

COLISEUM

PLANNING *Coliseum Transit Village:* The City of Oakland Community and Economic Development Agency (CEDA), the Housing Authority of the City of Oakland (OHA) and BART completed the transit village Concept Plan at the Coliseum BART station. The Concept Plan includes converting the BART parking lot, OHA's *Coliseum Gardens* housing complex and 18 acres of industrial land adjacent to the Coliseum parking area into a vital mixed-use center that helps revitalize the entire community. The development calls for 600+ new residential units, one million square feet of commercial/entertainment space, and supporting retail and community services.

BART to Bay Trail Project: Alameda County completed the “BART to Bay Trail” plan in 2003. The plan is the first step towards providing a pedestrian/bike trail to the San Francisco Bay trail from the Coliseum BART Station.

DEVELOPMENT The City of Oakland and BART received a \$350,000 grant from the California Pollution Control Finance Authority (CPCFA) to conduct a Financial Feasibility Study of the proposed development on the other two components of the concept plan (market rate housing and commercial development).

In 2003, the Board authorized staff to execute a Memorandum of Understanding with the City of Oakland to pursue a financial feasibility assessment of the proposed concept plan. The MOU will be used to direct BART's on-call joint development consultant in the next phase. An Oakland Economic Development Corporation (OEDC) has also been formed to pursue development rights at and around the BART station. In 2004, the BART Board authorized execution of an Exclusive Negotiating Agreement with OEDC for development on BART property. In 2005, the City of Oakland authorized a similar negotiating agreement with OEDC for property the City controls on the west side of San Leandro Street. Both negotiating agreements have been executed with the same schedule of activity for OEDC.

OHA is currently constructing the \$34 million affordable housing component of the transit village.

ACCESS IMPROVEMENTS *Capital Corridor Station:* A Capital Corridor Station, located to the west of the Coliseum BART station, was completed in 2005 and provides additional regional transit service.

The City of Oakland has finished the design and will be constructing streetscape improvements on San Leandro Boulevard, adjacent to the station. The improvements will enhance the access to the station by upgrading connections with AirBART, the shuttle to the Oakland International Airport, and AC Transit buses.

BART has also worked with the Port of Oakland to improve service on AirBART. Fare collection is now allowed on board the shuttle. Previously, boarding and long lines were the result of requiring ticket purchases prior to boarding the bus. AirBART also extended its hours, in order to serve employees working early shifts at the airport.

The Oakland International Airport Connector (OAC) project had its FEIR certified by the BART Board in March 2002. The OAC project will provide an elevated people mover connecting the Coliseum BART station to the Oakland International Airport. The three-mile project is designed to improve travel time, reliability and transferring from BART to the Oakland airport, and will include an intermediate stop that could serve transit-oriented developments between the station and the airport.

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 upgraded replacement ADA-compliant platform edge tiles installed in early 2004. This station is also having new energy-efficient lighting fixtures and lamps installed throughout the station itself and throughout the parking lot in 2005.