

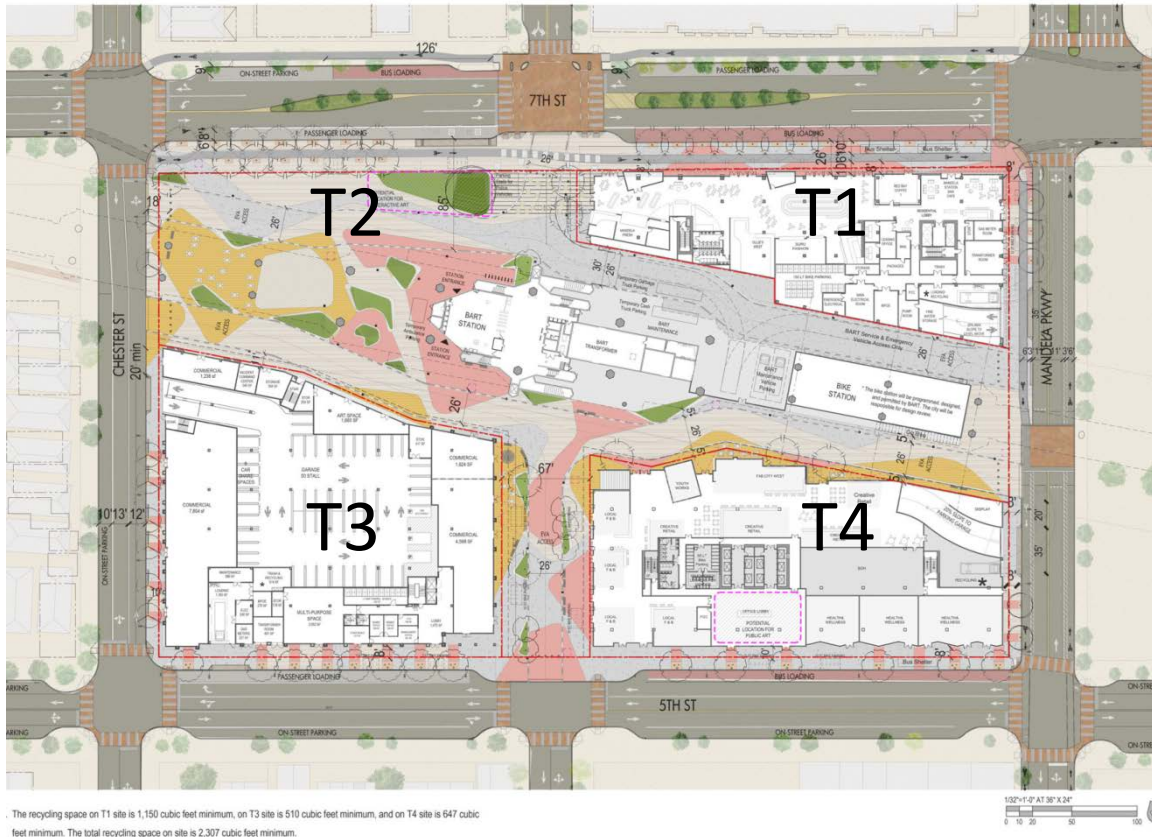


West Oakland Transit-Oriented Development

June 11, 2010, Board Meeting



Site Plan (5.58 acres)



| Parcel | Use | Size |
|-----------|-------------------------------------|---------------------|
| T1 | Residential, high-rise, market rate | 522 units |
| T2 | Plaza | |
| T3 | Residential, affordable | 240 units |
| T4 | Commercial office | 300,000 square feet |
| T1/T3 /T4 | Retail | 52,625 square feet |

Development Approach

- Deal Structure
 - Three different Ground Leases
 - Mandela Station Partners, LLC: master developer single purpose entity
 - CHEC may stay on as a limited equity partner (T1 & T4 lease)
- Limited Parking (consistent w/ aspirational Urban station type)
- City required access improvements
 - Raised, protected cycle tracks at 7th St and Mandela Pkwy
 - Upgraded crosswalks and widened sidewalks; new signal light (7th & Chester)
- City of Oakland Conditions of Approval
 - Developer receives Certificate of Occupancy for T1 (high rise market residential) after construction completed on T3 (affordable residential)
 - High quality and activated public open spaces
 - 1/3 of all affordable units below 30% Area Median Income (AMI)

West Oakland TOD Ridership Projection

- Housing, retail & office capture rates exceed ridership lost from parking
- 1,801 new BART trips per day from the TOD
- Some existing ridership will be lost from reduced BART parking, but most recent analysis suggests 55% of displaced parkers will continue to take BART
- A previous 2017 methodology suggested an even higher 77% retention rate

| | Project Program | Total Daily Trips | Trip Split | Segregated Trips | BART Capture | # of BART Trips |
|---|-----------------|-------------------|------------|------------------|--------------|-----------------|
| High-Rise Residential Market-Rate (units) | 522 | 2,323 | | | | |
| Residential work trips | | | 25% | 581 | 49% | 285 |
| Residential non-work | | | 75% | 1,742 | 9% | 149 |
| Mid-Rise Residential Affordable (units) | 240 | 1,306 | | | | |
| Residential work trips | | | 25% | 326 | 15% | 49 |
| Residential non-work | | | 75% | 979 | 9% | 84 |
| Retail (GKSF) | 53 | 3,628 | | 3,628 | 12% | 425 |
| Office (GKSF) | 300 | 2,910 | | 2,910 | 28% | 810 |
| Total New BART Trips | | 10,167 | | 10,167 | 18% | 1,801 |

| | |
|--|------|
| Estimated trips from existing 407 parking spaces (1.4 per space vehicle turnover rate) | 1254 |
| Estimated trips lost from loss of parking (45%) | 564 |
| Estimated trips retained assuming 55%* retention of former parkers | 690 |

Net gain of daily trips from Development assuming 55% rider retention of former parkers

1237

West Oakland Specific Plan EIR

West Oakland Specific Plan EIR Approval by City

- West Oakland Specific Plan and EIR, approved 7/15/14
- West Oakland TOD project specific EIR Addendum, approved 2/6/19 (no substantial increase in severity of impacts noted)

BART Approval of City of Oakland CEQA Findings Required

- City of Oakland is “Lead Agency” for CEQA
- BART is “Responsible Agency” for CEQA
- Staff recommends Board approval of the West Oakland Specific Plan EIR as Amended for the West Oakland TOD

West Oakland Specific Plan EIR

West Oakland Specific Plan FEIR, approval by City 7/15/14

Summary of Project Impacts

- Significant and Unavoidable
 - Traffic at certain intersections
 - Air/Odor

Project Specific EIR Addendum #1, approved by City 2/6/19

- The Environmental Checklist concludes:
 - “project changes would not result in new significant environmental effect or a substantial increase in the severity of impacts identified in the WOSP EIR.”
 - “no new significant environmental effect or a substantial increase in the severity of impacts identified in the WOSP EIR due to changes in circumstances” or “due to new information.”

Development Team Proposed Assignment

- China Harbour Engineering Company, Ltd – current ENA holder
- Mandela Station Partners, LLC – single purpose entity & proposed assignee

Proposed Managing Members

- MacFarlane Partners, LLC – Proposed Master Development/Managing Member
- SUDA, LLC – proposed Master Developer/ Managing Member
- CHEC may stay on as an investor for one or more of the projects

Proposed Board Actions

- 1) Adopt City CEQA findings
- 2) Approve Assignment of Exclusive Negotiating Agreement
- 3) Approve TOD Project
- 4) Authorize Agreements/Documents needed to effectuate above motion

Proposed Motion

The BART Board:

- 1 After review and consideration of the environmental effects of the West Oakland BART Transit-Oriented Development Project as shown in the West Oakland Specific Plan Final Environmental Impact Report (WOSP EIR) and Addendum #1 adopted by the City of Oakland, the lead agency, on February 6, 2019, adopts the City's CEQA WOSP Findings and Statement of Overriding Considerations that apply to this project, and City's CEQA Findings in Addendum #1 (set forth above) and Standard Conditions of Approval Mitigation Monitoring and Reporting Program set forth in Addendum #1.
2. Approves China Harbour Engineering Company, Ltd.'s assignment of their Exclusive Negotiating Agreement with BART to Mandela Station Partners, LLC.
3. Approves the West Oakland Transit-Oriented Development (TOD) Project.
4. Authorizes the General Manager or his designee to execute any and all agreements and other documents in order to effectuate the preceding motion.