

WEST OAKLAND

PLANNING *7th Street Streetscape Planning Study:* The City of Oakland, in cooperation with BART and other project partners, received a Caltrans Environmental Justice Grant in 2002/2003 to develop a streetscape plan for 7th Street, adjacent to the West Oakland BART station. The key goals of the plan are to develop a pedestrian-friendly environment and revitalize the retail district. Recommendations have been developed with input from the West Oakland BART station community and the project was completed in summer 2004. The City of Oakland has been applying for funding to implement the recommendations.

West Oakland Transit Village: A memorandum of understanding was executed among BART, the Oakland Housing Authority (OHA) and City of Oakland Community and Economic Development Agency (CEDA) to advance transit-oriented development and neighborhood revitalization goals for West Oakland. The Tri-Agency Team commissioned Michael Willis Architects to develop an action plan to guide both public and private development in phases that build upon one another. The *West Oakland Transit Village Action Plan* calls for replacing existing surface parking lots, some industrial land uses and other underutilized lots with higher density mixed-use residential, office and retail uses which are critically needed for revitalization and desired by resident stakeholders. Major proposed developments on the primary opportunity sites include 500+ residential units and 8,000 to 12,000+ square feet of retail development with parking.

DEVELOPMENT In 2005, OHA's Mandela Gateway project was completed with 143 apartments and 19 single family units. In keeping with the established community vision, in August 2003, the BART Board authorized a developer solicitation to both identify a project for BART's property and to increase commuter parking at or near the station. BART worked with the City of Oakland to prepare a developer solicitation. The solicitation was released and posted on BART's website on August 5, 2004 and a pre-submittal meeting was conducted on the 19th of August. Two development proposals were received in October 2004. In 2005, the BART Board authorized execution of negotiating agreements with each developer that had submitted a proposal.

ACCESS IMPROVEMENTS In March 2005, the BART Board approved the institution of parking fees at stations which had sold 15% of the parking spaces at the stations for reserved parking, or where the local jurisdiction had requested the a daily parking fee be established. The daily parking fees are or will be at ten East Bay stations, including the West Oakland station. The initial starting daily parking fee at the station will be \$5 per day, due to the high demand for parking at the station, and the fact that private parking operators adjacent to the station charge a similar amount for parking. Monthly and single-day reserved permits can also be used at the station.

The District is installing accessible fare gates to accommodate the access needs of customers in wheelchairs, bicyclists, and others with luggage.

REINVESTMENT This station had new energy efficient lighting fixtures and lamps installed throughout the station parking lot and had the station canopy re-roofed in 2003. This station has had upgraded replacement, ADA-compliant platform edge tiles installed. This station had energy efficient lighting fixtures and lamps installed within the station in 2004.