displaced as a result of this project.

6.1 STUDY AREA PROTECTED POPULATIONS: Table 2, shows the demographic breakdown (minority and low-income) for each proposed site location and the current Lake Merritt Complex (also a proposed site location). US Census 2010 and ACS 2010-2014 data was used to identify low-income and minority populations in each TOF site alternative’s project study (determined by a ½ mile radius around each site).

TABLE 2: ALTERNATIVES DEMOGRAPHIC SUMMARY

	Lake Merritt Complex	Downtown Oakland	Fruitvale Station	Lake Merritt Proximate	Jack London Square Portal	Dublin/Pleasanton Station
% minority	77.3%	78.1%	90.5%	77.3%	81.5%	59.5%
% low-income	50.2%	48.1%	58.7%	50.2%	50.7%	11.1%
% LEP	36.7%	29.8%	44.9%	36.7%	33.2%	13.3%
*Data for Dublin/Pleasanton Station includes an average of City of Dublin population data and City of Pleasanton population data as the site is located in both cities. Source: US Census and ACS data						

6.2 DEMOGRAPHIC ASSESSMENT

Pursuant to the Circular, BART must conduct a demographic assessment to evaluate equity impacts of building a TOF. Using the DI/DB Policy, the demographic assessment determines if minority or low-income populations experience a disproportionate impact from BART building a TOF in each of the site locations. In applying the DI/DB Policy, the determination is made as to whether the difference between the affected area's protected population (minority and low-income) share and overall system's protected population (minority or low-income) share exceeds the 10% threshold in the Policy. For new site demographic assessment, a disparate impact to minority populations or a disproportionate burden on low-income populations may be found if the difference is 10% or more.

In the case of this new site assessment, the overall population value is the City of Oakland's minority and low-income data. Since all proposed site alternatives which are the top contenders for the new TOF site, with the exception of Dublin/Pleasanton Station, are located within the City of Oakland, BART determined this to be the most accurate comparison value as this data is a closest representation of the local community.

Dublin/Pleasanton Station located in the outer part of the BART system was selected for comparison to the locations selected in the system's core (locations within the City of Oakland). For this location, the City of Dublin, minority and low-income population data will be used as a comparison value as it is the closest representation of the local community.

Table 3, 4, and 5 show the results of the minority and low-income demographic assessment for the 5 proposed site alternatives.

TABLE 3: MINORITY POPULATION DEMOGRAPHIC ASSESSMENT

	Lake Merritt Plaza	Downtown Oakland	Fruitvale Station	Lake Merritt Proximate	Jack London Square Portal	Dublin/Pleasanton Station
½ Mile % Minority	77.3%	78.1%	90.5%	77.3%	81.5%	59.5%
City % Minority	74.1%	74.1%	74.1%	74.1%	74.1%	50.1%*
% Difference	3.2%	4.0%	16.4%	3.2%	7.4%	9.4%
Potential Disparate Impact	No	No	Yes	No	No	No
*Data for Dublin/Pleasanton Station includes an average of City of Dublin population data and City of Pleasanton population data as the site is located in both cities. Source: US Census and ACS data						

TABLE 4: LOW-INCOME POPULATION DEMOGRAPHIC ASSESSMENT

	Lake Merritt Plaza	Downtown Oakland	Fruitvale Station	Lake Merritt Proximate	Jack London Square Portal	Dublin/Pleasanton Station
½ Mile % Low-Income	50.2%	48.1%	58.7%	50.2%	50.7%	11.1%
City % Low-Income	41.5%	41.5%	41.5%	41.5%	41.5%	10.8%
% Difference	8.7%	6.6%	17.2%	8.7%	9.2%	0.3%
Potential Disparate Impact	No	No	Yes	No	No	No
*Data for Dublin/Pleasanton Station includes an average of City of Dublin population data and City of Pleasanton population data as the site is located in both cities. Source: US Census and ACS data						

6.2 LOCATION RANKINGS:

In addition to the Title VI siting analysis, BART staff developed selection criteria related to the resiliency and operational functionality of each site alternative, and a scoring system for those criteria. Criteria address locational features only, and criteria related to building design, which would be incorporated into any building site, are not included. The criteria were reviewed by BART staff representatives from multiple departments, including: transportation and system services, property development, BPD security and emergency management, planning, capital systems, and maintenance and engineering. The scoring criteria and approach, on a scale of 1 to 3, are presented in Table 5. They are grouped into four sets of closely related criteria:

- Fundamentals
- Access & Operations
- Land Use
- Hazards

TABLE 5: RESILIENCY AND OPERATIONAL FUNCTIONALITY CRITERIA

			Score: Scale of 1 (low) to 3 (high)		
Group	Name	Description	1	2	3
Fundamentals	1 Availability	Real estate readily available to BART, either through current ownership or purchase.	Not BART-owned	BART-owned, but has a structure on it	BART-owned (could have surface parking use, but no structure)
	2 Space	Location large enough to allow for security (either through buffer or design), support flexibility of use, facilitate projected view of whole BART system, allow replacement of support facilities, and allow related uses, including emergency control center and development complex to be integrated into the building. Assuming 35,000 sq. ft., with a minimum width of 90 feet based on preliminary architectural drawings.	Not large enough	Large enough, with design constraints	Large enough
	3 General cost comparison	Order of magnitude costs.	Higher cost than those currently budgeted	Similar cost to those currently budgeted	Lower cost than those currently budgeted
	4 Time to completion	Can facility be constructed in time to support SVRT project, opening by 2021? ⁴	No	Yes, but schedule is tight	Yes
Access & Operations	5 Centrality	Location within the BART system, particularly proximity to the Oakland Wye/Track Section A05.	Further than 2 BART stops from the Oakland Wye	Within 2 BART stops of the Oakland Wye	Immediately adjacent to the Oakland Wye
	6 TOF staff access	Accessible via BART and via major roadways to facilitate 24-hour operations access and emergency access. Also consider safety from parking and/or BART Station to TOF.	Access difficult (distant from BART and/or highways)	Access possible on BART and highways	Easy access on BART and highways
	7 Headquarters access	Reasonable proximity to headquarters, so management and support staff from headquarters can access the TOF.	More than 20 minutes by any mode	0-20 minute access by any mode other than walking	0-20 minute walk
	8 Communications networks system connection	Access to communication networks	Not attached to communication networks (not in station)	Attached to communication networks (station)	Center of communication networks (central station)
Land Use	1 Constructability	Location allows relative ease of construction to minimize costs, risks, and service disruptions.	Difficult to construct	Construction has some challenges	Very straightforward construction – clean, open site
	1 Transit-oriented development	Consider opportunity cost with respect to current or future potential for transit-oriented development (TOD) at BART stations.	Limits opportunities for TOD	Some drawbacks with respect to TOD	Neutral with respect to TOD
	1 Context and standards	How well can an TOF be woven in with adjacent land uses and local building design standards?	Design for compatibility is difficult	Can be designed to be compatible	Readily compatible
Hazards	1 Flooding/sea level rise hazards	Does the location have vulnerability to sea level rise, storm surge, or local flooding, based on Cal-Adapt and ABAG mapping?	Subject to all three	Subject to one or two of the three	Not vulnerable
	1 Seismic hazards	The whole BART system is in seismically active locations; the score is in terms of ability to provide a building that meets the standards for essential structures.	Existing structure would be difficult to upgrade	New or existing structure would meet standards	Structure would meet standards and is in a lower-risk location
	1 HazMat and threats	Does the location's place in the system or location above/below ground or near a highway make it more vulnerable to hazardous materials, terrorism, group violence, or vandalism?	Yes	Unlikely, but possible	No

⁴ An earlier version of this report used 2019 as the baseline year for project completion. More recent estimates indicate that 2021 will be the more likely year of completion.

Further, a weighting system was developed to ensure that the ultimate scores adequately reflect the relative importance of each criterion in selecting a location, and that the locations are sufficiently differentiated. The weighting system reflects the following priorities:

1. Highest Priority (Weight 3): The Fundamentals grouping of criteria, the centrality criterion, and the communications network connection criterion are of particular importance because they support the basic ability of the TOF to function successfully and received the highest weighting of 3.
2. Medium Priority (Weight 2): The TOF staff access, headquarters access, transit-oriented development, and HazMat and threats criteria are similarly important to those described above, but not as crucial to system function. For this reason, they received a weighting of 2.
3. Lowest Priority (Weight 1): The remaining criteria: constructability, context and standards, flooding/sea level rise hazards, and seismic hazards received weightings of 1; these criteria are important, but can generally be addressed through careful planning and design.

The weighted scores for each location are summarized in Table 5. Detailed scores can be found in Appendix C.

TABLE 5: WEIGHTED ALTERNATIVES EVALUATION SUMMARY (WEIGHTED SCORE/TOTAL POSSIBLE SCORE)

	Lake Merritt Complex	Downtown Oakland	Fruitvale Station	Lake Merritt Proximate	Jack London Square Portal	Dublin/Pleasanton Station
Fundamentals	33 / 36	12 / 36	30 / 36	27 / 36	27 / 36	33 / 36
Access & Operations	30 / 30	25 / 30	22 / 30	24 / 30	20 / 30	17 / 30
Land Use	8 / 12	10 / 12	9 / 12	9 / 12	11 / 12	9 / 12
Hazards	9 / 12	8 / 12	8 / 12	9 / 12	7 / 12	8 / 12
Total	80 / 90	55 / 90	69 / 90	69 / 90	65 / 90	67 / 90

The Lake Merritt Complex receives the highest score, with 80 weighted points, followed by the Lake Merritt Proximate Location and Fruitvale Station locations with 69 points. The Dublin/Pleasanton Station location received a score of 67, followed closely by the Jack London Square Portal location with 65 weighted points. Finally, the Downtown Oakland location received the lowest weighted score of 55 points. While the Lake Merritt Complex receives the highest score, the Lake Merritt Proximate and Fruitvale locations scored highly enough in the analysis to further review its viability as a potential TOF site.

6.3 ANALYSIS

Based on the demographic assessment of each TOF site location, we have determined the following

- Dublin/Pleasanton site's location, outside the core of the BART system, is not ideal for a TOF. A resilient TOF location requires centrality for staff access, headquarters access, and reliable connection to BART's communication hub. Furthermore, this location, while not resulting in a disparate impact, is very close to the 10% threshold, impacting a higher % of minority populations compared to other site alternatives.
- Lake Merritt Proximate has the same demographics as Lake Merritt Complex which do not result in a disparate impact on minority populations or a disproportionate burden on low-income populations. This site's location features are very similar to those of the Lake Merritt Complex because of their close proximity (500 feet) to one another, though the site is not directly connected to the Lake Merritt Complex, so received lower marks for communications network access. The site also faces similar challenges to the Lake Merritt Complex in terms of supporting potential TOD and requiring careful design to fit into the neighborhood (the proximate location is partially located in a historic district as defined by the City of Oakland, and is adjacent to single family homes).

Lake Merritt Complex is the highest scoring site in the resiliency and operational functionality assessment analysis in Table 5. Furthermore, from a Title VI perspective, building a TOF does not result in a disparate impact on minority populations or a disproportionate burden on low-income populations because the percentage of each population group (within the ½ radius studied) is within the 10% threshold for disproportionate impacts minority impacts at 3.2% and low-income impacts at 8.7%). Compared to other site alternatives studied, the Lake Merritt Complex presents the least amount of impacts to the local community and protected populations. This location impacts the least percent of minority population (after Dublin/Pleasanton) at only 3.2% difference from the City of Oakland population.

While the Complex may impact a higher proportion of low-income populations, at 8.7%, this number is within our 10% threshold. Furthermore, another element of the Lake Merritt Plaza site is that it includes sufficient area to incorporate redesign of the remaining plaza area to serve as an enhanced transportation hub and to support the vision of the Lake Merritt Station Area Plan, adopted by the City of Oakland in 2014. The Plan envisions the BART blocks as catalytic sites that establish an active neighborhood hub, provide pedestrian-oriented spines along 8th and 9th, and connect neighborhood assets – including BART, Chinatown, Laney College, the Oakland Museum of California, and the Jack London District, among others. The addition of the TOF to the area has the potential to benefit the community in many ways, including:

- Creating an improved an improved transit plaza.
- Facilitating expanded and improved BART operations, which connect the neighborhood to the region.
- Engagement in the plaza design process so that it meets local objectives of activating the area and improving local transportation connections (for transit, pedestrians, and bicycles in particular).

- Incorporation of local and relevant art and amenities into the project.
- The addition of new retail spaces to activate the area and bring more jobs to the neighborhood.

Based on the results of this siting analysis, the Lake Merritt Complex is the preferred alternative for BART's new TOF for the following reasons:

- Least impacts on Title VI populations.
- Colocation with related systems found in other parts of the Lake Merritt Complex, which supports a high functioning system.
- Central location in the BART system.
- Space and availability to construct the TOF.

6.4 CONCLUSION & RECOMMENDATION

Based on the results of the Title VI Siting Analysis and the resiliency and operational functionality assessment, the Lake Merritt Complex is the preferred site location for BART's new Transit Operations Facility.

Section 7: Public Participation Report

7.0 Purpose:

Pursuant to FTA Circular 4702.1B (October 2012), BART conducted public outreach to provide information to the public about the new TOF to solicit feedback on the preferred alternative location and potential impacts the project could present to the local community. A key component of the Title VI outreach is to seek input from minority, low-income, and limited English proficient (LEP) populations. BART used established information outlets to engage the stakeholders who would be directly affected by the building of a new TOF site in the preferred alternative location, Lake Merritt Complex. By doing so, BART ensures consistency with its Public Participation Plan (2011) as well as ensures efficiency in communication with community members. Below is a brief summary of Title VI outreach and engagement conducted for the Transit Operations Facility Title VI Siting Analysis Report. In addition, BART staff met with City, Mayor's Office, and Council to inform them of the project. Overall, feedback received did not show any disagreement with the preferred TOF site location at the Lake Merritt Complex.

7.1 ADVISORY COMMITTEES

Staff presented information on the TOF, including potential Title VI impacts to each site alternative location, to BART's Title VI/Environmental Justice Advisory Committee and BART's Limited English Proficient (LEP) Advisory Committee. The meeting details are listed below and agendas for the meetings are included in Appendix D:

- Title VI/EJ Advisory Committee: Monday, February 8, 2016 from 2:00 – 4:30PM at the BART Board Room (Kaiser Center 20th Street Mall – Third Floor, 344 20th Street, Oakland, CA)
- LEP Advisory Committee: Tuesday, February 23, 2016 from 10:30AM – 1:00PM at the BART Board Room
- LEP Advisory Committee: Tuesday, February 28, 2017 from 10:30AM – 1:00PM at the BART Board Room
- Title VI/EJ Advisory Committee: Monday, May 8, 2017 from 2:00 – 4:30PM at the BART Board Room

Both BART's Title VI/EJ Committee (8 CBOs, 10 members) and LEP Committee (12 CBOs, 14 members) members are active participants of local-community based organizations (CBO) that serve minority, low-income, and LEP populations within the BART service area. The meeting was open to the public and the agenda was noticed at least 72 hours in advance of the meeting. At the meeting, staff presented a PowerPoint with an overview of the Project, a list of each potential site location and demographic data on minority and low-income populations, potential impacts to protected populations, and information about the building design in the preferred alternative location, Lake Merritt Complex.

Committee members expressed the following questions and comments:

- 2016 Advisory Committee Meetings
 - *Ensure that construction, employment, and operational impacts will be studied in the Environmental Review.*
 - *When public process starts to communities, provide detail about plans for the old location, what will happen to the old location, and a backup plan for the TOF. Provide more detail on emergency preparedness, upgrade technology, and security.*
 - *Provide information about what will happen to the current parking situation in the area*
 - *Provide information about noise impacts and impacts to the elderly population in that area*
 - *Clarification if the outreach meetings will be about the siting analysis or if it will provide information about environmental and construction impacts.*

- 2017 Advisory Committee Meetings
 - *It is a very good project. Clarification of construction start date*
 - *Keep the space available for public use for exercise, as is currently*
 - *Information about the homeless issue in that area will be addressed*
 - *Information about the relationship between the area residents and ridership. Wanted information if the passengers using the station live in the Chinatown area or coming of somewhere else.*
 - *Understand the criteria for choosing language translation for outreach. There is a rising African population. Suggest talking to East Bay Refugee Forum*
 - *Keep the Committee informed of meeting and outreach dates*

Staff responded to the Committee members' questions and followed up with further information via email and at subsequent Committee meetings and also referred them to attend the community Open House. Committee members did not have any concerns about the preferred site location of the new TOF site at the Lake Merritt complex.

7.2 COMMUNITY WORKING GROUP

BART staff directly contacted local stakeholders representing several neighborhood CBOs and nearby institutions for participation in a community Working Group. Participants of the working group include:

- | | |
|---------------------------------|---|
| • Asian Health Services | • Bike East Bay |
| • EBALDC | • Chinatown Improvement Initiative |
| • APEN | • Transform |
| • Chinatown Chamber of Commerce | • Jack London District Association |
| • Tai Chi users | • City of Oakland Parks and Recreation, Planning and Building, & Office of the City Administrator |
| • Laney College | |
| • Oakland Museum of California | |

Additional invitations were sent to Family Bridges, Oakland Asian Cultural Center, Oakland Heritage Alliance but these organizations have not participated in Working Group meetings to date.

Working Group 1: BART staff and consultant provided an overview of the project and discussed plaza design goals and elements. Key feedback from the group included:

- Create / Enhance visual corridors into plaza, and from plaza to surrounding context/features
- Create / Enhance physical access to the plaza
- Connect all 3 blocks / Laney to Chinatown – visual and physical connections
- Catalyze / Activate the public realm
- Create open space for large group activities and community use
- Include gatherings spaces for users of all ages
- Including benches for sitting and playing games
- Develop consistent streetscape design and wayfinding
- Provide shade / Protection from sun and rain
- Implement crosswalks improvements
- Design Building as activating asset in plaza

Materials are available online at www.bart.gov/lakemerritt.

Working Group 2: BART presented the following design objectives based on the feedback from Working Group 1: Catalyze & Activate; Connect & Integrate; and Safe & Welcoming.

Three design concepts for the plaza were presented to the group and the Working Group provided feedback on the design elements. The two options preferred by the group were then refined for feedback at the open house.

Materials are available online at www.bart.gov/lakemerritt.

7.3 STAKEHOLDER MEETINGS

An additional stakeholder meeting was held at Lincoln Recreation Center to meet with current Tai Chi and recreational users to hear suggestions and feedback on the approach to design of the plaza.

7.4 COMMUNITY OPEN HOUSE

Community Open House #1 was held on May 10, 2017 at the Metro Center Auditorium at 101 8th St, in Oakland. The purpose of this meeting was to introduce the new Transit Operations Facility and Plaza Redesign project to the public, share alternatives (Concepts 1 and 2) for the Lake Merritt Plaza, and secure their feedback on the project via the use of survey handouts. Several Stations were setup with consultant and BART staff available to discuss and answer questions. Large format boards depicting information on the project and the two plaza design concepts were displayed in English and Chinese, and smaller handouts were available with Vietnamese and Spanish translations. Two stations also included video ‘fly-throughs’ of the site. Light refreshments were provided. Materials are available online at www.bart.gov/lakemerritt. A more detailed report on the Open House feedback is included in Appendix D.

Publicity

Publicity for the open house was conducted through print and online media, and outreach to community organizations. The following publicity and outreach methods were used for this project:

- A multilingual mailer in English, Chinese and Spanish, (including reference to the availability of translation services for the meeting) was mailed to all residents and businesses within ½ mile radius of the site.
- A multilingual flyer in English, Chinese, Spanish, and Vietnamese, (including reference to the availability of translation services for the meeting) distributed in station, dropped off at local community gathering places (such as Laney College, Lincoln Recreation Center, Asian Library, Oakland Asian Cultural Center), posted on the website, and emailed to stakeholders, local community-based organizations, and institutions.
- An oversized simplified version of the multilingual flyer was displayed at Lake Merritt station.
- BART website announcement.
- BART social media announcements (Twitter and Facebook).
- Additional email notices were sent to stakeholders, local community-based organizations and institutions.

The mailer and flyer are included in Appendix F.

Interpretation

Chinese and Vietnamese interpreters were available on-site, though the Vietnamese interpreter was not needed.

Survey

A survey was available for open house attendees to fill out and was available online for one week following the event. The survey was available in English, Chinese, Spanish and Vietnamese. 90 people submitted a hand-written survey form. After the May 10 meeting, BART received an additional 48 survey forms online for a total of 138 completed surveys. Individual surveys were submitted in 3 languages from the community as shown in Table 6. The survey is included in Appendix F (versions in English, Chinese, Vietnamese, and Spanish).

TABLE 6: TOTAL SURVEY RESPONSES BY LANGUAGE

Language	Written Surveys	Online Surveys	Total surveys
English	56	45	101
Chinese	33	3	36
Vietnamese	1		1
Total Surveys	90	48	138

The full demographic responses are included in Appendix E. This section summarizes some key demographic responses of interest:

- 56% of survey respondents live within walking distance and 38% work within walking distance of the site

- Respondents identified themselves as part of the following racial/ethnic groups:
 - 64% Asian or Pacific Islander
 - 33% white
 - 8% Hispanic, Latino or Spanish Origin
 - 3% Black/African American
 - 2% American Indian or Alaska Native
 - 3% other
- 43% of respondents indicated that they speak a language other than English at home; of those respondents 30% indicated that they speak English “Not well” or “Not at all.”
- 39% of respondents had an annual household income of less than \$50,000.

Feedback

Full survey responses are included in Appendix E. This section summarizes key feedback received. For the purposes of this report, the open-ended feedback is most relevant.

Questions 1-6 (concept comparison): The results of the first 6 questions clearly indicated that Concept 1 was preferred for overall design, concept idea, and spatial layout. The single exception was the preference for the larger shade canopy shown in concept 2. The responses were fairly split on how a café on Oak and 9th street might be oriented towards, with a slight edge towards the plaza.

Question 7 (preferred plaza features): Results from question 7 reflected a diverse range of preferences. However, a few items stand out above the others. In reviewing the results of each individual question first and comparing the bars for “extremely important”, the following selections stand out in order of results:

1. Improved Streetscape (highest rated as “extremely important”)
2. Large Open Plaza
3. Places to sit / gather / meet
4. Green Landscaping

Looking at the weighted average results which accounts for all grades of importance for the specific plaza feature, the same results are produced although in a slightly different order:

1. Improved Streetscape (highest average weight)
2. Places to sit / gather / meet
3. Green Landscaping
4. Large Open Plaza

Question 8 invites the community to share additional ideas and suggestions for the project. Four recurring comments resulted from this question:

1. Provide adequate community space including active uses/retail, a restroom and space for tai chi, community events, activities, and performance.
2. Need for safety – including recommendations for a police station, improved lighting, clear visual paths, and addressing concerns related to homelessness.
3. Emphasize and recognize cultural significance of the site, including several recommendations to rename Station to Oakland Chinatown Station.

4. Improving connections and circulation, making better connections to Madison Park and Chinatown, and improving the station drop-off areas.

Specific Comments included:

It is important that whatever wayfinding and signage program is implemented at the plaza identify Oakland Chinatown as a nearby destination. the plaza was originally part of that neighborhood, and the iconography and public art in the plaza should reflect that.

No business displacement, restrooms for public. As much as possible have active storefronts along Madison instead of blank wall space. Lighting very important. Bike parking is important.

The plaza should provide accessible space for people to practice tai chi and provide connections to Madison Park and Chinatown. It should not be a barrier or island that is disconnected from the surrounding neighborhood. It should also recognize the cultural presence of Chinatown by include wayfinding signage directing people towards Chinatown and Include Oakland Chinatown as part of the station name.

Let's make it well lit at night so it feels safe. Safety is key. Also let's make sure we budget for lots of trash recycle and compost because we don't want it to get dirty over time. Will there be art that reflects the heritage of the neighborhood?

Please emphasize pedestrian safety, lighting, clear visual paths, BART police presence at night (now totally absent), longer street light times. Please make improvements conducive for all age groups.

Question 9 asks the community to express their concerns with this site, or if there are potential impacts to them as a result of this project. The following recurring comments resulted from this question.

1. Need a restroom.
2. Issues with building creating visual and physical barrier between the plaza and Madison Park/Chinatown core.
3. Connection to Madison Park and surroundings.
4. Final design/look and feel of the TOF building.
5. Some additional concerns expressed by participants include:
 - a. Traffic
 - b. Safety
 - c. Homelessness
 - d. Displacement of long-term residents
 - e. Station access during construction

Specific comments included:

To have a big building blocking off the park across Madison street seems to be a big shame. A new BART plaza at this location should really be mindful of connecting the neighboring assets. Ideally, it would open up to the park across the street and provide for a pedestrian thoroughfare toward Chinatown.

It blocks the plaza from Madison Park. it is like a large obstruction that visually blocks people coming up out of the station from the public park and from the neighborhood.

I do not want to see an ugly concrete building in the middle of our neighborhood. Please work with Chinatown to create an artistic historical display honoring Chinatown because it has been displaced from this area by BART, Laney, 880.

This may limit the available public space on the plaza.

The plaza should connect and open up to Madison Park. It should visually invite people towards Chinatown, provide space for recreation programming connecting to Madison.

I want to make sure that the plaza is designed in a way that connects with the surrounding Chinatown neighborhood, with Madison Park, and with community usage needs.

Not welcoming to have a big opaque box in middle of plaza ... Make sure ground floor has plenty of retail. Maximize height and mixed use with housing wherever possible.

Traffic on Oak and Madison. Station closures.

The building can create a significant visual/physical barrier to Madison Park and the rest of Chinatown.

More workers there will create more traffic and demand for parking.

Other Written Comments: BART also received a comment letter from the Oakland Chinatown Coalition that outlined several principles for design at Lake Merritt. The principles are summarized/abbreviated below; the full comment letter is included in Appendix E.

1. Reduction of the footprint of the facility as much as possible.
2. Provide as much community serving, small business and nonprofit, and recreational space around the edge of the facility as possible.
3. Connection to Madison Park.
4. Design and program the Plaza for people of all generations, and maximize the amount of space available.
5. Visual connection and wayfinding towards core Chinatown.
6. Physical pedestrian and street improvements leading towards core Chinatown, with a prioritization of pedestrian orientation towards 9th Street.
7. More visible representation for neighborhood and location specific public art.
8. Community representation in decision making.
9. Rename the BART Station from "Lake Merritt" to "Oakland Chinatown".

Appendix E includes a more complete summary of feedback received on the project at the community open house, including the comment letter from the Oakland Chinatown Coalition.

7.5 ADDITIONAL OUTREACH PLANNED

Building and plaza design will continue over the next several months, and will take public comments into account during that process. Further, the following additional meetings are planned for the project:

- Working Group #3: Feedback on design development
- Open House #2: Feedback on design development
- Additional stakeholder and Working Group meetings as needed

In addition to outreach related to the project design, the project will undergo environmental review as required by CEQA. The required public review periods will be provided as required for that process.

This page intentionally left blank.

Appendix A: Minority Maps

This page intentionally left blank.



Legend

- ★ TOF Site Location
- BART Stations
- Shops & Yards
- Administration Buildings
- BART Tracks
- Half Mile Radius
- Minority Population**
 - Non Minority Tracts 0% - 60.2999%
 - Minority Tracts 60.3% - 99.4970%

Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo



Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



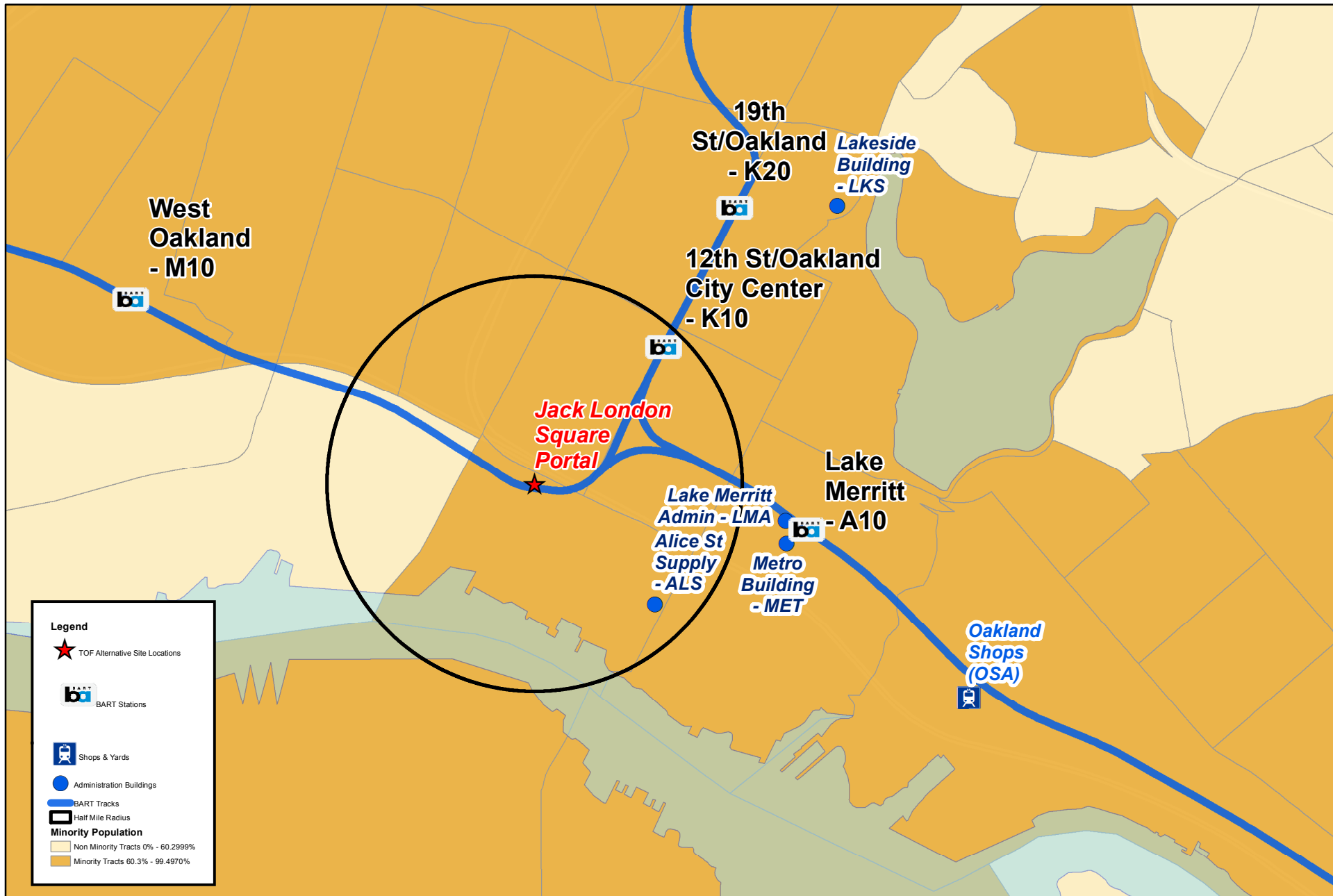
Legend

- TOF Alternative Site Locations
- BART Stations
- Shops & Yards
- Administration Buildings
- BART Tracks
- Half Mile Radius
- Non Minority Tracts 0% - 60.2999%
- Minority Tracts 60.3% - 99.4970%

Data provided by numerous sources:
 BART, U.S. Census 2010 and ACS 2010-2014
 The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

Map Displayed in North American Datum 1983
 State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 300 Lakeside Dr. 11th Floor, Oakland, CA 94612

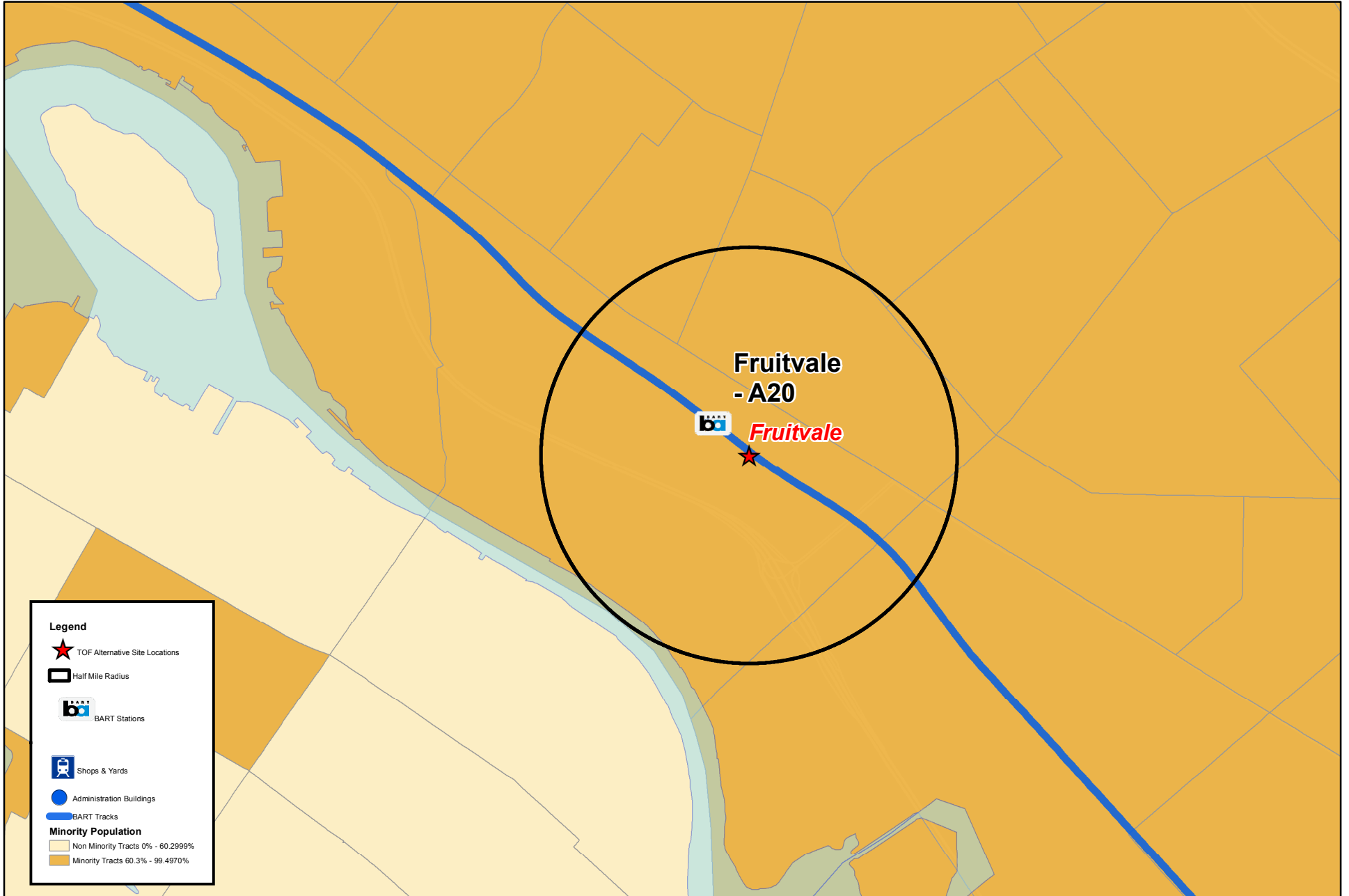


Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo



Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

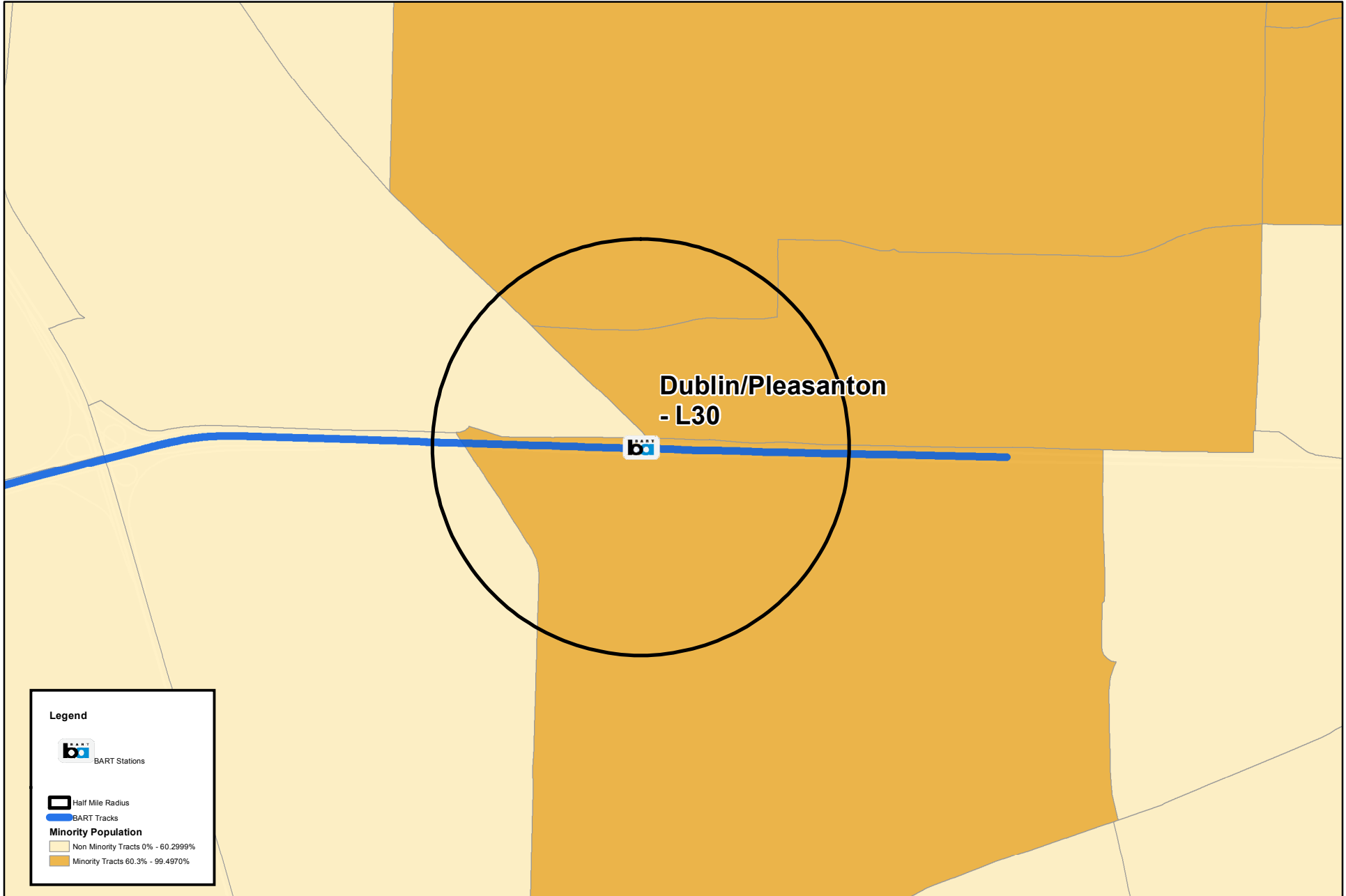
San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612








TITLE VI ANALYSIS: TOF Site Alternative - Minority Population - Dublin/Pleasanton

Date: 2/2/2016


Bay Area Rapid Transit © 2015



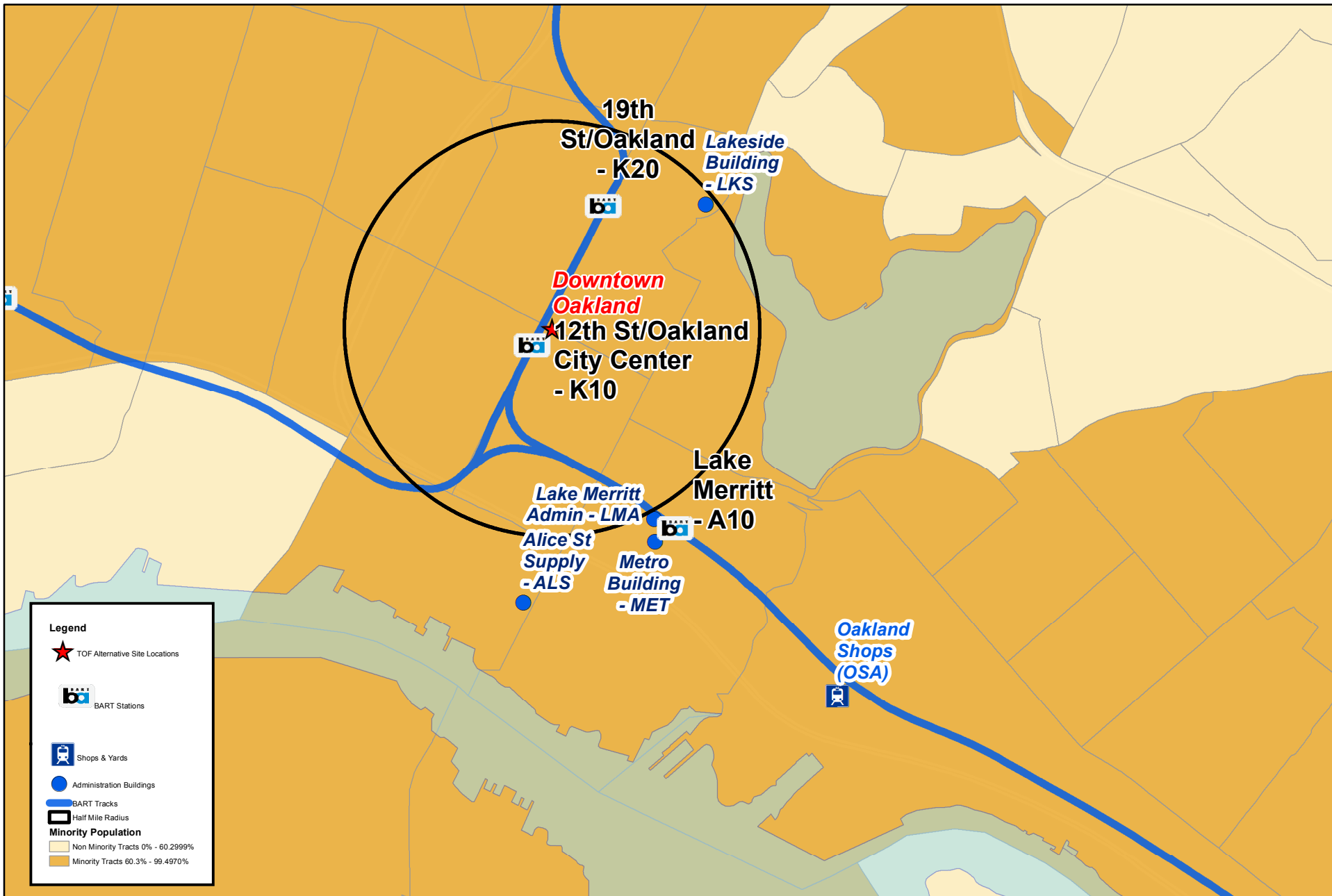
Legend

-  BART Stations
-  Half Mile Radius
-  BART Tracks
- Minority Population**
-  Non Minority Tracts 0% - 60.2999%
-  Minority Tracts 60.3% - 99.4970%

Data provided by numerous sources:
 BART, U.S. Census 2010 and ACS 2010-2014
 The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

 Map Displayed in North American Datum 1983
 State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



Legend

- ★ TOF Alternative Site Locations
- BART Stations
- Shops & Yards
- Administration Buildings
- BART Tracks
- Half Mile Radius
- Minority Population**
 - Non Minority Tracts 0% - 60.2999%
 - Minority Tracts 60.3% - 99.4970%

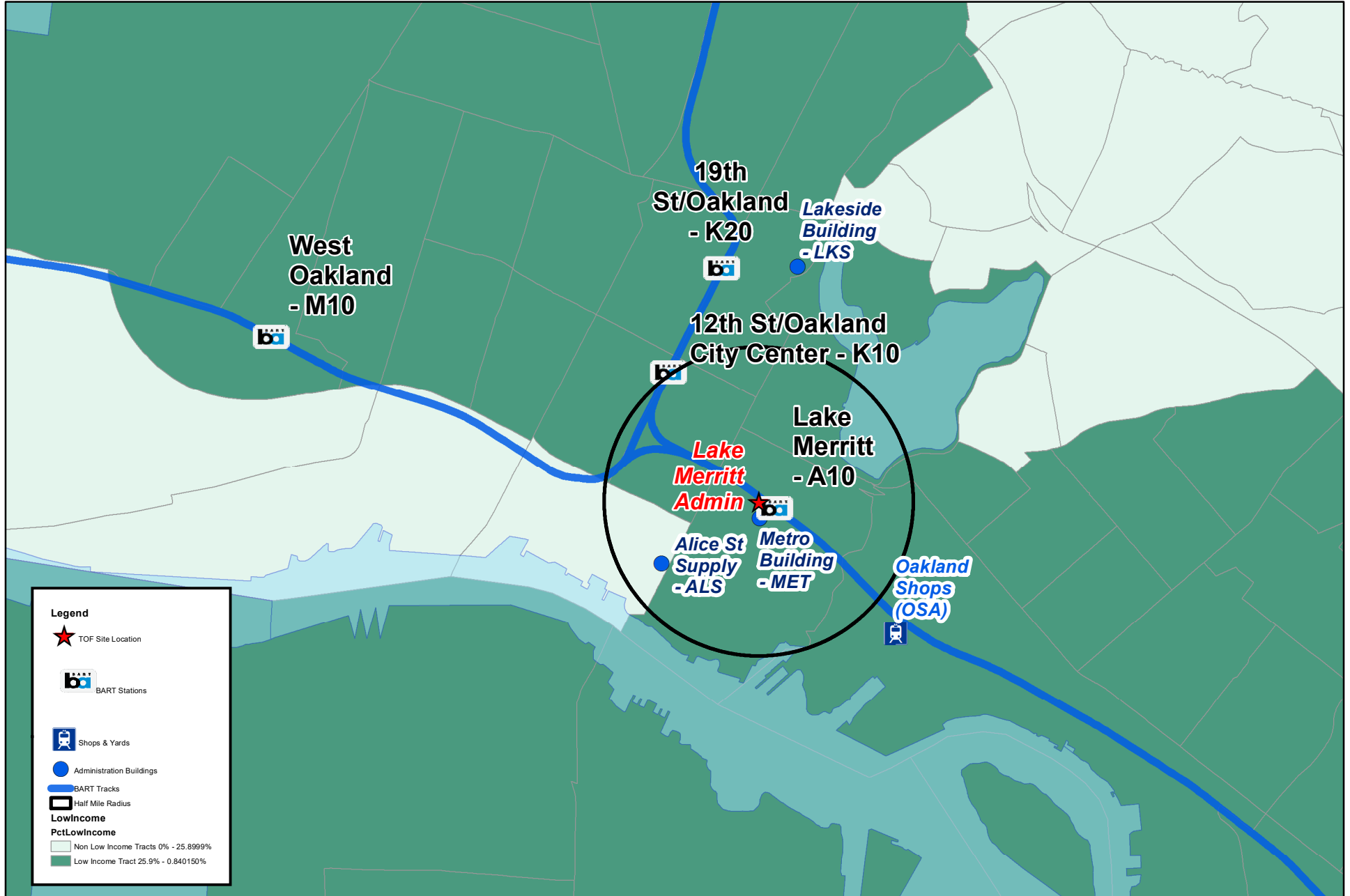
Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612

Appendix B: Low-Income Maps

This page intentionally left blank.



Legend

- TOF Site Location
- BART Stations
- Shops & Yards
- Administration Buildings
- BART Tracks
- Half Mile Radius

LowIncome

PctLowIncome

- Non Low Income Tracts 0% - 25.8999%
- Low Income Tract 25.9% - 0.840150%

Data provided by numerous sources:
 BART, U.S. Census 2010 and ACS 2010-2014
 The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

Map Displayed in North American Datum 1983
 State Plane California III FIPS 0403 US Feet

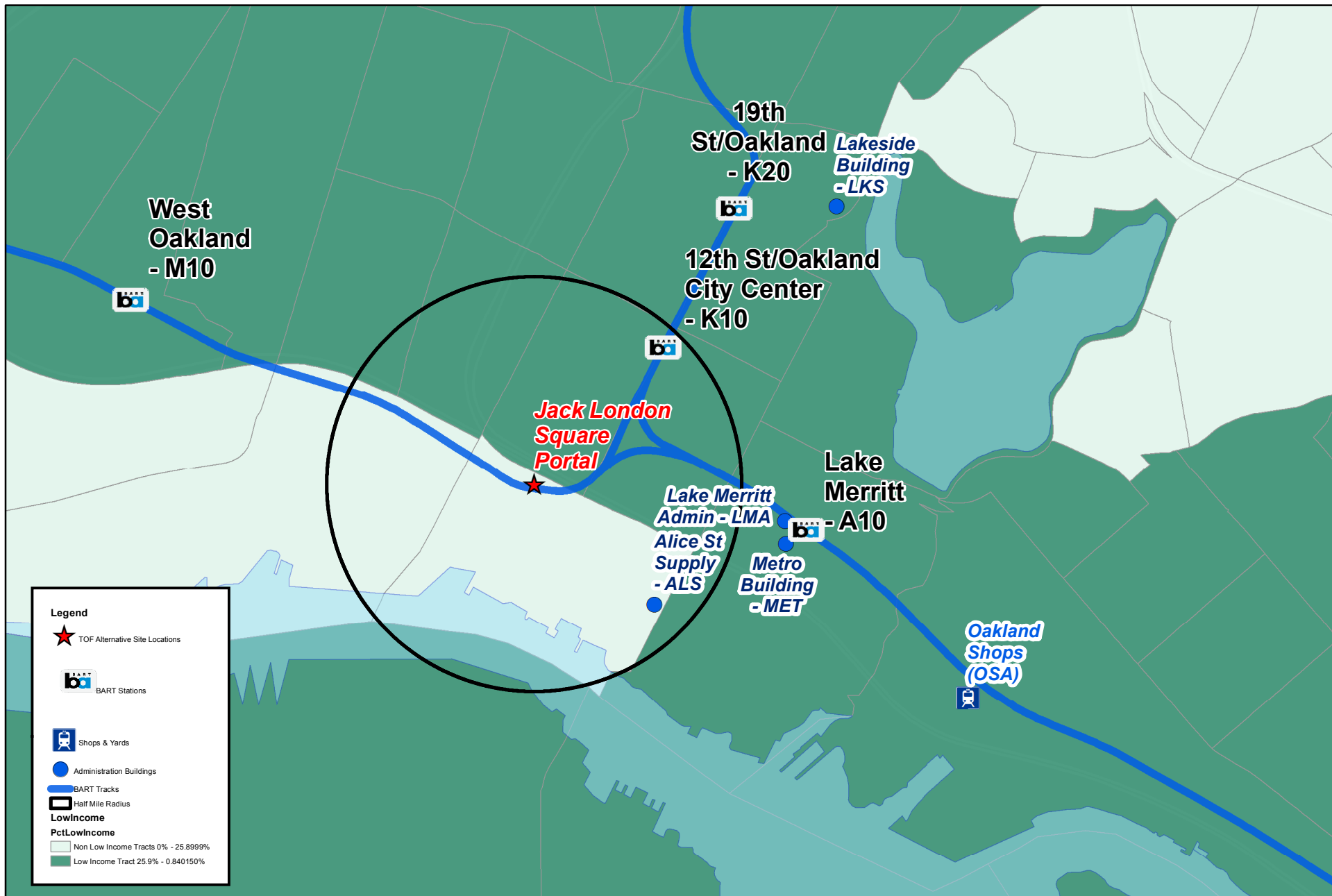
San Francisco Bay Area Rapid Transit District
 EGIS - BART Office of the CIO
 300 Lakeside Dr. 11th Floor, Oakland, CA 94612



Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

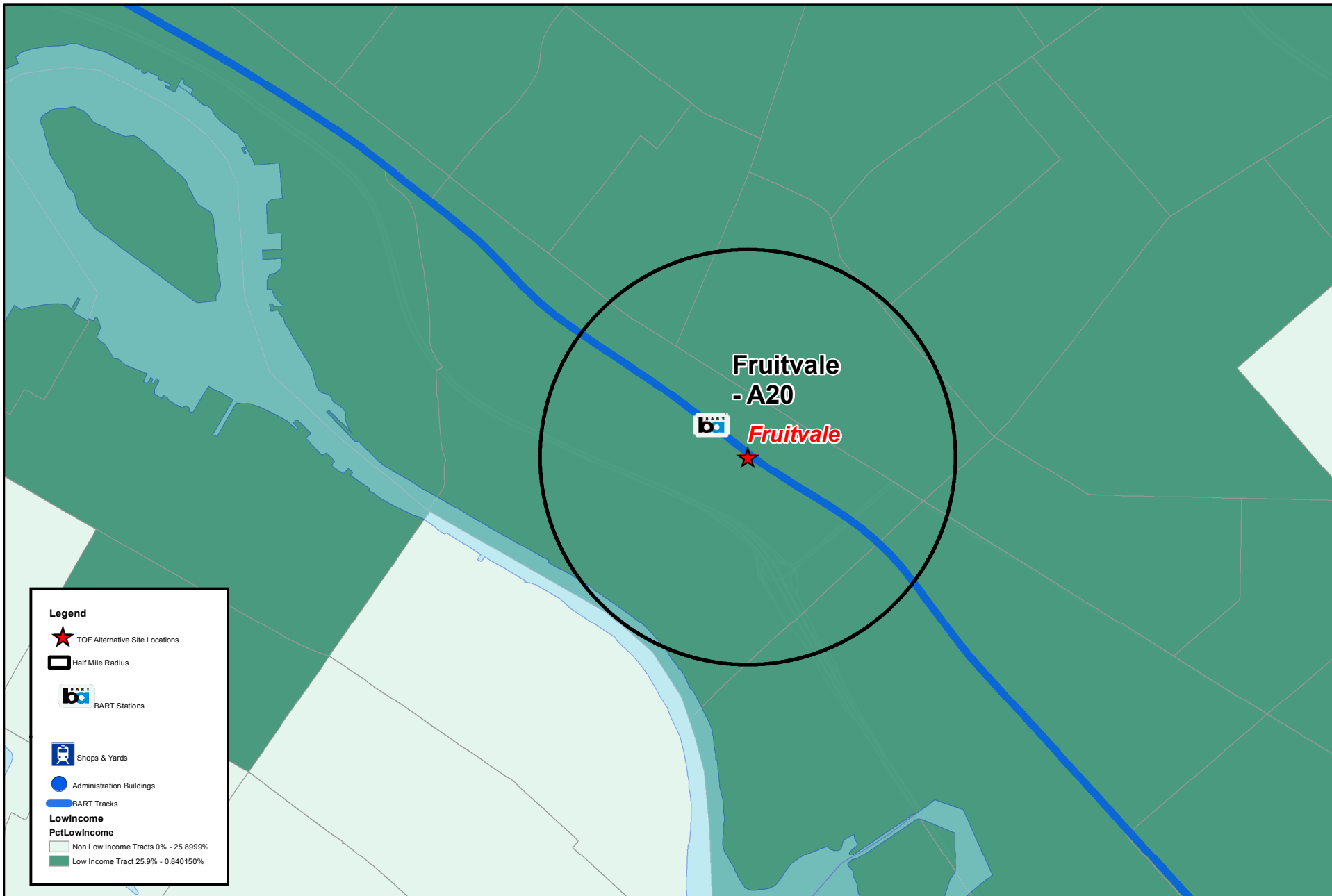
San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



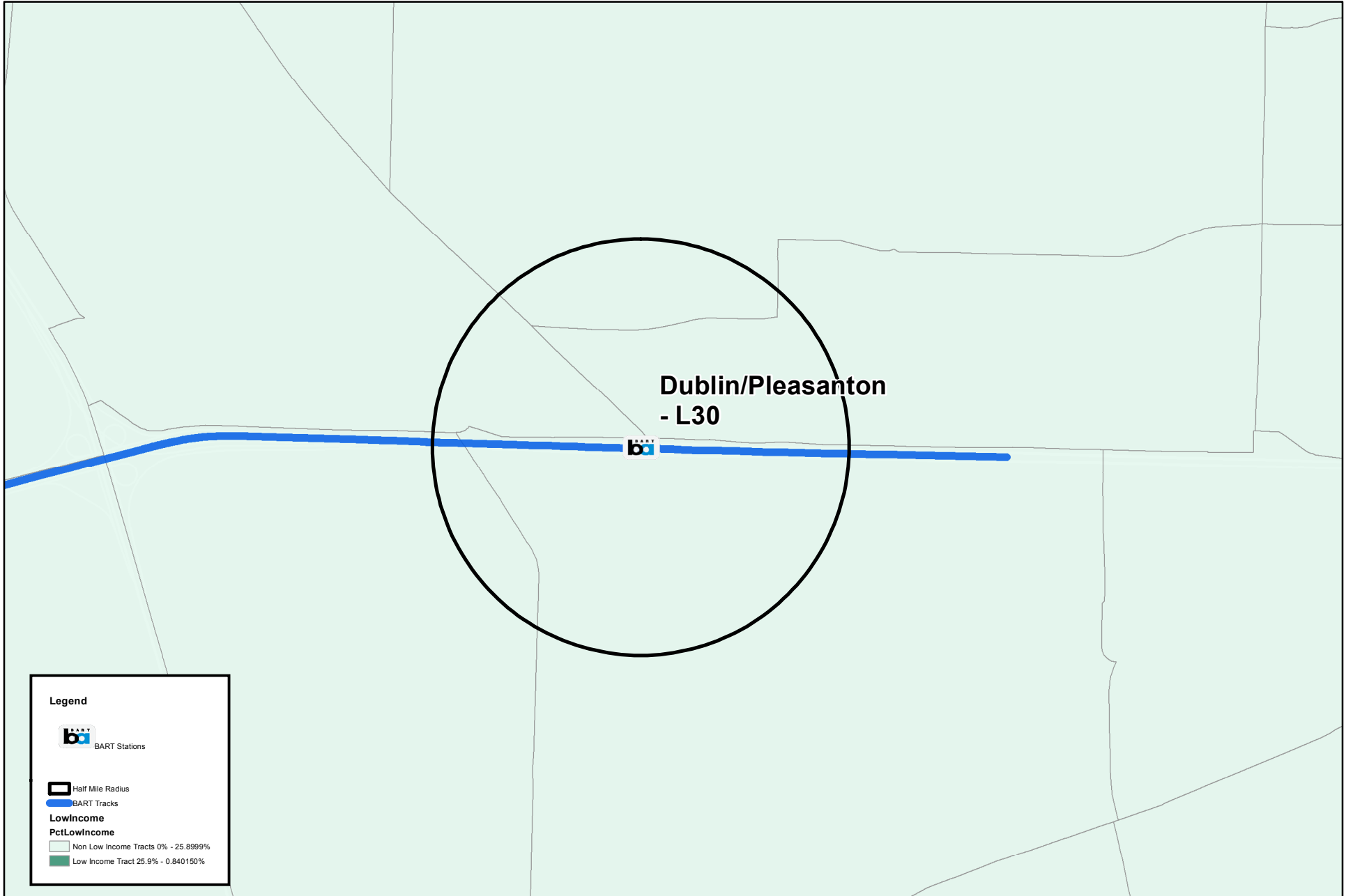
Legend

- ★ TOF Alternative Site Locations
- Half Mile Radius
- BART Stations
- Shops & Yards
- Administration Buildings
- BART Tracks
- LowIncome**
- PctLowIncome**
- Non Low Income Tracts 0% - 25.8999%
- Low Income Tract 25.9% - 0.840150%

Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



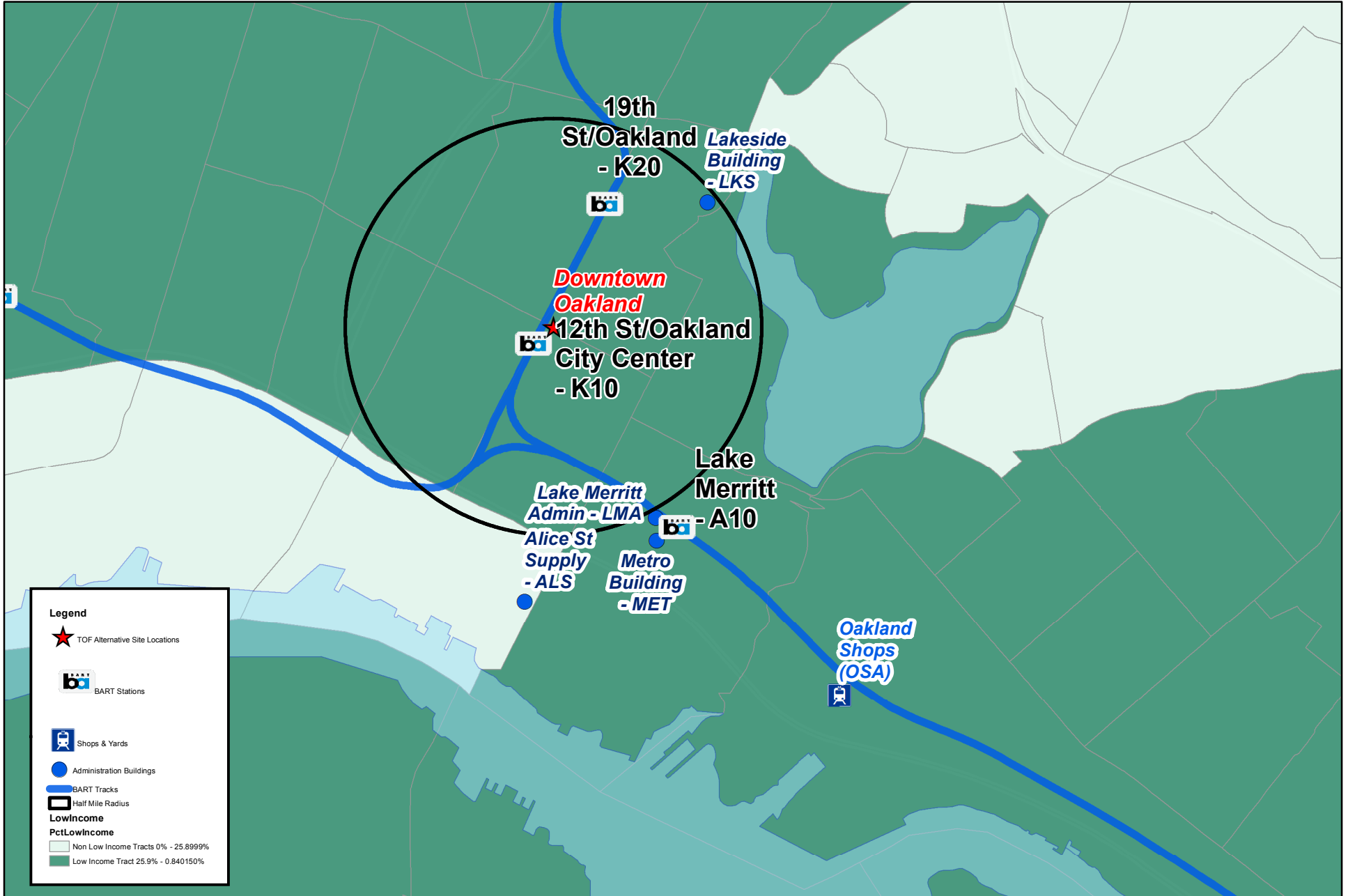
Legend

- BART Stations
- Half Mile Radius
- BART Tracks
- LowIncome**
- PctLowIncome**
- Non Low Income Tracts 0% - 25.8999%
- Low Income Tract 25.9% - 0.840150%

Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo

N
Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612



Data provided by numerous sources:
BART, U.S. Census 2010 and ACS 2010-2014
The BART Service Area is 4 Counties: Alameda, Contra Costa, San Francisco and San Mateo



Map Displayed in North American Datum 1983
State Plane California III FIPS 0403 US Feet

San Francisco Bay Area Rapid Transit District
EGIS - BART Office of the CIO
300 Lakeside Dr. 11th Floor, Oakland, CA 94612

Appendix C: Detailed Resiliency and Operational Functionality Scoring Table

This page intentionally left blank.

Appendix C: Site Alternatives Evaluation Results for Resiliency and Operational Functionality: Scored on a scale of 1 (low) to 3 (high); Weighted on a scale of 1 (low) to 3 (high)

Grouping	Name	Explanation of Weight	Weight (1 to 3 scale)		Lake Merritt Complex Existing location			Downtown Oakland Basement of adjacent building			Fruitvale Station Adjacent/under elevated tracks			Lake Merritt Proximate 1/5 mi Southeast of Lake Merritt Station			Jack London Square Portal East of West Oakland station			Dublin/Pleasanton Station Surface Parking Area on south side of tracks			
			Weight	Possible Weighted Score	Score	Weighted Score	Notes	Score	Weighted Score	Notes	Score	Weighted Score	Notes	Score	Weighted Score	Notes	Score	Weighted Score	Notes	Score	Weighted Score	Notes	
Fundamentals	1	Availability	Required for successful project	3	9	3	9	Existing facilities at Lake Merritt Complex	1	3	Basement of building adjacent to 12th St Station; requires long-term lease or purchase	3	9	Existing BART parking lot located adjacent to tracks	3	9	Existing BART parking lot for maintenance vehicles	2	6	BART-owned property currently used for telecommunications	3	9	BART-owned property currently used for BART patron parking.
	2	Space	Required for successful project	3	9	3	9	Yes--multi-story configuration fits in available space	1	3	15,200 sq ft site; size and availability of building basement unknown	2	6	36,000 sq ft site (parking), can be multiple stories, but width from 50-90 feet may result in design constraints	1	3	15,270 sq ft site, can fit required functions, but width of 60 feet may be too narrow, other functions to remain at Lake Merritt Complex	2	6	12,560 sq ft site, can be multiple stories, but width of 75 feet may result in design constraints	3	9	97,000 sq ft lot provides ample room
	3	General cost comparison	Cost drives ability to complete project	3	9	2	6	Same cost	1	3	Planning and securing space	2	6	Above ground site, assume same ROM Cost	2	6	Above ground site, assume same ROM Cost	2	6	Above ground site, assume same ROM Cost	2	6	Above ground site, assume same ROM Cost
	4	Time to completion	Project must be possible to complete in timely fashion	3	9	3	9	Planned for completion	1	3	Uncertainty due to lack of site knowledge and control	3	9	Relatively few constraints	3	9	Relatively few constraints	3	9	Relatively few constraints	3	9	Relatively few constraints
Access & Operations	5	Centrality	Key to successful support of systemwide operations	3	9	3	9	Adjacent to Oakland Wye	3	9	Adjacent to Oakland Wye	2	6	Within 2 stops of Oakland Wye	3	9	Adjacent to Oakland Wye	3	9	Adjacent to Oakland Wye	1	3	8 stops from Oakland Wye
	6	Staff access	Important for staff; can operate successfully without it	2	6	3	6	Excellent -- BART and highway	2	4	Good -- BART; more distant from highway	3	6	Excellent -- BART and highway	3	6	Excellent -- BART and highway	2	4	Good -- BART and highway, but neither immediately adjacent	3	6	Excellent -- BART and highway
	7	Headquarters access	Useful, but not required for daily operations	2	6	3	6	18 min walk	3	6	15 min walk	2	4	1+ hour walk; 11-17 min (drive or BART)	3	6	18 min walk	2	4	25 min walk and 5 min drive	1	2	30 min drive and 50 min BART/walk
	8	Communications system access	Proximity to communications hub is associated with reliability and prompt repair/troubleshooting.	3	9	3	9	Center	2	6	Attached	2	6	Attached	1	3	Not attached	1	3	Not Attached (but adjacent)	2	6	Attached
Land Use	9	Constructability	Can be overcome with design/funding	1	3	2	2	Highly constrained site with underground facilities and active station requires special design considerations	1	1	Under existing building, adjacent to 12th St Station	3	3	Parking lot adjacent to/under BART elevated tracks.	3	3	Parking, no structures on site	3	3	Parking and temporary structures on site	3	3	Parking, no structures on site
	10	Transit-oriented development	Very important to BART, but project requires relatively little space	2	6	2	4	Project in this location constrains flexibility for TOD development	3	6	Located in basement of existing building	2	4	Site could be developed as part of Fruitvale Transit Village Phase 2	2	4	Site could accommodate residential use	3	6	Not a station area	2	4	Site could ultimately be used for TOD.
	11	Context and standards	Can be overcome with design/funding	1	3	2	2	The facility would be above ground and would require careful site design and may require Lake Merritt Plan exceptions	3	3	Integrated into existing building	2	2	General plan zoning: mixed housing and business; adjacent Transit Village sensitivity	2	2	In historic area and opportunity area per Lake Merritt Plan; adjacent 1-2 story uses.	2	2	General Plan/Estuary calls for retail, entertainment, and dining establishments	2	2	General Plan (Pleasanton) calls for mixed-use, encouraging high-density residential near BART.
Hazards	12	Flooding/sea level rise hazards	Can be overcome with design/funding	1	3	3	3	No	3	3	No	2	2	Flood Zone X500 (500 year and other concerns)	3	3	No	3	3	No	2	2	In 100-year flood zone for local flooding
	13	Seismic hazards	Can be overcome with design/funding	1	3	2	2	Lake Merritt Complex recently retrofit; project would be new construction	1	1	Renovation of part of existing building	2	2	New construction	2	2	New construction	2	2	New construction	2	2	New construction
	14	HazMat and threats	Very important, but mitigable with design/funding	2	6	2	4	Underground and above-ground facility in dense residential neighborhood	2	4	Underground location in dense city center context with history of large gatherings/protest	2	4	Location under elevated tracks and near road may pose risk	2	4	Proximate to highway; not at station, unlikely target	1	2	Near key portal to underground system, proximate to highway	2	4	Proximate to highway
Overall Score/Weighted Score					90	36	80		27	55		32	69		33	69		31	65		31	67	

This page intentionally left blank.

Appendix D: Title VI/Environmental Justice and Limited English Proficiency Advisory Committee Agendas

This page intentionally left blank.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
OFFICE OF CIVIL RIGHTS TITLE VI/ENVIRONMENTAL JUSTICE ADVISORY
COMMITTEE

February 8, 2016
2:00 p.m. – 4:30 p.m.

A meeting of the Title VI/Environmental Justice Advisory Committee will be held on Monday, February 8, 2016, at 2:00 p.m. The meeting will be held in the Board Room, Kaiser Center 20th Street Mall – Third Floor, Conference Room 303, 344 20th Street, Oakland, California.

AGENDA

1. Review of Proposed Parking Fee for Warm Springs/South Fremont Station. For discussion.
2. Overview of BART's Transit Career Ladders Training (TCLT) Program. For information.
3. Overview of Operations Control Center (OCC) Siting Analysis Process. For discussion.
4. General Discussion and Public Comment.
5. Next Committee Meeting Date.
6. Adjournment.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board matters. A request must be made five days in advance of a Board or committee meeting. Please contact the District Secretary's Office at (510) 464-6083 for information.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
OFFICE OF CIVIL RIGHTS LIMITED ENGLISH PROFICIENCY (LEP) ADVISORY
COMMITTEE

February 23, 2016
10:30 a.m. – 1:00 p.m.

A meeting of the Limited English Proficiency (LEP) Advisory Committee will be held on Tuesday, February 23, 2016, at 10:30 a.m. The meeting will be held in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, Conference Room 303, 344 20th Street, Oakland, California 94612.

AGENDA

1. Overview of BART's Transit Career Ladders Training (TCLT) Program. For information.
2. Overview of Operations Control Center (OCC) Siting Analysis Process. For discussion.
3. Review of Real-Time Information Displays. For discussion.
4. Better BART, Better Bay Area. For information
5. General Discussion and Public Comment.
6. Next Committee Meeting Date.
7. Adjournment.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board or Committee matters. A request must be made five (5) days in advance of a Board or Committee meeting, depending on the service requested. Please contact the District Secretary's Office at (510) 464-6083 for information.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
OFFICE OF CIVIL RIGHTS LIMITED ENGLISH PROFICIENCY (LEP) ADVISORY
COMMITTEE

February 28, 2017
10:30 a.m. – 1:00 p.m.

A meeting of the Limited English Proficiency (LEP) Advisory Committee will be held on Tuesday, February 28, 2017, at 10:30 a.m. The meeting will be held in the BART Board Room, Kaiser Center 20th Street Mall – Third Floor, Conference Room 303, 344 20th Street, Oakland, California 94612.

AGENDA

1. Overview of BART's Multimodal Access Design Guidelines. For information.
2. Update of Lake Merritt BART Transit Operations Facility & Plaza Redesign. For discussion.
3. Introduction of BART's Language Translation/Interpretation Services Contractor: International Contact, Inc. For information.
4. General Discussion and Public Comment.
5. Next Committee Meeting Date.
6. Adjournment.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, as there may be people in attendance susceptible to environmental illnesses.

BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board or Committee matters. A request must be made five (5) days in advance of a Board or Committee meeting, depending on the service requested. Please contact the District Secretary's Office at (510) 464-6083 for information.

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P. O. Box 12688, Oakland, CA 94604-2688

NOTICE OF MEETING AND AGENDA
OFFICE OF CIVIL RIGHTS TITLE VI/ENVIRONMENTAL JUSTICE ADVISORY
COMMITTEE

May 8, 2017
2:00 p.m. – 4:30 p.m.

A meeting of the Title VI/Environmental Justice Advisory Committee will be held on Monday, May 8, 2017, at 2:00 p.m. The meeting will be held in the Board Room, Kaiser Center 20th Street Mall – Third Floor, Conference Room 303, 344 20th Street, Oakland, California.

AGENDA

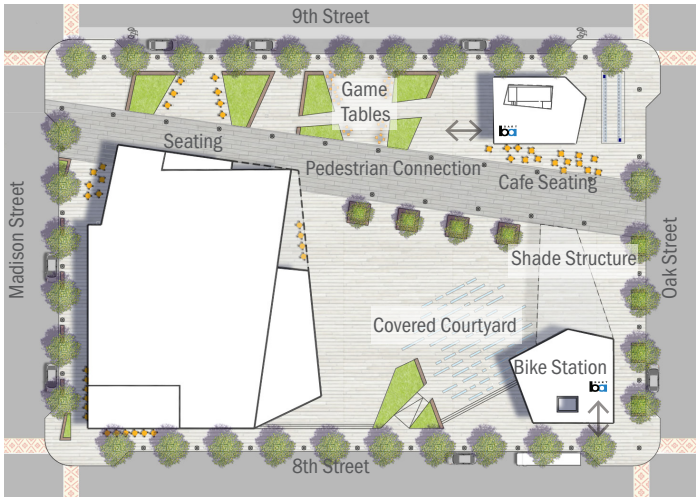
1. Update of BART's Multimodal Access Design Guidelines. For information.
2. Customer Research Overview (2016 Customer Satisfaction Survey, 2015 Station Profile Survey). For information.
3. Update of Lake Merritt BART Transit Operations Facility & Plaza Redesign. For discussion.
4. General Discussion and Public Comment.
5. Next Committee Meeting Date.
6. Adjournment.

Please refrain from wearing scented products (perfume, cologne, after-shave, etc.) to this meeting, as there may be people in attendance susceptible to environmental illnesses.

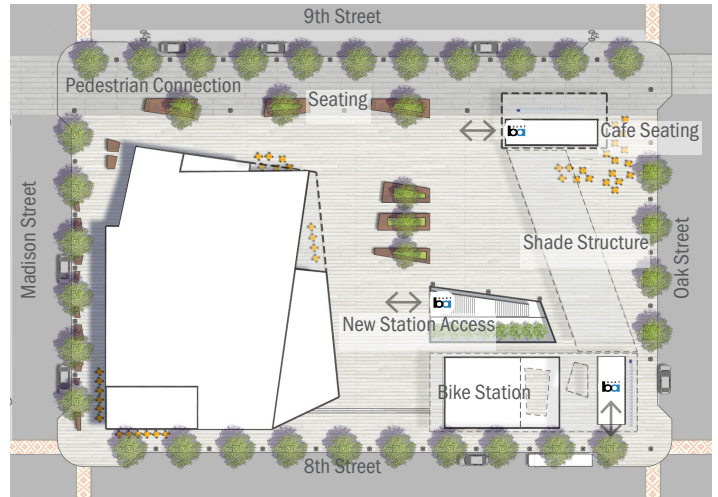
BART provides services/accommodations upon request to persons with disabilities and individuals who are limited English proficient who wish to address BART Board matters. A request must be made five days in advance of a Board or committee meeting. Please contact the District Secretary's Office at (510) 464-6083 for information.

Appendix E: Community Open House Feedback

This page intentionally left blank.



CONCEPT 1



CONCEPT 2

Community Open House #1:

The Community Open House #1 was held on May 10, 2017 at the Metro Center Auditorium at 101 8th St, in Oakland. The purpose of this meeting was to introduce the new Transit Operations Facility and Plaza Redesign project to the public, share alternatives (Concepts 1 and 2) for the Lake Merritt Plaza, and secure their feedback on the project via the use of survey handouts. Several Stations were setup with consultant and BART staff available to discuss and answer questions. Light refreshments were provided.

The Stations were set up as follows:

1. Sign in Desk
2. Background Information and context
3. Concept 1 plan
4. Concept 1 fly through
5. Concept 2 plan
6. Concept 2 fly through
7. Summary of Concepts
8. Food and water station

The community was encouraged to move around the stations and then fill out their surveys for submittal. Overall we had 98 people fill out the sign in sheet with 90 people submitting a hand written survey form. Subsequent to the May 10 meeting we received an additional 48 survey forms online for a total of 138 completed surveys. Individual surveys were submitted in 3 languages from the community.

Statistics:

Language	Total surveys submitted	Written surveys	Online surveys
English	101	56	45
Chinese	36	33	3
Vietnamese	1	1	
Total combined surveys	138	90	48

In order to manage the written responses (Q8 and Q9), rhaa created broad categories of concerns in order to present a snapshot of where the focus seemed to be concentrated on. This begins on page 9. Detailed responses can be found beginning on page 17.



Overall Feedback:

Questions 1-6 (Concept comparison): The results of the first 6 questions clearly indicated that Concept 1 was preferred for overall design, concept idea, and spatial layout. The single exception was the preference for the larger shade canopy shown in concept 2. The responses were fairly split on how a café on Oak and 9th street might be oriented towards, with a slight edge towards the plaza.

Question 7 which covers preferred plaza features showed a diverse range of preferences. However a few items stand out above the others. In reviewing the results of each individual question first and comparing the bars for “extremely important”, the following selections stand out in order of results:

1. Improved Streetscape (highest rated as “extremely important”)
2. Large Open Plaza
3. Places to sit / gather / meet
4. Green Landscaping

Looking at the weighted average results which accounts for all grades of importance for the specific plaza feature, the same results are produced although in a slightly different order:

1. Improved Streetscape (highest average weight)
2. Places to sit / gather / meet
3. Green Landscaping
4. Large Open Plaza

It is worth noting that the Bike Station and the Bike Lockers were selected as the least important of the features on both the individual charts, and the weighted average chart.

Question 8 invites the community to share additional ideas and suggestions for the project. Four recurring comments resulted from this question:

1. Provide adequate community space including active uses/retail, a restroom and space for tai chi, community events, activities, and performance (Program & Amenities)
2. Need for safety – including recommendations for a police station, improved lighting, clear visual paths, and addressing concerns related to homelessness (Safety)
3. Emphasize and recognize cultural significance of the site, including several recommendations to rename Station to Oakland Chinatown Station (Identity & Way finding)
4. Improving connections and circulation, making better connections to Madison Park and Chinatown, and improving the station drop-off areas.

Question 9 asks the community to express their concerns with this site, or if there are potential impacts to them as a result of this project. Three recurring comments resulted from this question.

1. Need a restroom
2. Issues with building creating visual and physical barrier between the plaza and Madison Park/Chinatown core (Circulation & Access)
3. Connection to Madison Park and surroundings (Connectivity)
4. Final design/look and feel of the TOF building

5. Some additional concerns expressed by participants include:
 - a. Traffic
 - b. Safety
 - c. Homelessness
 - d. Displacement of long-term residents
 - e. Station access during construction

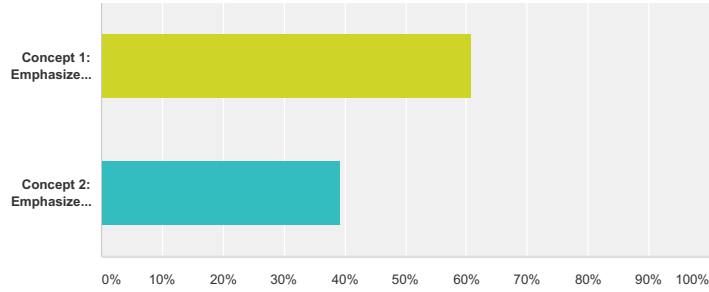
Demographic Overview:

The full demographic information is included below. This section summarizes some key demographic responses of interest:

- 56% of survey respondents live within walking distance and 38% work within walking distance of the site
- Respondents identified themselves as part of the following racial/ethnic groups:
 - 64% Asian or Pacific Islander
 - 33% white
 - 8% Hispanic, Latino or Spanish Origin
 - 3% Black/African American
 - 2% American Indian or Alaska Native
 - 3% other
- 43% of respondents indicated that they speak a language other than English at home; of those respondents 30% indicated that they speak English "Not well" or "Not at all."
- 39% of respondents had an annual household income of less than \$50,000.

Q1 Compare the two concepts and let us know which you prefer:

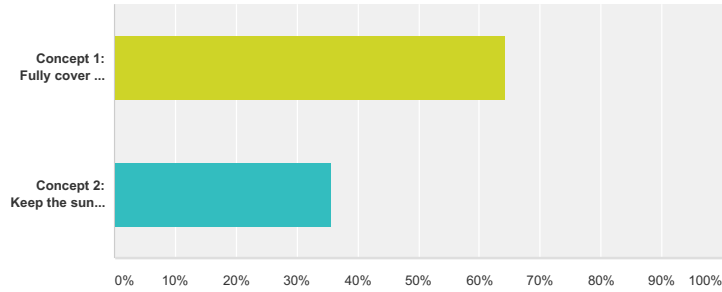
Answered: 117 Skipped: 21



Answer Choices	Responses
Concept 1: Emphasize diagonal pedestrian connection through transit plaza, reflecting BART tracks	60.68% 71
Concept 2: Emphasize pedestrian connection along 9th Street	39.32% 46
Total	117

Q2 Compare the two concepts and let us know which you prefer:

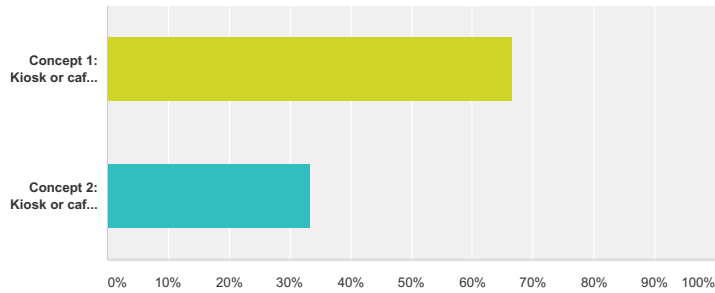
Answered: 126 Skipped: 12



Answer Choices	Responses
Concept 1: Fully cover the sunken courtyard to create a larger plaza, using glass paving to allow natural light into station	64.29% 81
Concept 2: Keep the sunken courtyard partially open to add access from plaza to BART Station concourse and allow light below	35.71% 45
Total	126

Q3 Compare the two concepts and let us know which you prefer:

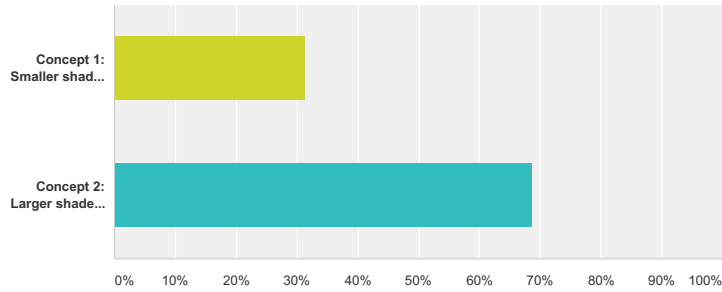
Answered: 108 Skipped: 30



Answer Choices	Responses
Concept 1: Kiosk or cafe seating at 9th & Oak oriented toward plaza	66.67% 72
Concept 2: Kiosk or cafe seating at 8th & Oak oriented toward street	33.33% 36
Total	108

Q4 Compare the two concepts and let us know which you prefer:

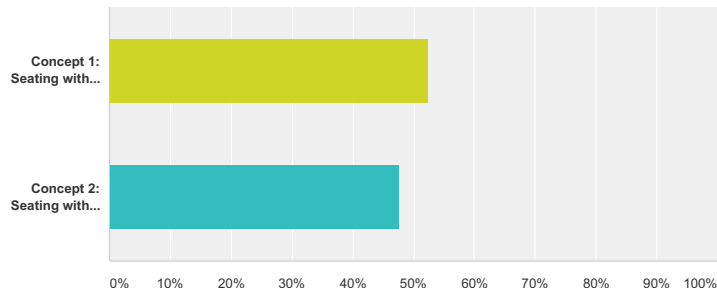
Answered: 112 Skipped: 26



Answer Choices	Responses	Count
Concept 1: Smaller shade structure	31.25%	35
Concept 2: Larger shade structure	68.75%	77
Total		112

Q5 Compare the two concepts and let us know which you prefer:

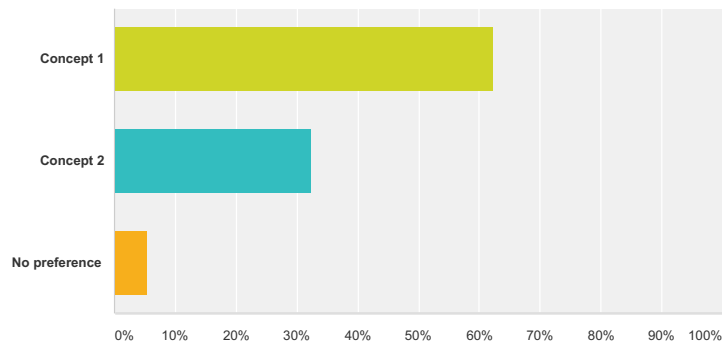
Answered: 126 Skipped: 12



Answer Choices	Responses	Count
Concept 1: Seating with larger, low planting areas frame smaller gathering spaces within plaza	52.38%	66
Concept 2: Seating with smaller, integrated planters located throughout a more open plaza	47.62%	60
Total		126

Q6 Overall, which plan option do you prefer (check one)?

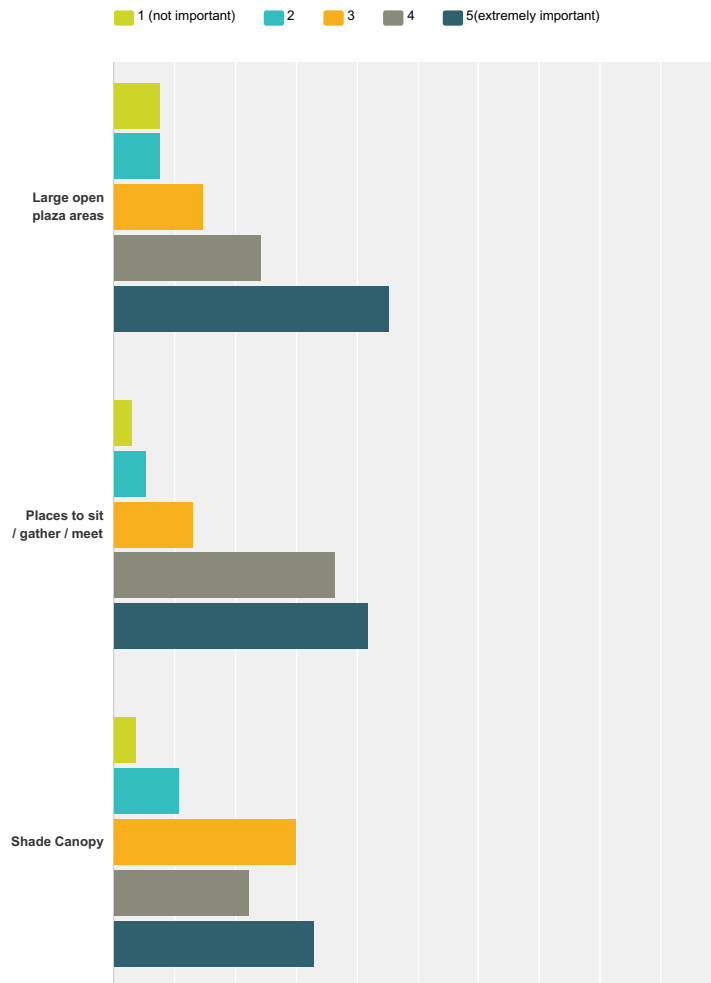
Answered: 127 Skipped: 11

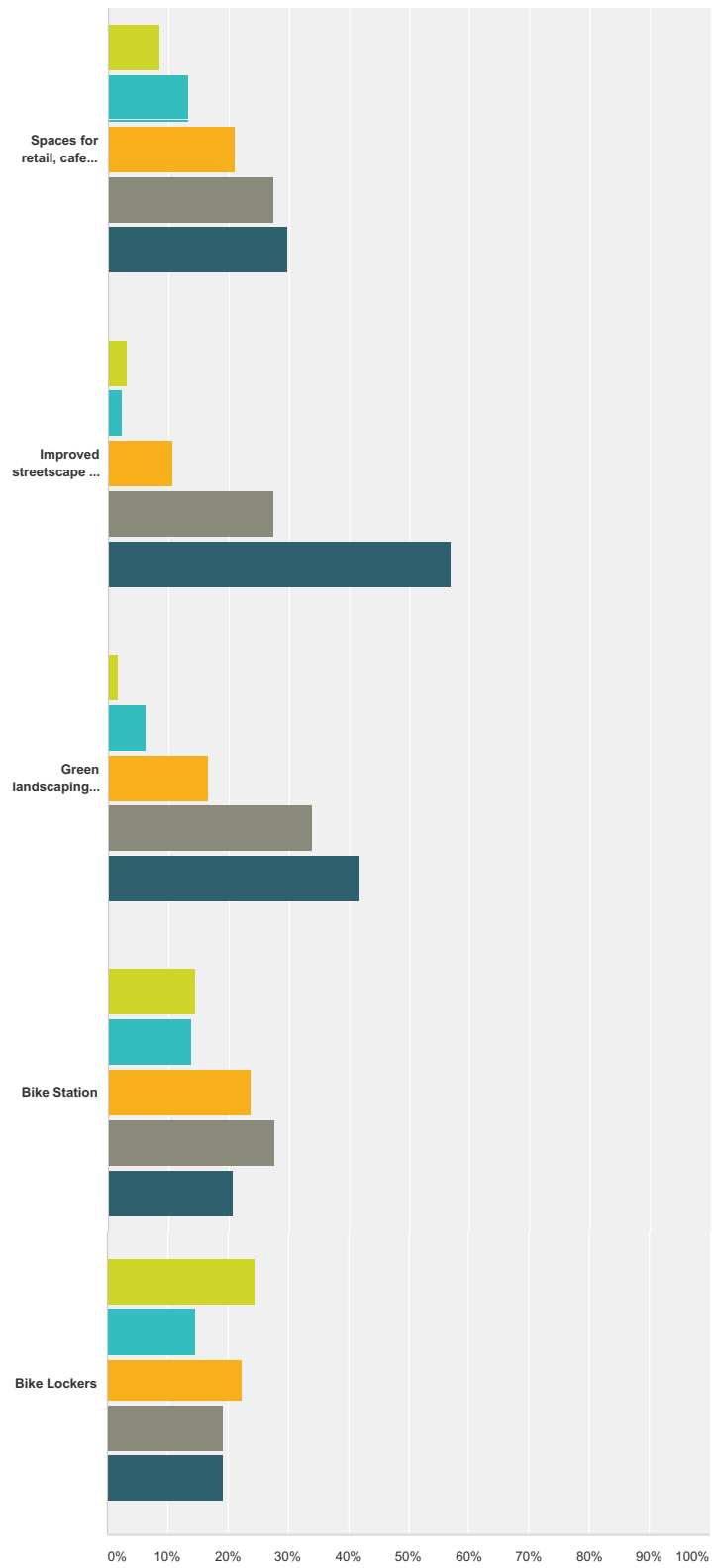


Answer Choices	Responses	Count
Concept 1	62.20%	79
Concept 2	32.28%	41
No preference	5.51%	7
Total		127

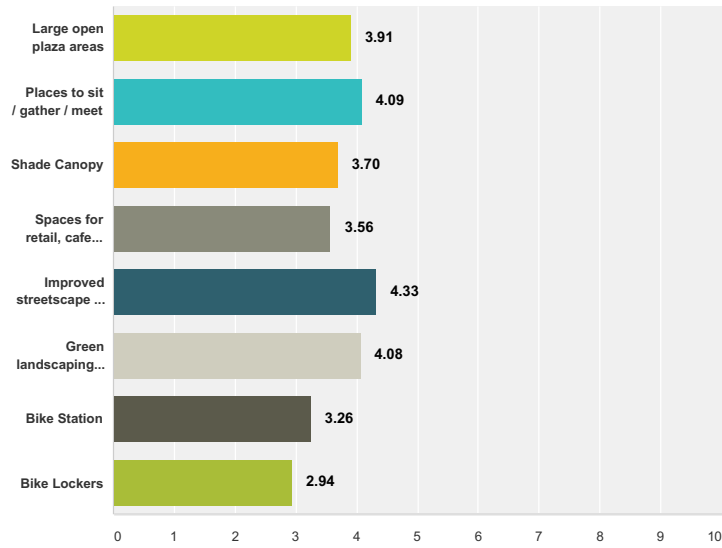
Q7 Which of the following plaza features are most important to you? On a scale of 1 - 5 where 1 is “not important” and 5 is “extremely important”, please rate how important each of the following is to you:

	1 (not important)	2	3	4	5(extremely important)	Total
Large open plaza areas	7.81% 10	7.81% 10	14.84% 19	24.22% 31	45.31% 58	128
Places to sit / gather / meet	3.10% 4	5.43% 7	13.18% 17	36.43% 47	41.86% 54	129
Shade Canopy	3.85% 5	10.77% 14	30.00% 39	22.31% 29	33.08% 43	130
Spaces for retail, cafes or kiosks	8.59% 11	13.28% 17	21.09% 27	27.34% 35	29.69% 38	128
Improved streetscape - wider sidewalks, lighting, trees, wayfinding	3.03% 4	2.27% 3	10.61% 14	27.27% 36	56.82% 75	132
Green landscaping (plantings, trees)	1.57% 2	6.30% 8	16.54% 21	33.86% 43	41.73% 53	127
Bike Station	14.50% 19	13.74% 18	23.66% 31	27.48% 36	20.61% 27	131
Bike Lockers	24.62% 32	14.62% 19	22.31% 29	19.23% 25	19.23% 25	130



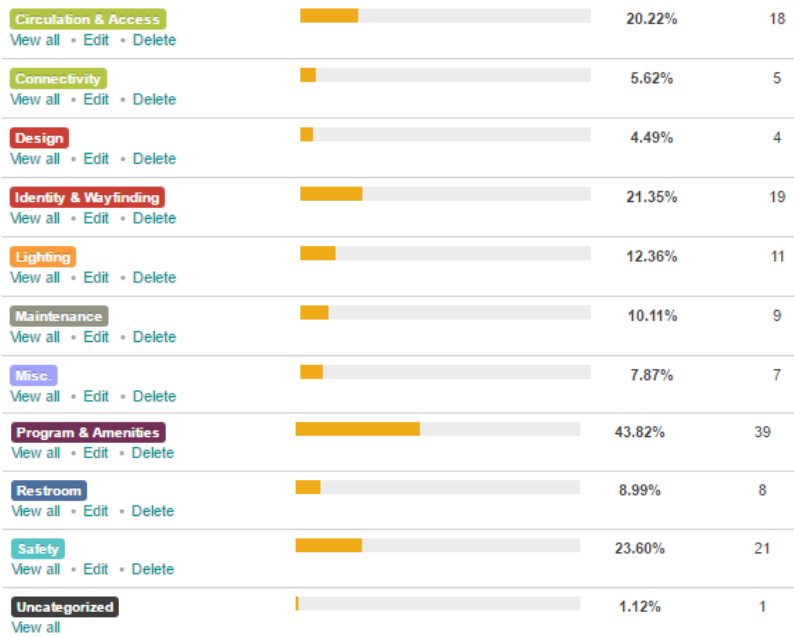


Q7 - average weighted chart, all features



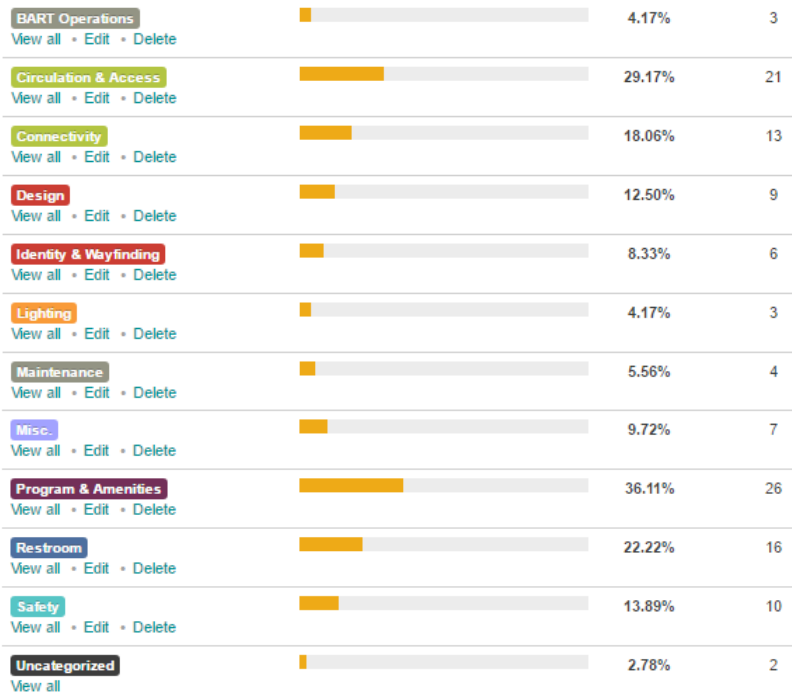
Q8 Please share any other ideas or suggestions for this project:

Answered: 89 Skipped: 49



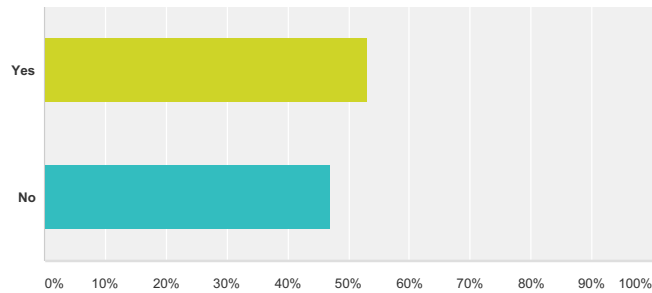
Q9 The Lake Merritt plaza is BART's preferred site alternative for the Transit Operations Facility. What impacts might this project have on you? What concerns, if any, do you have with this site?

Answered: 72 Skipped: 66



Q10 Would you like to receive email updates about this project?

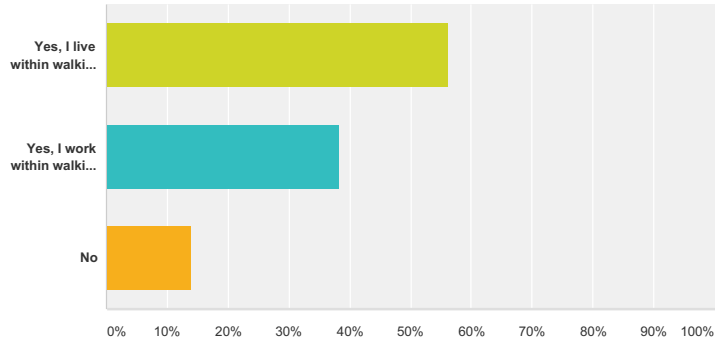
Answered: 102 Skipped: 36



Answer Choices	Responses	Count
Yes	52.94%	54
No	47.06%	48
Total		102

Q11 Do you live or work within walking distance of Lake Merritt BART Station?

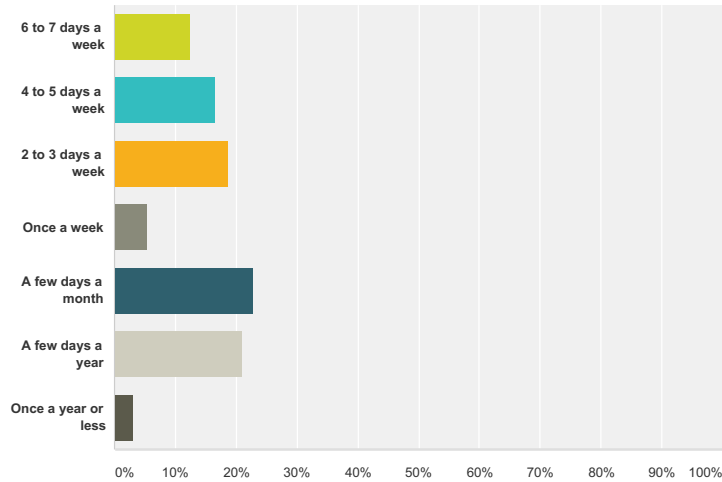
Answered: 128 Skipped: 10



Answer Choices	Responses
Yes, I live within walking distance of Lake Merritt BART Station	56.25% 72
Yes, I work within walking distance of Lake Merritt BART Station	38.28% 49
No	14.06% 18
Total Respondents: 128	

Q12 How often do you use the Lake Merritt BART Station?

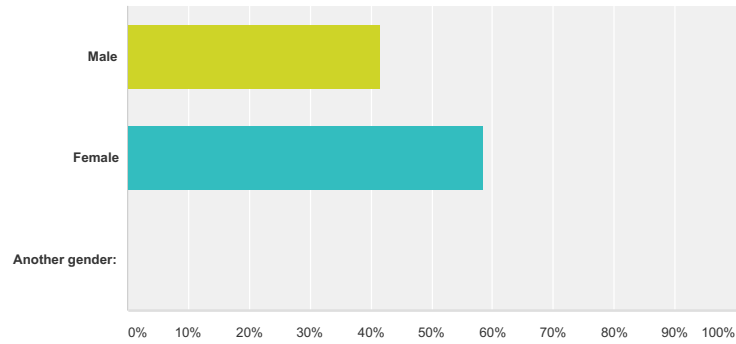
Answered: 128 Skipped: 10



Answer Choices	Responses
6 to 7 days a week	12.50% 16
4 to 5 days a week	16.41% 21
2 to 3 days a week	18.75% 24
Once a week	5.47% 7
A few days a month	22.66% 29
A few days a year	21.09% 27
Once a year or less	3.13% 4
Total	128

Q13 What is your gender?

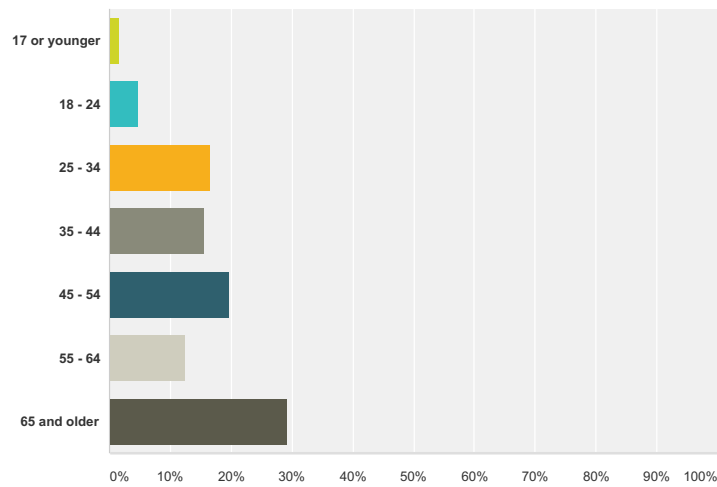
Answered: 125 Skipped: 13



Answer Choices	Responses	
Male	41.60%	52
Female	58.40%	73
Another gender:	0.00%	0
Total		125

Q14 How old are you?

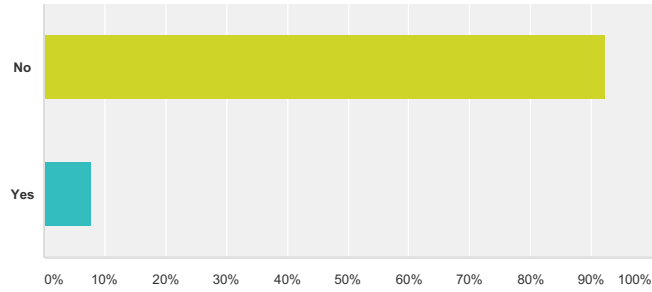
Answered: 127 Skipped: 11



Answer Choices	Responses	
17 or younger	1.57%	2
18 - 24	4.72%	6
25 - 34	16.54%	21
35 - 44	15.75%	20
45 - 54	19.69%	25
55 - 64	12.60%	16
65 and older	29.13%	37
Total		127

Q15 Are you of Hispanic, Latino or Spanish origin?

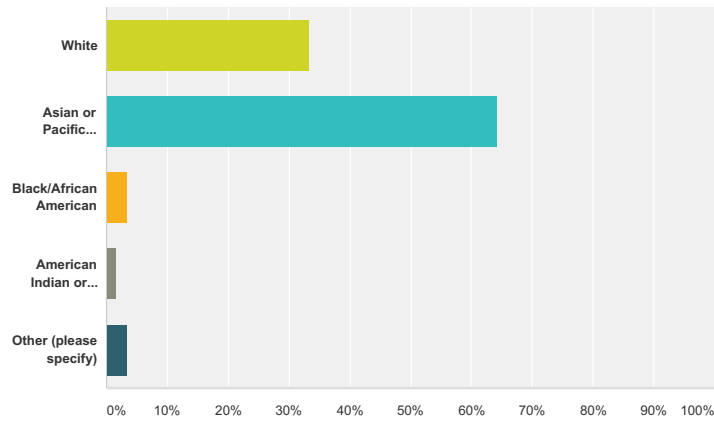
Answered: 117 Skipped: 21



Answer Choices	Responses	
No	92.31%	108
Yes	7.69%	9
Total		117

Q16 What is your race or ethnic identification? Select all that apply. (Categories based on US Census.)

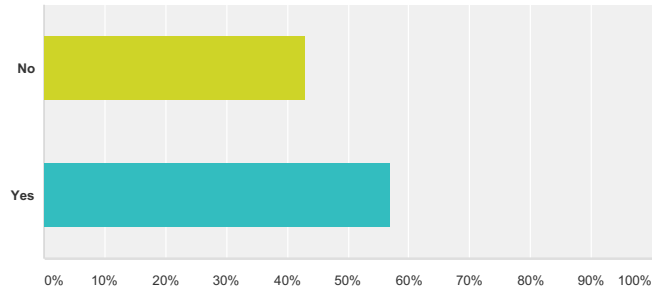
Answered: 123 Skipped: 15



Answer Choices	Responses	
White	33.33%	41
Asian or Pacific Islander	64.23%	79
Black/African American	3.25%	4
American Indian or Alaska Native	1.63%	2
Other (please specify)	3.25%	4
Total Respondents: 123		

Q17 Do you speak a language other than English at home?

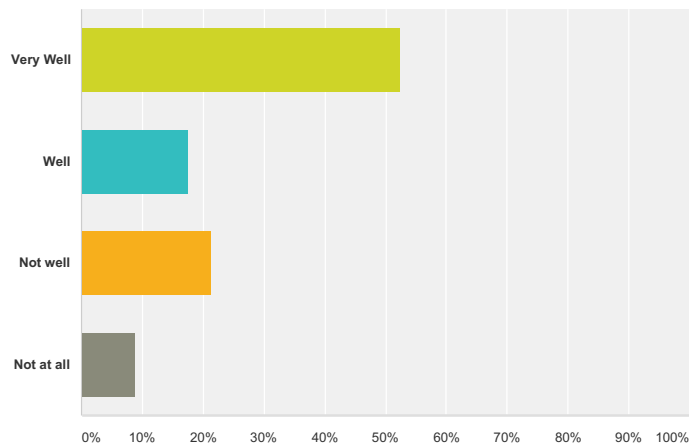
Answered: 123 Skipped: 15



Answer Choices	Responses
No	43.09% 53
Yes	56.91% 70
Total	123

Q18 If "Yes" to Question 17, how well do you speak English?

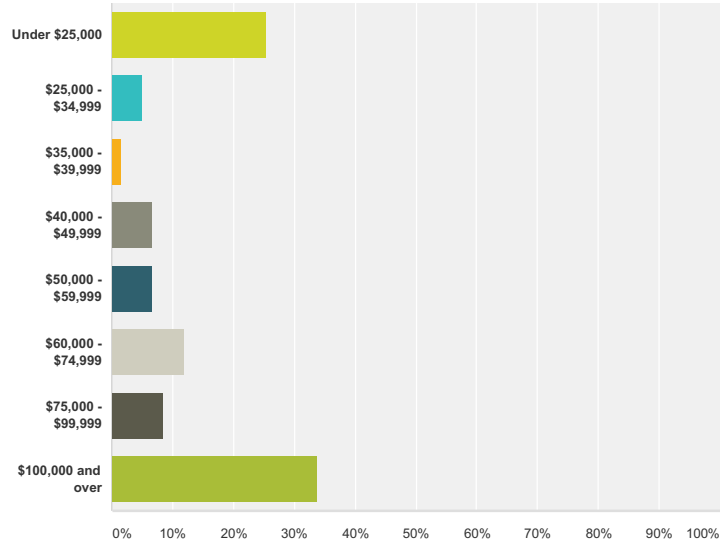
Answered: 80 Skipped: 58



Answer Choices	Responses
Very Well	52.50% 42
Well	17.50% 14
Not well	21.25% 17
Not at all	8.75% 7
Total	80

Q19 What is your total annual household income before taxes?

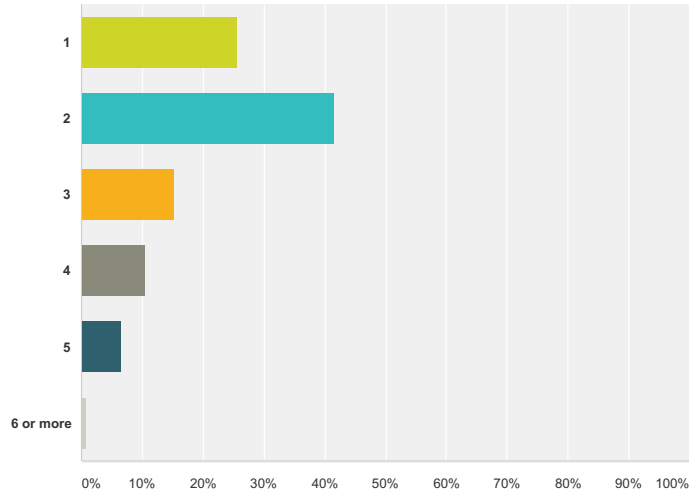
Answered: 118 Skipped: 20



Answer Choices	Responses	
Under \$25,000	25.42%	30
\$25,000 - \$34,999	5.08%	6
\$35,000 - \$39,999	1.69%	2
\$40,000 - \$49,999	6.78%	8
\$50,000 - \$59,999	6.78%	8
\$60,000 - \$74,999	11.86%	14
\$75,000 - \$99,999	8.47%	10
\$100,000 and over	33.90%	40
Total		118

Q20 Including yourself, how many people live in your household?

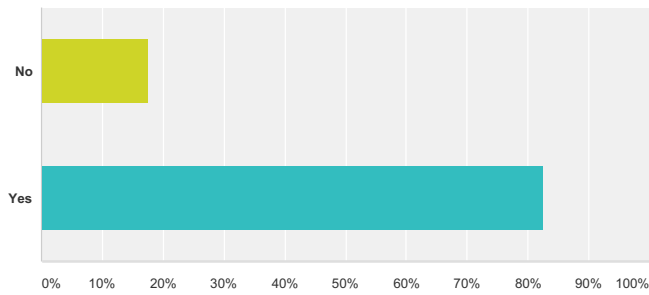
Answered: 125 Skipped: 13



Answer Choices	Responses	
1	25.60%	32
2	41.60%	52
3	15.20%	19
4	10.40%	13
5	6.40%	8
6 or more	0.80%	1
Total		125

Q21 Do you own a smart phone?

Answered: 125 Skipped: 13



Answer Choices	Responses	
No	17.60%	22
Yes	82.40%	103
Total		125

Detailed Response

Q8 Please share any other ideas or suggestions for this project:

Answered: 89 Skipped: 49

#	Responses	Date
1	Identity & Wayfinding Rename the station to Chinatown BART Station	5/18/2017 7:00 AM
2	Identity & Wayfinding Rename the station to OAKLAND CHINATOWN BART STATION	5/18/2017 6:58 AM
3	Identity & Wayfinding Rename the station to Chinatown BART Station	5/18/2017 6:56 AM
4	Identity & Wayfinding Rename the station to Oakland Chinatown BART Station	5/18/2017 6:51 AM
5	Identity & Wayfinding Rename to Chinatown BART Station	5/18/2017 1:56 AM
6	Program & Amenities Restroom There got to be a public bathroom. A open-space round/theatre for small-scale performances and public events will be great.	5/17/2017 8:40 AM
7	Lighting Safety More street lamps and a police office	5/17/2017 8:27 AM
8	Lighting Safety More street lamps and a police office	5/17/2017 8:25 AM
9	Lighting Safety More street lamps and policemen	5/17/2017 8:23 AM
10	Safety Need a police office	5/17/2017 8:20 AM
11	Safety Need a police office	5/17/2017 8:18 AM
12	Safety Need a police office	5/17/2017 8:06 AM
13	Safety Need a police office	5/17/2017 8:05 AM
14	Safety Need a police office	5/17/2017 8:03 AM
15	Safety Need a police office	5/17/2017 8:00 AM
16	Safety Need a police office	5/17/2017 7:58 AM
17	Safety Please help keep the space safe and accessible to people, especially students!	5/17/2017 7:52 AM
18	Program & Amenities Restroom Hope there would be a designated area for practicing Tai Chi, and public restroom.	5/17/2017 5:57 AM
19	none	5/17/2017 5:56 AM
20	Program & Amenities Hope there would be a senior center.	5/17/2017 5:23 AM
21	Identity & Wayfinding Please consider renaming the BART station to 'Oakland Chinatown', as it rightfully should be...	5/17/2017 4:07 AM
22	Identity & Wayfinding Years ago, there was a promise from BART that this station be re-named Oakland Chinatown. I would like to see the promise be fulfilled. The land that BART is currently operating on in these few blocks has historically been Chinatown. BART needs to do the right thing here. I would like to see the Chinese language be displayed more prominently in all signage at the station (and beyond - ideally, all BART signage and announcements should be available in at least Spanish and Chinese).	5/17/2017 2:39 AM
23	Identity & Wayfinding It is important that whatever wayfinding and signage program is implemented at the plaza identify Oakland Chinatown as a nearby destination, the plaza was originally part of that neighborhood, and the iconography and public art in the plaza should reflect that. additionally, it's important that the station be renamed "Oakland Chinatown". just as rockridge bart station is named for that neighborhood, this station should be named for the neighborhood in which it exists as well.	5/16/2017 3:29 PM
24	Identity & Wayfinding Rename station to acknowledge Oakland Chinatown's 140 year history.	5/16/2017 9:25 AM
25	Circulation & Access Connectivity Chinatown is the main retail/business hub for this area. The plaza should have better harmony and connection with Madison Park and the Chinatown corridor. The operations center blocks the flow from the neighborhood and park to the plaza. A feng shui consultation may be helpful.	5/16/2017 3:58 AM
26	Identity & Wayfinding Program & Amenities Rename station to "Oakland Chinatown" to honor historical neighborhood and its cultural significance. Allow room for community events and community use of the plaza, including storage for items needed to make this happen.	5/16/2017 2:40 AM
27	Identity & Wayfinding Renaming the Station to "Oakland Chinatown"	5/16/2017 2:34 AM
28	Circulation & Access Program & Amenities More bus stops/transbay access, strong lighting, ample trashcans, places to sit and eat (especially if retail like cafes are there), patches of grass for picnics	5/16/2017 12:52 AM
29	Identity & Wayfinding Keep the current name of the Station as Lake Merritt.	5/16/2017 12:48 AM
30	Identity & Wayfinding Program & Amenities Rename the station to "Oakland Chinatown" Community storage and space	5/15/2017 2:04 PM
31	Identity & Wayfinding Chinese or Asian Station	5/15/2017 11:27 AM
32	Identity & Wayfinding Rename" Oakland Chinatown"	5/15/2017 11:06 AM
33	Identity & Wayfinding Program & Amenities community space and storage, public art and placemaking that opens the plaza up to Chinatown. The station should be renamed to "Oakland Chinatown" station given the history of displacement of Chinatown families and institutions through imminent domain	5/15/2017 9:20 AM
34	Circulation & Access Connectivity Identity & Wayfinding Program & Amenities The plaza should provide accessible space for people to practice tai chi and provide connections to Madison Park and Chinatown. It should not be a barrier or island that is disconnected from the surrounding neighborhood. It should also recognize the cultural presence of Chinatown by include wayfinding signage directing people towards Chinatown and Include Oakland Chinatown as part of the station name.	5/15/2017 9:13 AM

35	Identity & Wayfinding Lighting Maintenance Safety Let's make it well lit at night so it feels safe. Safety is key. Also let's make sure we budget for lots of trash recycle and compost because we don't want it to get dirty over time. Will there be art that reflects the heritage of the neighborhood?	5/14/2017 3:45 AM
36	Lighting Program & Amenities Maintain daylight to station (skylights along path of tracks?) Mix of uses/retail to catalyze a 'place' at the station.	5/12/2017 5:58 AM
37	Misc. (Additional feedback on Question 2 - Also selected Concept 2)	5/12/2017 5:53 AM
38	Maintenance Safety Prevent skateboards, round sharp corners (decrease injury, increase flow)	5/12/2017 5:47 AM
39	Lighting Safety 1) Traffic light and crosswalk at 8th and Fallon St. 2) Good lighting 3) Police presence 4) Make it such that homeless people cannot camp out 5) Relocate the addict recovery facility at 7th & Oak St. 6) Lock up after 10 pm	5/12/2017 5:43 AM
40	Maintenance Program & Amenities I love the game tables. Hosting events or beginning them there would be great - rallies, bike party, movies. I think grassy patches are nice but wonder about dogs.	5/12/2017 5:37 AM
41	Program & Amenities Restroom Bathrooms! Community garden! We are in a food desert! More community space less kiosk. If there are kiosk community owned. Outlets!	5/12/2017 5:29 AM
42	Circulation & Access Program & Amenities (Response to Question 6 - Prefers a combinations of Concept 1 & 2 - green space of Concept 1 plus new station access of Concept 2.) I prefer chairs toward middle instead of street with plenty of shops & cafes.	5/12/2017 5:29 AM
43	Misc. (Additional feedback on Question 15 - interesting question)	5/12/2017 5:28 AM
44	Program & Amenities (Additional feedback - Rates stage/outdoor theater as "5 Extremely Important") (Additional feedback - Put bike station underground) Performing arts are interested and can bring the plaza to life.	5/12/2017 5:28 AM
45	Lighting Program & Amenities Safety Please emphasize pedestrian safety, lighting, clear visual paths, BART police presence at night (now totally absent), longer street light times. Please make improvements conducive for all age groups.	5/12/2017 5:27 AM
46	Maintenance Safety Must keep homeless away	5/12/2017 5:27 AM
47	Program & Amenities More greenscape? Urban lawns can be successful like at Jack London, Potrero 1010, Yerba Buena, etc. Also more bike lockers! Thanks!	5/12/2017 5:27 AM
48	Program & Amenities Mixed use above and street level	5/12/2017 5:26 AM
49	Circulation & Access Design Program & Amenities Cultivate community partnerships with Laney College, OMCA, Chinese preschools and program the site for activation. Creating official drop-off zones to avoid conflicts with cars and bikes; make BART track on paving more explicit (make it fun! striping so kids can play on path).	5/12/2017 5:26 AM
50	Circulation & Access Pickup/dropoff area for cars	5/12/2017 5:26 AM
51	Misc. Program & Amenities Please don't spend too much on this project. I would prioritize repairs to keep trains running properly over an extravagant BART plaza. I support cafes to generate revenue for BART.	5/12/2017 5:24 AM
52	Program & Amenities More kids' playing facilities	5/12/2017 5:19 AM
53	Program & Amenities Restroom Public restrooms are better than having the community space becoming a toilet. Community garden in community space. Partnership with Oakland Museum.	5/12/2017 5:10 AM
54	Program & Amenities mixed use - condos, stores	5/12/2017 4:56 AM
55	Circulation & Access Program & Amenities (Additional feedback on Concept 1 - flows better.) (Additional feedback on Question 4 - solar panel generating) Public art and artists should have already been chosen, not a later add-on.	5/12/2017 4:38 AM
56	Circulation & Access Connectivity I like the diagonal path, but it seems like a path to nowhere if it doesn't connect to a crosswalk across the street.	5/12/2017 4:16 AM
57	Circulation & Access Lighting Program & Amenities In Concept 1, add lights above tracks that illuminate when there is a train. AC Transit coordination. Consolidate bus stops. Game tables for chess players who currently use space. Road diet. 2 way streets. Huge bike/auto conflict area at Oak and 9th- cars in bike lane. Add bus stops to other side of Oak Street and make 2 way.	5/12/2017 4:07 AM
58	Circulation & Access Program & Amenities Narrow roads around site, parklets near retail, bike parking with racks, signage that easy to read.	5/12/2017 3:53 AM
59	Circulation & Access Connectivity Safety make sure the plaza is structured appropriately and safe for seniors. make sure the Madison St edge is open/welcoming to china town foot traffic.	5/12/2017 1:23 AM
60	Program & Amenities please add more cafes - students at Laney have no outlet to go get food other than cafeteria.	5/12/2017 1:16 AM
61	Maintenance Safety Include self-cleaning features, personnel safety, and limit abuse, built-in safety (sight lines), easy to clean and maintain, built-in security cameras, wifi	5/12/2017 1:14 AM
62	Identity & Wayfinding as this project is in chinatown, more emphasis to include some Chinese design aspects	5/12/2017 1:10 AM
63	Circulation & Access check the feng shui	5/12/2017 1:08 AM
64	Program & Amenities create destinations within the plaza and enhance pedestrian experience (Yerba buena connection to market)	5/12/2017 1:05 AM
65	Design look at the museum quarter in Vienna, Austria and borrow from that. It's perfect.	5/12/2017 1:03 AM
66	Circulation & Access Design Program & Amenities Oakland is no longer the city behind SF. It is the city globally attracting attention. Bring true world class design. Think Big an Global. Don't think it's just an operational headquarter. Make it Classy. Lighted pavement is fun. Concept 2 divides open space that doesn't make sense. Add water feature that "wow's"people. Seating should be economical (space wise) yet beautiful. Both concepts are too rectilinear. Having a beautiful water feature draws people, soothes the nerves, and attracts people to it. Why not make it the most prominent feature w/ sculptures/ art elements.	5/12/2017 12:58 AM
67	Lighting Misc. Program & Amenities Restroom no business displacement, restrooms for public.as much as possible have active storefronts along madison instead of blank wall space. Lighting very important. Bike parking is important. think about bikeparking also within paid area.	5/12/2017 12:51 AM
68	Program & Amenities there were no options for prioritizing community space and engagement on the other side	5/11/2017 9:57 AM

69	Maintenance Safety maintenance (cleanliness, repairs, refuse) and safety are key to improve TOF	5/11/2017 9:53 AM
70	Misc. there needs to be an ewph (?)	5/11/2017 9:51 AM
71	Lighting Program & Amenities having it well lit at night is important, have enough space for community events, there is a large chinese community here, ping pong table? chess? the SF chinatown park is very successful in supporting the surrounding community.	5/11/2017 9:49 AM
72	Program & Amenities wifi access, water fountain	5/11/2017 9:46 AM
73	Circulation & Access Maintenance Restroom police emergency exit, parking for BART maintenance, no parking drop off site, uber pick up site, solar panels on head houses and TOF, public restrooms especially late at night. Better wayfinding on street and inside station.	5/11/2017 9:44 AM
74	Circulation & Access restore the drop off zone, right now you are liable to be ticketed for stopping there even though it was the original intent	5/11/2017 9:40 AM
75	Circulation & Access additional escalator/exit	5/11/2017 9:38 AM
76	Circulation & Access add more escalator at the 8th st and oak entrance. The escalators should go both up and down at the same time.	5/11/2017 9:31 AM
77	Lighting solar, more lighting	5/11/2017 9:28 AM
78	Design Program & Amenities other ideas from landscapers, other cities/states with unique contemporary functional designs, opportunities to hire/train local area residents for the tof (including seniors/veterans)	5/11/2017 9:24 AM
79	Program & Amenities Safety Not too many trees; prefer more open space; easy access for day and night security.	5/11/2017 6:34 AM
80	Program & Amenities Restroom 1) Rainproof canopy to allow for Tai Chi etc. on rainy days. 2) Public restrooms. These were previously available on the first floor of the MetroCenter but the public is now denied access. There is no other place within 3 blocks. BART restrooms downstairs have been closed since 9/11.	5/11/2017 12:52 AM
81	Circulation & Access Maintenance Program & Amenities Safety 1. As few places as possible where homeless and transient populations can gather, loiter, or use the open/green spaces as toilets and lounging/living spaces. 2. It would be lovely if the city/BART could provide one of its free, electric shuttle buses to make trips from the Lake Merritt BART Station to popular stops along Oak Street and/or up 8th/9th Streets to nearby downtown/neighborhood locations.	5/10/2017 2:04 PM
82	Misc. Leave the glass enclosure open. No glass	5/10/2017 11:50 AM
83	Program & Amenities I don't do tai chi, but leave space for the neighbors that do! Only sign of life around the plaza for many years.	5/10/2017 9:13 AM
84	Program & Amenities Add as much retail as possible. Another shop near 9th/Madison would be good. Try to find businesses that will be open late and on weekends. A lack of open shops in this area makes the station area feel even more deserted.	5/10/2017 9:01 AM
85	Restroom Public bathrooms	5/10/2017 8:48 AM
86	Program & Amenities Most of BART's plazas are pretty terrible. Anything to minimize open space would be preferable. Building a building in place of the plaza with a ground level entrance into the station would be the best option if it was feasible.	5/10/2017 8:13 AM
87	Misc. Thanks for your work on this! Much appreciated.	5/10/2017 7:37 AM
88	Maintenance Keep it simple. Keep it easy to clean. Plan on cleaning with high pressure water hose	5/10/2017 7:19 AM
89	Connectivity Program & Amenities How does this relate to the parking lot on the other side of Oak? That has to be the worst use of space for that location. How does this relate to the park on the other side of Madison, the park could use investment, and get input of community groups that use it for morning meditation/exercise, school PE throughout the day, and homeless support.	5/10/2017 6:26 AM

Detailed Response

Q9 The Lake Merritt plaza is BART's preferred site alternative for the Transit Operations Facility. What impacts might this project have on you? What concerns, if any, do you have with this site?

Answered: 72 Skipped: 66

#	Responses	Date
1	Restroom Bathroom	5/18/2017 7:00 AM
2	Restroom Need bathroom	5/18/2017 6:58 AM
3	Restroom Bathroom	5/18/2017 6:56 AM
4	Restroom Need restroom	5/18/2017 6:51 AM
5	Misc. Don't displace long time residents	5/18/2017 1:56 AM
6	Misc. Very satisfied	5/17/2017 8:32 AM
7	Restroom Need a restroom	5/17/2017 8:27 AM
8	Restroom Need a restroom	5/17/2017 8:25 AM
9	Restroom Need a restroom	5/17/2017 8:23 AM
10	Restroom Restroom	5/17/2017 8:20 AM
11	Restroom Need a restroom	5/17/2017 8:18 AM
12	Restroom Need a restroom	5/17/2017 8:06 AM
13	Restroom Need a restroom	5/17/2017 8:05 AM
14	Restroom Restroom	5/17/2017 8:03 AM
15	Restroom Restroom	5/17/2017 8:00 AM
16	Restroom Restroom	5/17/2017 7:58 AM
17	none	5/17/2017 5:56 AM
18	Circulation & Access Connectivity Program & Amenities Open up to Madison Park.. need to connect the Chinatown community.. must have open space for recreation, for gathering.. a space encompassing the Chinatown area..	5/17/2017 4:07 AM
19	Circulation & Access Connectivity Program & Amenities What are the other site alternatives for the TOF? To have a big building blocking off the park across Madison street seems to be a big shame. Might the TOF be placed underground? A new BART plaza at this location should really be mindful of connecting the neighboring assets. Ideally, it would open up to the park across the street and provide for a pedestrian thoroughfare toward Chinatown. A large open plaza area for recreation and programming would be a great addition to the area - something like Union Square in San Francisco. In terms of the proposed cafe, I would like to see preference given to a local, small, and independent owner. Is there a way to make the decision as a community?	5/17/2017 2:39 AM
20	Circulation & Access Connectivity it blocks the plaza from madison park. it is like a large obstruction that visually blocks people coming up out of the station from the public park and from the neighborhood.	5/16/2017 3:29 PM
21	Design Identity & Wayfinding I do not want to see an ugly concrete building in the middle of our neighborhood. Please work with Chinatown to create an artistic historical display honoring Chinatown because it has been displaced from this area by BART, Laney, 880.	5/16/2017 9:25 AM
22	Connectivity Program & Amenities It appears that the plan is progressing without complementary plans for the surrounding areas: parking lot, Madison Park, Metro Center. These should integrate well together and provide space for recreation, campus activism and community programming along the Chinatown-Laney corridor.	5/16/2017 3:58 AM
23	Program & Amenities This may limit the available public space on the plaza.	5/16/2017 2:40 AM
24	Circulation & Access Connectivity Identity & Wayfinding It should invite people to Chinatown and connect to Madison Park	5/16/2017 2:34 AM
25	Circulation & Access Need more bus stops here	5/16/2017 12:52 AM
26	Circulation & Access Connectivity Identity & Wayfinding Program & Amenities The plaza should connect and open up to Madison Park. It should visually invite people towards Chinatown, provide space for recreation programming connecting to Madison.	5/15/2017 2:04 PM
27	Connectivity Identity & Wayfinding plan should facilitate visitors to visit nearby area, including Madison Park & beyond	5/15/2017 9:27 AM
28	Circulation & Access Connectivity Identity & Wayfinding Program & Amenities the plan should connect and open up to madison park and also visually invite people towards chinatown, provide space for recreation programming	5/15/2017 9:20 AM
29	Circulation & Access Connectivity Program & Amenities I want to make sure that the plaza is designed in a way that connects with the surrounding Chinatown neighborhood, with Madison Park, and with community usage needs.	5/15/2017 9:13 AM
30	Design Height and bulk relative to public space and other uses.	5/12/2017 5:58 AM
31	Design Make it iconic + beautiful so people like to take photos	5/12/2017 5:47 AM

32	Circulation & Access Lighting Program & Amenities Safety I live near the Lake Merritt BART station. My concerns are as stated in #8 above.	5/12/2017 5:43 AM
33	Circulation & Access Program & Amenities Do you do tours? :) Love having more foot traffic around here hence more cafe, restaurants. The one-way streets! The worst! Encourage speeding I know it's outside the scope.	5/12/2017 5:37 AM
34	Restroom Well there are no public bathrooms here at this site and none included in the design plans.	5/12/2017 5:29 AM
35	Design Program & Amenities Not welcoming to have a big opaque box in middle of plaza - put vines all over it? Make sure ground floor has plenty of retail. Maximize height and mixed use with housing wherever possible.	5/12/2017 5:29 AM
36	Program & Amenities Not to overshadow community use	5/12/2017 5:28 AM
37	Circulation & Access Safety traffic flow, pedestrian safety	5/12/2017 5:27 AM
38	Circulation & Access Program & Amenities More people walking around, more traffic will keep place busy & alive.	5/12/2017 5:27 AM
39	BART Operations Usage of BART - hopefully it can stay open with phasing efforts!	5/12/2017 5:27 AM
40	Misc. Improve area	5/12/2017 5:26 AM
41	Maintenance Program & Amenities I'm concerned that it won't get used enough and therefore, won't be maintained as well. That's why I think programming and activity most days will encourage foot traffic and visibility in plaza. People are worried about homeless encampments, but I think allowing for a variety and diversity of users and uses will prevent one group from taking over the public space.	5/12/2017 5:26 AM
42	Misc. No concerns	5/12/2017 5:19 AM
43	Program & Amenities Keeping the community/kiosk spaces within the community, no chain retail!	5/12/2017 5:10 AM
44	Circulation & Access traffic	5/12/2017 4:56 AM
45	Program & Amenities With NYC best pocket parks in mind think of the CAFE as KEY to success of project. (Additional feedback - I am a former landscape architect and current public artist.) (Additional feedback - Owns a smart phone and hates it.)	5/12/2017 4:38 AM
46	BART Operations Circulation & Access Traffic on Oak and Madison. Station closures.	5/12/2017 4:16 AM
47	Program & Amenities I am concerned the site will not have people in it.	5/12/2017 4:07 AM
48	Design Program & Amenities Safety Improved experience! I hope. Concerns: bike parking, arch/urban design, too many ugly buildings, hodge podge, pedestrian safety.	5/12/2017 3:53 AM
49	Circulation & Access Connectivity Design the building can create a significant visual/physical barrier to madison park and the rest of china town. Making it inviting more windows on upper level, windows on street/plaza side to allow vision through park to plaza.	5/12/2017 1:23 AM
50	BART Operations Hopefully this does not cause major delays	5/12/2017 1:16 AM
51	Safety traffic, personnel safety, include building security cameras	5/12/2017 1:14 AM
52	Design what building is covered with taller TOF for Madison St. Neighbor across the street!	5/12/2017 1:08 AM
53	Connectivity Misc. I hope this development can assist in rehabilitating the park	5/12/2017 1:05 AM
54	Design Program & Amenities Positive impact. Make this the most beautiful, vibrant, well-used, encourage people to hang out/ gather and be inspirational with artistic design at building and landscaping.	5/12/2017 12:58 AM
55	Program & Amenities Make sure public understands what happens in TOF	5/12/2017 12:51 AM
56	Safety security, safety, and emergency readiness in case of earthquake or terrorism	5/11/2017 9:53 AM
57	Maintenance Safety safety is a big concern trash and having homeless stay in this area is a major concern.	5/11/2017 9:49 AM
58	Circulation & Access increased traffic	5/11/2017 9:46 AM
59	Identity & Wayfinding Program & Amenities Cafe on top of head house, signs for arriving buses, wi-fi on plaza.	5/11/2017 9:44 AM
60	Circulation & Access Program & Amenities More workers there will create more traffic and demand for parking.	5/11/2017 9:40 AM
61	Design build something beautiful and attractive	5/11/2017 9:31 AM
62	Circulation & Access Lighting Restroom need public bathrooms, for users and more lighting & side walk	5/11/2017 9:28 AM
63	Maintenance Misc. Safety Let us know area impact - first the positive, second the concerns for increase patronage, etc. Biggest concern is solicitors, homeless, garbage-litter, graffiti, assaults, robberies, gangs, vandalism	5/11/2017 9:24 AM
64	Safety Public safety issues especially in the evenings. Less trees would give a safer image.	5/11/2017 6:34 AM
65	Program & Amenities Safety none. Although the increasing homeless population might make the plaza a bit unwelcoming...	5/11/2017 3:56 AM
66	Circulation & Access Program & Amenities If the facility will be populated with BART employees for the majority of the day, I think this is attractive. The more the space can be seen as a legitimate transit space, space for neighborhood gatherings and retail opportunities, and protected space with safe access from all surrounding areas, the better.	5/10/2017 2:04 PM
67	Circulation & Access Program & Amenities Safety No parking. Already hard. Homeless problem too.	5/10/2017 11:50 AM
68	Connectivity Misc. Program & Amenities No impacts. This is fine. But please incorporate as many active ground floor uses as possible and minimize blank walls. And please get started on redeveloping the parking lot and old MTC building as soon as possible. This station really needs more adjacent land use intensity!	5/10/2017 9:01 AM
69	Circulation & Access Lighting Maintenance I go through this station 3-4 days a week, even when I'm not working. The sidewalks (even though recently ground in places) are still uneven and poorly lit at night -- and in the afternoon in winter. For those of us with disabilities, it's very hard to navigate. Add human piss pooled in places, and it's gross.	5/10/2017 8:48 AM
70	Program & Amenities I think one of the issues (that we already have) and this project should also be sensitive to is how with the 'homeless' use the space?? We need a better solution for our homeless, to assist with some type of shelter/housing. Otherwise, the homeless will use any open space, especially with covering. We need empathy and innovative solutions for those who are on the 'fringes' of society.	5/10/2017 7:37 AM

71	None	5/10/2017 7:19 AM
72	Connectivity I'd like to see the park adjacent activated in a responsible way. How can this investment translate across Madison street. Make this block connect across Madison to the park, Across Oak to Laney College, and Up Oak to OMCA. More interested in how this investment can have "fingers" of investment to connect the station to OMCA, Laney, and the park.	5/10/2017 6:26 AM

From: Ener Chiu
To: [Hannah Lindelof](#)
Cc: "[oakland-chinatown-coalition@googlegroups.com](#)"; [Robert Raburn](#); [Rebecca Saltzman](#); [info@lateefahforbart.com](#); "[aguillen@oaklandnet.com](#)"; "[rraya@oaklandnet.com](#)"; [Chen Chiao Lun "Jessica" \(CLChen@oaklandnet.com\)](#); [atlarge@oaklandnet.com](#); [ccappio@oaklandnet.com](#); [sewcpa8@aol.com](#); [Rick da Silva \(rdasilva@lohrealty.com\)](#); [chancarl@sbcglobal.net](#); [jenniyong@aol.com](#)
Subject: Oakland Chinatown Coalition comment letter on Lake Merritt BART Station Plaza redesign
Date: Thursday, June 01, 2017 12:17:00 AM

Dear Ms. Lindelof,

The Oakland Chinatown Coalition (OCC) is made up of 21 signatory organizations and individuals. We support new development that brings tangible community benefits to the current residents, small businesses, service agencies, and cultural/social institutions that make Oakland Chinatown a vibrant, economically diverse neighborhood, and which will help to preserve its cultural and economic legacy within the City of Oakland. Our Coalition's involvement with Lake Merritt BART Station specifically as a place and redevelopment opportunity formally date back to 2008 when BART, the City of Oakland, and MTC began to consider work on the Station Area Plan that encompassed a one half mile radius around the station, an area which is generally most recognized for its connection to the historic Chinatown neighborhood. In fact, individuals within the Oakland Chinatown Coalition still have first-hand memories and experiences of the blocks that were taken under threat of eminent domain from local Chinatown property owners, community churches, the orphanage, etc. in order to create the current BART Station. The images of the land, the scars of the pits and tunnels, still resonate with us nearly 50 years later (see attached photo). If this land was taken from private individuals for public purpose, then we believe that the obligations of any future programming on this site continue to fulfill a public purpose for the neighborhood around the Station. The design and execution of the new BART Station Plaza in Chinatown is an opportunity to create public benefits to help to heal those scars.

The OCC has consensus on key overarching design and programmatic principles for the Plaza, and this letter outlines those consensus items which have been discussed over time and in more detail at a full meeting of the Coalition in May 2017. Individual people and organizations within the OCC will have a diverse range of opinions on specific design elements of the Plaza, and those interested individual members will continue to provide feedback on specifics throughout this process, which may be outside the scope of this letter. Here are the items which OCC has strong consensus on, and we urge BART to incorporate these principles into any design and future RFPs that it may issue in connection with this project.

1. Reduction of the footprint of the BART Operations Control Center (BOCC) as much as possible. While we are pleased that the design of the building has evolved from a monolithic 3 story bunker, the mass of that building still "blocks" the connection of the of the Plaza to Madison Park and the rest of Chinatown. We would like to see the profile of the building slimmed as much as possible, with the priority for opening up the Plaza to Madison Street at the 9th Street corner.
2. Provide as much community serving, small business and nonprofit, and recreational space around the edge of the BOCC as possible. We especially want to prioritize this kind of space

towards Madison Street.

3. Connection to Madison Park. As we have stated in nearly all of our public comments, it is important to link the Plaza to a redesigned and updated Madison Park both in the Plaza's design and programming. We suggest exploring a partnership with the City to program a small rec center facility here with staffing and programming for Madison Park and the Plaza (including well maintained public restrooms!). This would help relieve some of the usage pressure on Lincoln Park.
4. Design and program the Plaza for people of all generations, and maximize the amount of space available. Seniors and adults who practice Tai Chi and dance should be prioritized, but the space should be attractive to young children as well. Playful and whimsical features attract people of all kinds and all ages, and make the space more interesting to visitors, which in turn deters people from setting up longer term shelter in the Plaza and the surrounding blocks. We suggest removing the bike lockers, and moving the majority of the bike storage down below the street level. We also ask that the Plaza include ample trash receptacles (which are an opportunity for public art) to reduce litter.
5. Visual connection and wayfinding towards core Chinatown. The Plaza should have easily identifiable signage and other wayfinding mechanisms and art that lead people coming out of the BART station towards the commercial core of Chinatown (the blocks surrounding 9th and Webster). Any landscaping (trees, hedges, etc) should be easily maintainable and not be so dense that it blocks visibility or passage through the Plaza towards Chinatown.
6. Physical pedestrian and street improvements leading towards core Chinatown, with a prioritization of pedestrian orientation towards 9th Street. These physical improvements could include pedestrian scale lighting, greenery, modifying 9th street to be less auto-oriented, more street art, bulb-outs, more scramble crosswalks consistent with those in core Chinatown, etc. These improvements to neighborhood walkability would help to improve public safety, both in terms of reducing crime, and reducing auto/pedestrian conflict.
7. More visible representation for neighborhood and location specific public art. There are many opportunities for placemaking and art in the Plaza, and on the streets leading towards core Chinatown.
8. Community representation in decision making. Any decision making body relating to the Plaza should include members of the Chinatown Community.
9. Rename the BART Station from "Lake Merritt" to "Oakland Chinatown". As mentioned in the paragraphs above, the blocks that were taken and excavated were historically part of the Chinatown neighborhood. Today, the vast majority of the residents of the surrounding blocks are Chinese and Asian. When the Oakland Chinatown Coalition was involved in the Lake Merritt BART Station Area Plan process, we were told that we would have an opportunity to change the name when the Warm Springs Station was opened because all of the maps would have to be changed anyway. That never happened, much to our collective

disappointment.

These are the comments we have at this time, based on the information available to the public in the planning meetings for the Plaza thus far. The Oakland Chinatown Coalition is pleased at the early and proactive outreach that BART staff have engaged in thus far, and we hope to be able to support a great project that connects the Bay Area region to this place, and celebrates the cultural history and future of our neighborhood.

If you have any questions, please do not hesitate to contact members of the Oakland Chinatown Steering Committee: Julia Liou (AHS), Mike Lok (AHS), Vivian Huang (APEN), Alvina Wong (APEN), Ener Chiu (EBALDC). We also welcome you to our monthly meetings which are held on the third Mondays of the month, from 4pm to 6pm.

The Oakland Chinatown Coalition is:

Asian Advisory Commission on Crime; Asian Health Services; Asian Pacific Islander Legal Outreach; Asian Pacific Environmental Network; AYPAL; Buddhist Church of Oakland; Chinese American Citizens Alliance – Oakland Lodge; Chinese Community United Methodist Church; East Bay Asian Local Development Corporation; Family Bridges, Inc.; Filipino Advocates for Justice; Friends of Lincoln Square Park; Lincoln Elementary School; Oakland Asian Cultural Center; Oakland Chinatown Lions Foundation; Wa Sung Community Service Club; Alan Yee; Gilbert Gong; Heidi Kong; Karolyn Wong; Lailan Huen

Sincerely,

Ener Chiu

Associate Director – Real Estate Development

East Bay Asian Local Development Corporation

1825 San Pablo Ave., Suite 200, Oakland, CA 94612

DIRECT (510) 287-5353 x338 EMAIL echiu@ebaldc.org WEB www.ebaldc.org



**EAST BAY ASIAN LOCAL
DEVELOPMENT CORPORATION**

BUILDING HEALTHY, VIBRANT AND SAFE NEIGHBORHOODS

This email has been scanned for email related threats and delivered safely by Mimecast.
For more information please visit <http://www.mimecast.com>

This page intentionally left blank.

Appendix F: Outreach Materials and Survey

This page intentionally left blank.

Help Plan the Plaza!

協助規劃廣場！ • ¡Ayude a planificar la Plaza!
Hãy Giúp Lên Kế Hoạch cho Plaza!



Please join BART for a community open house and give us your input on the future BART Transit Operations Facility and Lake Merritt Plaza redesign.

BART is working together with the community to achieve a shared vision for the site that better serves the neighborhood and create a safe and welcoming place for all ages.

Light refreshments will be served and translation and interpretation will be provided. For more information and to fill out a survey, go to www.bart.gov/lakemerritt.

請參加 BART 社區參觀日活動，並針對未來的 BART 交通營運設施和美麗湖廣場重新設計提供意見。

BART 積極與社區共同合作，期望對工程現址遠景取得共識，以更有效服務社區，並建立一個能吸引所有年齡層的安全場所。

現場有茶點招待，並會提供翻譯和口譯服務。若需要更多資訊及填寫調查問卷，請前往 www.bart.gov/lakemerritt。

Únase a BART para una sesión abierta a la comunidad y denos su opinión sobre el rediseño futuro de BART Transit Operations Facility y Lake Merritt Plaza.

BART está trabajando en conjunto con la comunidad para lograr una visión compartida del sitio que brinde un mejor servicio al vecindario y crear un lugar seguro y acogedor para todas las edades.

Se servirán refrigerios ligeros y se proporcionará traducción e interpretación. Para obtener más información y contestar una encuesta, visite www.bart.gov/lakemerritt.

Xin quý vị vui lòng tham gia buổi giới thiệu thông tin cộng đồng của BART và đóng góp ý kiến cho các Cơ Sở Hoạt Động Giao Thông của BART trong tương lai (BART Transit Operations Facility) và thiết kế lại Lake Merritt Plaza.

BART đang hợp tác với cộng đồng để có chung tầm nhìn cho địa điểm sẽ phục vụ tốt hơn cho cộng đồng và tạo nên một nơi an toàn và thân thiện cho mọi lứa tuổi.

Chúng tôi sẽ phục vụ đồ ăn nhẹ và cung cấp dịch vụ thông dịch và phiên dịch. Để biết thêm thông tin và điền vào bản khảo sát, hãy truy cập www.bart.gov/lakemerritt.

Wednesday
May 10, 2017
4 pm to 7 pm

MetroCenter
101 8th St., Oakland
(Exit Lake Merritt BART Station)

星期三
2017年5月10日
下午4:00至晚上7:00

MetroCenter
101 8th St., Oakland
(出口：美麗湖捷運站)

Miércoles
10 de mayo de 2017
4 pm a 7 pm

MetroCenter
101 8th St., Oakland
(Salida de Lake Merritt BART Station)

Thứ Tư
Ngày 10 tháng Năm, 2017
4 giờ chiều tới 7 giờ tối

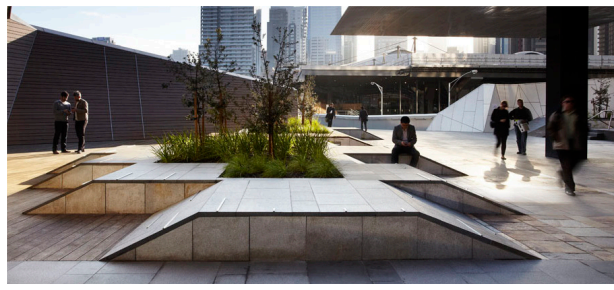
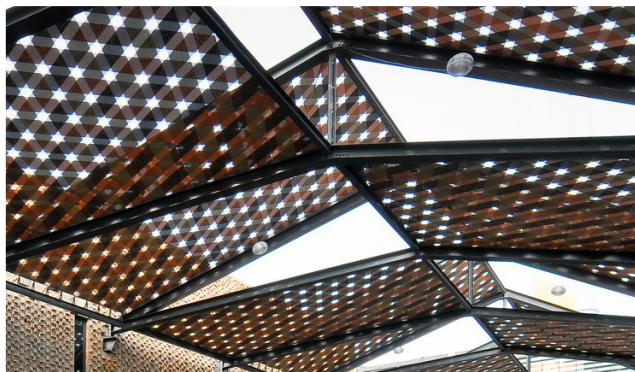
Metro Center
101 8th St., Oakland
(Cổng ra của Trạm Lake Merritt BART)



If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the event. • 如需語言援助服務，請於活動日期之前至少 72 小時致電 (510) 464-6752. • Si necesita servicios para comunicarse en otro idioma, por favor llame al (510) 464-6752 al menos 72 horas antes de la fecha del evento. • Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752 ít nhất là 72 tiếng đồng hồ trước ngày của dịp tổ chức. • Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752 hindi lilit sa 72 na mga oras bago ang petsa ng pangyayari. 언어 지원 서비스가 필요하시면, 행사 날짜로부터 늦어도 72시간 전에 (510) 464-6752로 전화해 주십시오.

Help Plan the Plaza!

協助規劃廣場！ • ¡Ayude a planificar la Plaza!



Lake Merritt Plaza Open House • Wednesday, May 10, 2017

美麗湖廣場 (Lake Merritt Plaza) 參觀日 • 2017 年 5 月 10 日 星期三 • Lake Merritt Plaza Open House • Miércoles, 10 de mayo de 2017



You're invited to an Open House to help plan the Lake Merritt Plaza.

PRSR STD
U.S. POSTAGE
PAID
OAKLAND, CA
PERMIT #2508

ECR-WSS

Please join BART for a community open house and give us your input on the future BART Transit Operations Facility and Lake Merritt Plaza redesign.

BART is working together with the community to achieve a shared vision for the site that better serves the neighborhood and create a safe and welcoming place for all ages.

Light refreshments will be served and translation and interpretation will be provided. For more information and to fill out a survey, go to www.bart.gov/lakemerritt.

請參加 BART 社區參觀日活動，並針對未來的 BART 交通營運設施和美麗湖廣場重新設計提供意見。

BART 積極與社區共同合作，期望對工程現址遠景取得共識，以更有效服務社區，並建立一個能吸引所有年齡層的安全場所。

現場有茶點招待，並會提供翻譯和口譯服務。若需要更多資訊及填寫調查問卷，請前往 www.bart.gov/lakemerritt。

Únase a BART para una sesión abierta a la comunidad y denos su opinión sobre el rediseño futuro de BART Transit Operations Facility y Lake Merritt Plaza.

BART está trabajando en conjunto con la comunidad para lograr una visión compartida del sitio que brinde un mejor servicio al vecindario y crear un lugar seguro y acogedor para todas las edades.

Se servirán refrigerios ligeros y se proporcionará traducción e interpretación. Para obtener más información y contestar una encuesta, visite www.bart.gov/lakemerritt.

If you need language assistance services, please call (510) 464-6752 at least 72 hours prior to the date of the event. • 如需語言援助服務，請於活動日期之前至少 72 小時致電 (510) 464-6752。• Si necesita servicios para comunicarse en otro idioma, por favor llame al (510) 464-6752 al menos 72 horas antes de la fecha del evento. • Nếu quý vị cần dịch vụ trợ giúp về ngôn ngữ, xin vui lòng gọi số (510) 464-6752 ít nhất là 72 tiếng đồng hồ trước ngày của dịp tổ chức. • Kung kailangan mo ang tulong ng mga serbisyo ng wika, paki tawagan ang (510) 464-6752 hindi liliit sa 72 na mga oras bago ang petsa ng pangyayari. 언어 지원 서비스가 필요하시면, 행사 날짜로부터 늦어도 72시간 전에 (510) 464-6752로 전화해 주십시오.

WHEN
Wednesday
May 10, 2017 • 4 pm to 7 pm

WHERE
MetroCenter
101 8th St., Oakland
(Exit Lake Merritt BART Station)

時間
星期三
2017年5月10日
下午4:00至晚上7:00

地點
MetroCenter
101 8th St., Oakland
(出口：美麗湖捷運站)

CUÁNDO
Miércoles
10 de mayo de 2017
4 pm a 7 pm

DÓNDE
MetroCenter
101 8th St., Oakland
(Salida de Lake Merritt BART Station)

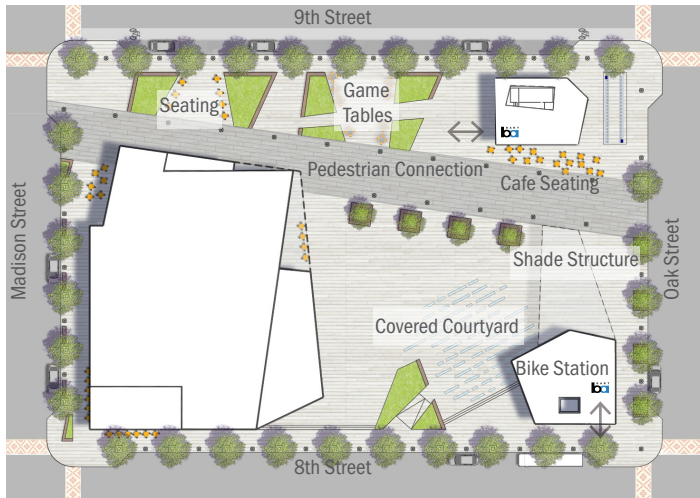
POSTAL CUSTOMER



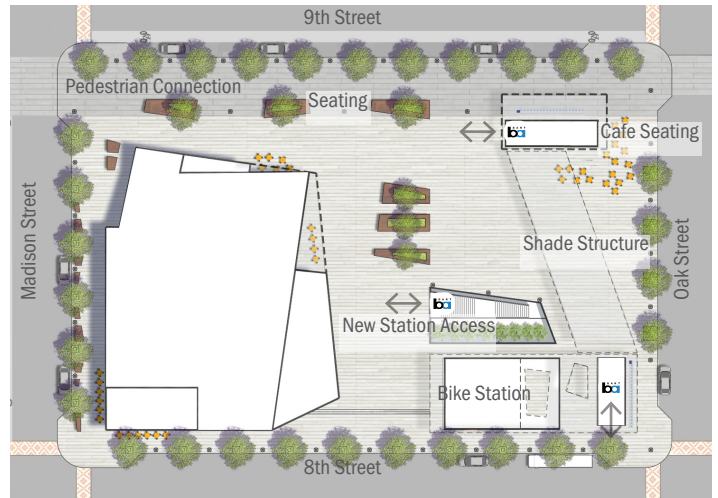
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT
300 Lakeside Drive, P.O. Box 12688
Oakland, CA 94604-2688

LET US KNOW WHAT YOU THINK!

BART is starting work on a new Transit Operations Facility and redesign of the Lake Merritt Plaza to support improved & expanded BART operations and create an enhanced multimodal transportation hub and transit plaza. We'd like your feedback on the following questions to ensure the plaza better serves the neighborhood.



CONCEPT 1



CONCEPT 2

Compare the two concepts and let us know which you prefer (check one in each row):

- | | Concept 1 | or | Concept 2 |
|----|---|----|---|
| 1. | <input type="radio"/> Emphasize diagonal pedestrian connection through transit plaza, reflecting BART tracks | | <input type="radio"/> Emphasize pedestrian connection along 9th Street |
| 2. | <input type="radio"/> Fully cover the sunken courtyard to create a larger plaza, using glass paving to allow natural light into station | | <input type="radio"/> Keep the sunken courtyard partially open to add access from plaza to BART Station concourse and allow light below |
| 3. | <input type="radio"/> Kiosk or cafe seating at 9th & Oak oriented toward plaza | | <input type="radio"/> Kiosk or cafe seating at 9th & Oak oriented toward street |
| 4. | <input type="radio"/> Smaller shade structure | | <input type="radio"/> Larger shade structure |
| 5. | <input type="radio"/> Seating with larger, low planting areas frame smaller gathering spaces within plaza | | <input type="radio"/> Seating with smaller, integrated planters located throughout a more open plaza |
| 6. | Overall, which plan option do you prefer (check one)? | | |
| | <input type="radio"/> Concept 1 | | <input type="radio"/> Concept 2 |
| | | | <input type="radio"/> No preference |

7. Which of the following plaza features are most important to you?

On a scale of 1 - 5 where 1 is "not important" and 5 is "extremely important", please rate how important each of the following is to you:

	1 (not important)	2	3	4	5 (extremely important)
Large open plaza areas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Places to sit / gather / meet	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Shade Canopy	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Spaces for retail, cafes or kiosks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Improved streetscape - wider sidewalks, lighting, trees, wayfinding	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Green landscaping (plantings, trees)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Station	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Bike Lockers	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Please share any other ideas or suggestions for this project:

9. The Lake Merritt plaza is BART's preferred site alternative for the Transit Operations Facility. What impacts might this project have on you? What concerns, if any, do you have with this site?: _____

10. Would you like to receive email updates about this project?

Yes - Email: _____ No

PLEASE TELL US ABOUT YOURSELF

(your answers will help us evaluate how well we are reaching all the communities we serve).

11. Do you live or work within walking distance of Lake Merritt BART Station?

Yes, I live within walking distance of Lake Merritt BART Station No
 Yes, I work within walking distance of Lake Merritt BART Station

12. How often do you use the Lake Merritt BART Station?

6 to 7 days a week 2 to 3 days a week A few days a month Once a year or less
 4 to 5 days a week Once a week A few days a year

13. What is your gender?

Male Female Another gender: _____

14. How old are you?

17 or younger 25 - 34 45 - 54 65 and older
 18 - 24 35 - 44 55 - 64

15. Are you of Hispanic, Latino or Spanish origin?

No Yes

16. What is your race or ethnic identification? Select all that apply. (Categories based on US Census.)

White Black/African American Other (specify): _____
 Asian or Pacific Islander American Indian or Alaska Native

17. Do you speak a language other than English at home?

No Yes - Language: _____

18. If "Yes" to Question 17, how well do you speak English?

Very Well Well Not well Not at all

19. What is your total annual household income before taxes?

Under \$25,000 \$35,000 - \$39,999 \$50,000 - \$59,999 \$75,000 - \$99,999
 \$25,000 - \$34,999 \$40,000 - \$49,999 \$60,000 - \$74,999 \$100,000 and over

20. Including yourself, how many people live in your household?

1 2 3 4 5 6 or more

21. Do you own a smart phone?

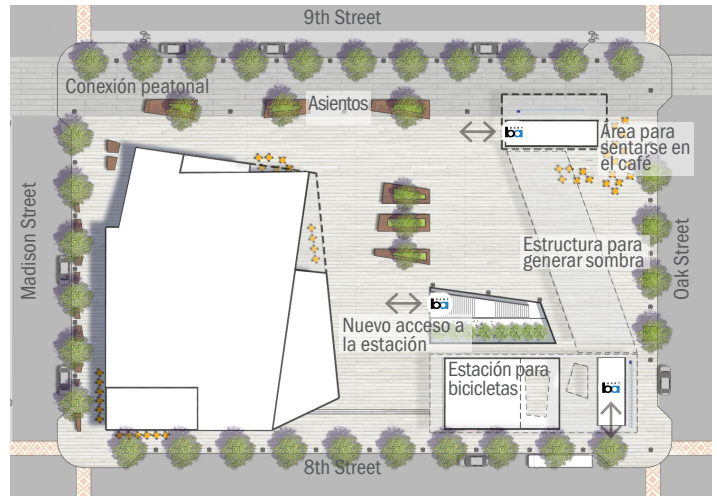
No Yes

¡DÍGANOS LO QUE PIENSA AL RESPECTO!

Bay Area Rapid Transit (BART) está trabajando en un nuevo edificio para operaciones de transporte y en el rediseño de Lake Merritt Plaza para respaldar la mejora y expansión de las operaciones de BART, además de crear una terminal y centro de transporte multimodal mejorado. Nos gustaría recibir sus comentarios con las preguntas siguientes para asegurarnos de que la plaza sea más funcional para el vecindario.



CONCEPTO 1



CONCEPTO 2

Compare los dos conceptos y díganos cuál prefiere (tilde una opción en cada fila):

- | | Concepto 1 | | Concepto 2 |
|----|---|---|--|
| 1. | <input type="radio"/> Hacer énfasis en la conexión peatonal diagonal a través de la plaza, lo que refleja las vías de BART | o | <input type="radio"/> Destacar la conexión peatonal a lo largo de 9th Street |
| 2. | <input type="radio"/> Cubrir por completo el patio en desnivel para crear una plaza más grande, con pavimento de vidrio que permita la entrada de luz natural a la estación | o | <input type="radio"/> Mantener el patio en desnivel parcialmente abierto para agregar el acceso desde la plaza a la explanada de la estación de BART y permitir la entrada de luz en el nivel inferior |
| 3. | <input type="radio"/> Kiosco o área para sentarse en el café en 9th y Oak con orientación a la plaza | o | <input type="radio"/> Kiosco o área para sentarse en el café en 9th y Oak con orientación a la calle |
| 4. | <input type="radio"/> Estructura para generar sombra más pequeña | o | <input type="radio"/> Estructura para generar sombra más grande |
| 5. | <input type="radio"/> Asientos con cancheros bajos más grandes que enmarcan espacios de reunión más pequeños dentro de la plaza | o | <input type="radio"/> Lugares para sentarse con cancheros más pequeños e integrados ubicados en una plaza más abierta |

6. En general, ¿qué opción prefiere (tilde una)?

- Concepto 1 Concepto 2 No tiene preferencia alguna

7. ¿Cuáles de las siguientes características de la plaza son más importante para usted?

En una escala del 1 al 5, en donde 1 es “nada importante” y 5 es “muy importante”, por favor califique qué tan importante es para usted cada uno de los siguientes asuntos:

	1 (nada importante)	2	3	4	5 (muy importante)
Amplias áreas abiertas de plaza	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Lugares para sentarse/reunirse/encontrarse	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Toldo para generar sombra	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Espacios para comercios minoristas, cafés o kioscos	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Paisaje urbano mejorado: aceras más amplias, iluminación, árboles, señalización	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Jardinería ornamental (plantas, árboles)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Estación para bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Casilleros para bicicletas	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Comparta cualquier otra idea o sugerencia para este proyecto:

9. Lake Merritt Plaza es el sitio preferido de BART como alternativa para el edificio de operaciones de transporte. ¿Cómo podría este proyecto afectarle a usted? ¿Qué inquietudes tiene sobre este sitio, si las tuviera?: _____

10. ¿Le gustaría recibir información reciente por correo electrónico en relación a este proyecto?

Si la respuesta es sí, escriba su dirección de correo electrónico: _____ No

PROPORCIÓNENOS INFORMACIÓN ACERCA DE USTED

(sus respuestas nos ayudarán a evaluar qué tan bien nos estamos comunicando con todas las comunidades a las que atendemos).

11. ¿Vive o trabaja a una corta distancia de la estación de BART en Lake Merritt?

Sí, vivo a una corta distancia de la estación de BART de Lake Merritt. No

Sí, trabajo a una corta distancia de la estación de BART de Lake Merritt.

12. ¿Con qué frecuencia usa la estación de BART de Lake Merritt?

6 a 7 días por semana 2 a 3 días por semana Unos cuantos días al mes Una vez al año o menos

4 a 5 días por semana Una vez a la semana Unos cuantos días al año

13. ¿Cuál es su sexo?

Masculino Femenino Otro sexo: _____

14. ¿Qué edad tiene?

17 años o menos 25 a 34 años 45 a 54 años 65 años o más

18 a 24 años 35 a 44 años 55 a 64 años

15. ¿Es usted de ascendencia hispana, latina o española?

No Sí

16. ¿Cuál es su raza o identificación étnica? Marque todas las opciones que correspondan. (Categorías, según la Oficina del Censo de los EE.UU.)

Blanco Negro/afroamericano Otra (por favor, especifique) _____

Asiático o de las Islas del Pacífico Indígena norteamericano o nativo de Alaska

17. ¿Habla usted un idioma que no sea el inglés en el hogar?

No Si la respuesta es sí, indique qué idioma: _____

18. Si respondió "Sí" a la Pregunta 17, ¿qué tan bien habla inglés?

Muy bien Bien No muy bien Nada

19. ¿Cuáles son los ingresos totales anuales de su hogar antes de impuestos?

Menos de \$25,000 \$35,000 a \$39,999 \$50,000 a \$59,999 \$75,000 a \$99,999

\$25,000 a \$34,999 \$40,000 a \$49,999 \$60,000 a \$74,999 \$100,000 y más

20. Incluyéndose a sí mismo, ¿cuántas personas viven en su hogar?

1 2 3 4 5 6 o más

21. ¿Tiene un teléfono inteligente?

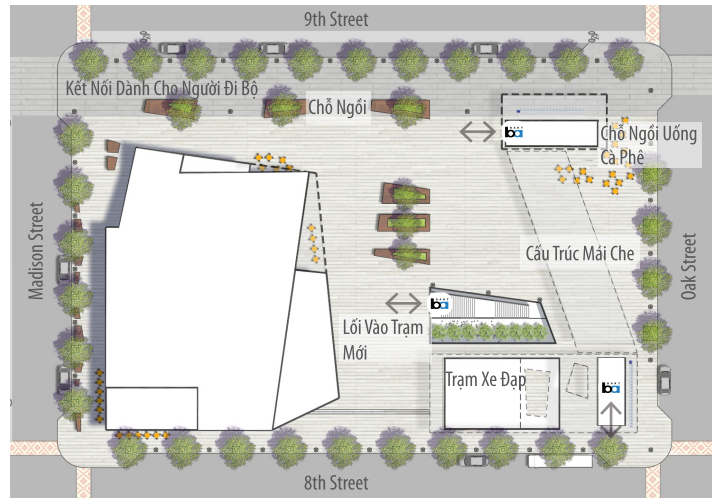
No Sí

HÃY CHO CHÚNG TÔI BIẾT CẢM NGHĨ CỦA QUÝ VỊ!

BART đang bắt đầu thực hiện Cơ Sở Điều Hành Vận Chuyển mới và thiết kế lại Lake Merritt Plaza để hỗ trợ cho các hoạt động BART mở rộng và tăng cường và tạo ra một trung tâm giao thông đa phương thức nâng cao và plaza vận chuyển. Chúng tôi mong muốn nhận được phản hồi của quý vị cho các câu hỏi sau để bảo đảm plaza phục vụ khu vực lân cận tốt hơn.



KHÁI NIỆM 1



KHÁI NIỆM 2

Quý vị so sánh hai khái niệm và cho chúng tôi biết quý vị thích khái niệm nào hơn (chọn một trong mỗi hàng):

- | | Khái niệm 1 | hoặc | Khái niệm 2 |
|----|--|------|--|
| 1. | <input type="radio"/> Nhấn mạnh kết nối chéo dành cho người đi bộ qua plaza vận chuyển sử dụng các tuyến BART | | <input type="radio"/> Nhấn mạnh kết nối dành cho người đi bộ dọc theo 9th Street |
| 2. | <input type="radio"/> Bao gồm hoàn toàn khoảng sân bị lún để xây một plaza lớn hơn, sử dụng kính lát ngoài để lấy ánh sáng tự nhiên vào bên trong trạm | | <input type="radio"/> Giữ cho một phần khoảng sân bị lún được mở để thêm lối vào từ plaza đến phòng đợi Trạm BART và lấy ánh sáng bên dưới |
| 3. | <input type="radio"/> Quầy hàng hoặc chỗ ngồi uống cà phê ở đường 9th & Oak hướng về phía plaza | | <input type="radio"/> Quầy hàng hoặc chỗ ngồi uống cà phê theo hướng đường 9th & Oak về phía đường đi |
| 4. | <input type="radio"/> Cấu trúc mái che nhỏ hơn | | <input type="radio"/> Cấu trúc mái che lớn hơn |
| 5. | <input type="radio"/> Chỗ ngồi với các khu vực trồng cây thấp lớn hơn tạo ra các không gian tụ họp nhỏ hơn bên trong plaza | | <input type="radio"/> Chỗ ngồi với các bồn cây được tích hợp nhỏ hơn đặt khắp nơi trong một plaza không gian mở rộng hơn |

6. Tóm lại, quý vị thích lựa chọn nào hơn (chọn một)?

- Khái niệm 1 Khái niệm 2 Không có ý kiến

7. Các tính năng plaza nào sau đây là quan trọng nhất với quý vị?

Trên thang đo từ 1 - 5 với 1 là "không quan trọng" và 5 là "cực kỳ quan trọng", vui lòng xếp loại mỗi mức độ quan trọng ra sao đối với quý vị:

	1 (không quan trọng)	2	3	4	5 (cực kỳ quan trọng)
Các khu vực plaza không gian mở rộng	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Nơi ngồi / hội họp / gặp gỡ	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Tầng Mái Che	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Các không gian dành cho bán lẻ, cà phê hoặc quầy hàng	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Chỉnh trang cảnh quan đường phố – lề đường rộng hơn, ánh sáng, cây xanh, hướng dẫn đường đi	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Cảnh quan xanh (trồng cây xanh)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Trạm Xe Đạp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Các Chỗ Để Xe Đạp	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. Vui lòng chia sẻ ý kiến hoặc đề nghị khác dành cho dự án này:

9. Lake Merritt Plaza là địa điểm thay thế được ưu tiên của BART cho Cơ Sở Điều Hành Vận Chuyển. Dự án này có thể có những tác động nào đối với quý vị không? Quý vị có mối quan ngại nào dành cho địa điểm này không?

10. Quý vị có muốn nhận các email cập nhật về dự án này không?

Có - Email: _____ Không

XIN QUÝ VỊ CHO CHÚNG TÔI BIẾT VỀ BẢN THÂN QUÝ VỊ

(các câu trả lời của quý vị giúp đánh giá chúng tôi đang tiếp cận ở mức nào đối với các cộng đồng mà chúng tôi phục vụ)

11. Quý vị có sinh sống hoặc làm việc gần Trạm BART Lake Merritt không?

Có, tôi sinh sống gần Trạm BART Lake Merritt Không

Có, tôi làm việc gần Trạm BART Lake Merritt

12. Quý vị sử dụng Trạm BART Lake Merritt thường xuyên như thế nào?

6 đến 7 ngày một tuần 2 đến 3 ngày một tuần Vài ngày một tháng Một lần một năm hoặc ít hơn

4 đến 5 ngày một tuần Một lần một tuần Vài ngày một năm

13. Giới tính của quý vị?

Nam Nữ Giới tính khác: _____

14. Tuổi tác của quý vị?

17 hoặc trẻ hơn 25 đến 34 tuổi 45 đến 54 tuổi 65 tuổi trở lên

18 đến 24 tuổi 35 đến 44 tuổi 55 đến 64 tuổi

15. Có phải quý vị là người gốc Tây Ban Nha, Bồ Đào Nha hoặc Latinh?

Không Có

16. Chủng tộc hoặc sắc tộc của quý vị? Chọn tất cả các phần phù hợp (Phân loại dựa trên Điều Tra Dân Số Hoa Kỳ.)

Da Trắng Da Đen/Người Mỹ gốc Phi Khác (ghi cụ thể): _____

Người Á Châu hoặc người Á Châu Thái Bình Dương Người Dân Châu Mỹ hoặc Thổ Dân Alaska

17. Quý vị có sử dụng ngôn ngữ nào khác ở nhà ngoài tiếng Anh không?

Không Có - Ngôn ngữ: _____

18. Nếu quý vị trả lời "Có" cho câu hỏi 17, quý vị nói tiếng Anh như thế nào?

Rất Tốt Tốt Không tốt Hầu như không nói được

19. Lợi tức trước thuế hàng năm của gia đình quý vị?

Dưới \$25,000 \$35,000 - \$39,999 \$50,000 - \$59,999 \$75,000 - \$99,999

\$25,000 - \$34,999 \$40,000 - \$49,999 \$60,000 - \$74,999 \$100,000 trở lên

20. Tính cả bản thân quý vị, có bao nhiêu người sống trong gia đình quý vị?

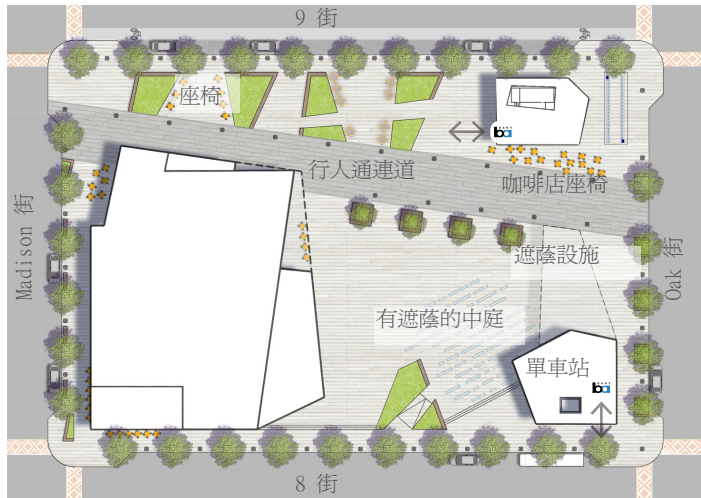
1 2 3 4 5 6 hoặc hơn

21. Quý vị có điện thoại thông minh không?

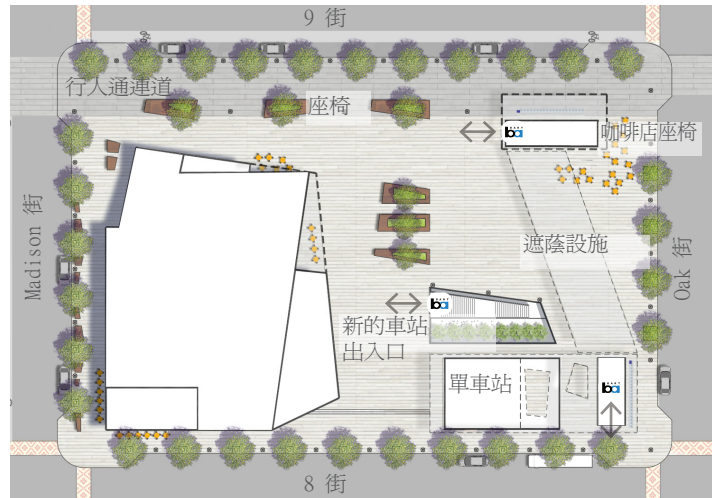
Không Có

請讓我們知道您的想法！

舊金山灣區捷運 (BART) 正開始規劃一項新的交通營運設施 (Transit Operations Facility, TOF) 和重新設計美麗湖廣場 (Lake Merritt Plaza)，以期能支援 BART 在營運上的改進和擴展，並且打造一個加強型多模式聯運樞紐和交通運輸廣場。我們想知道您對以下問題的看法，以確保廣場能為鄰里提供更好服務。



概念 1



概念 2

請比較兩個概念，告訴我們您比較喜歡哪一個 (每一行勾選一個答案)：

概念 1

概念 2

- | | | |
|---|---|---|
| 1. <input type="radio"/> 強調穿越交通運輸廣場的對角線行人通連道，與 BART 軌道互相輝映 | 或 | <input type="radio"/> 強調 9 街沿路的行人通連道 |
| 2. <input type="radio"/> 完全覆蓋下凹式中庭廣場，以打造更大的廣場空間，並使用玻璃鋪設地面，讓自然光能照進車站 | 或 | <input type="radio"/> 保持一部分的下凹式中庭廣場開放，增加從廣場至 BART 車站大廳的出入口，並且讓光線能向下照射 |
| 3. <input type="radio"/> 販賣機或咖啡店座椅設在 9 街夾 Oak 街處，面向廣場 | 或 | <input type="radio"/> 販賣機或咖啡店座位設在 9 街夾 Oak 街處，面向廣場 |
| 4. <input type="radio"/> 較小的遮蔭設施 | 或 | <input type="radio"/> 較大的遮蔭設施 |
| 5. <input type="radio"/> 座椅擁有面積較大的低密度植栽區，框架出廣場內多個較小的聚集空間 | 或 | <input type="radio"/> 座椅擁有面積較小的密集式植栽區，分布於較開闊的廣場空間 |

6. 總體上，您比較喜歡哪一個計劃選項 (勾選一項)？

- 概念 1 概念 2 沒有偏好

7. 下列哪些廣場特色對您最重要？

若以 1 - 5 來代表評分標準，1 代表「不重要」，5 代表「極重要」；請就下列每個項目對您有多重要進行評分：

	1 (不重要)	2	3	4	5 (極重要)
廣大的開放式廣場空間	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
坐下 / 聚集 / 會面的地方	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
遮篷	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
零售、咖啡或販賣機空間	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
更好的街景 - 更寬的人行道、照明、樹木、路標	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
綠色造景 (花壇、樹木)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
單車站	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
單車寄放櫃	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

8. 請分享您對於本項目的其他任何構想或建議：

9. 美麗湖廣場是 BART 較中意的交通營運設施備選場址。本項目可能對您造成哪些影響？您對此場址有什麼顧慮（若有）？

10. 您是否想透過電子郵件收到有關本項目的最新資訊？

是 - 電子郵件地址：_____ 否

請告訴我們一些有關您的資訊

(您的答案有助於我們評估本公司社區服務的成效。)

11. 您的住家或工作地點與 Lake Merritt BART 捷運站的距離是否在步行範圍內？

是，我的住家與 Lake Merritt BART 捷運站的距離在步行範圍內 否

是，我的工作地點與 Lake Merritt BART 捷運站的距離在步行範圍內

12. 您多常去 Lake Merritt BART 捷運站乘車？

一週 6 至 7 天 一週 2 至 3 天 每個月幾天 一年一次或更少

一週 4 至 5 天 一週一次 一年幾天

13. 您的性別？

男 女 其他性別：_____

14. 您今年幾歲？

17 歲或以下 25 - 34 歲 45 - 54 歲 65 歲和以上

18 - 24 歲 35 - 44 歲 55 - 64 歲

15. 您是否為拉美裔或西語裔？

否 是

16. 您的族裔為何？可複選。(根據美國人口普查分類。)

白人 黑人/非裔美國人 其他 (請註明)：_____

亞裔或太平洋島國人士 美洲印第安人或阿拉斯加原住民

17. 您在家是否說英語以外的語言？

否 是 - 所說語言：_____

18. 如果 17 題回答「是」，您的英文程度有多好？

很好 好 不好 完全不會

19. 您的稅前家庭年收入總共多少？

\$25,000 以下 \$35,000 - \$39,999 \$50,000 - \$59,999 \$75,000 - \$99,999

\$25,000 - \$34,999 \$40,000 - \$49,999 \$60,000 - \$74,999 \$100,000 和以上

20. 包括您在內，您家裡共住多少人？

1 2 3 4 5 6 人或更多

21. 您有智慧型手機嗎？

否 是