

CIRCUIT

2022-4853

Design Narrative

The CIRCUIT connects and redevelops Old Oakland with a distinct focus on bringing tourists and entrepreneurs together into Oakland's downtown area. With the 7th Street "Art Corridor", central commercial area, and a new BART station, visitors and investors, who have been attracted to Old Oakland, will bring development and employment opportunities into this area. Combined with climate alleviation, sustainability, and adaptation, the CIRCUIT transforms Old Oakland into a constantly vibrant and diverse community.

Economy and Community

CIRCUIT aims to build a prosperous and inclusive community by creating a startup environment, enhancing travel experience, providing social services, and offering ample affordable housing. Different sized offices across site offer flexible space options for high-tech startups, artist studios, etc. Considering the business climate of Old Oakland and its connection to the Ballpark by the aerial gondola, commercial spaces at the central area, retail space across CIRCUIT, featured restaurants, and hotels can further compliment visitors' travel experience. NPOs, job/art training schools, and other social services can be found in accessible public spaces. The district benefits from non-profits, work opportunities at official and commercial businesses, and adequate affordable housing.

Culture and History

To leverage Oakland's diverse culture and history, CIRCUIT connects the Chinatown and West Oakland cultural districts through the 7th street Art Corridor. This pedestrian-oriented art promenade street will feature mural scenes, art galleries, street arts, and local art schools. CIRCUIT also maintains the historic Victorian buildings at 9th street to preserve the historic heritage of Old Oakland. The immersive experimental art experience at the 7th street art corridor and the historic neighborhoods at 9th street show the varied history and culture of Oakland to visitors and residents.

Connectivity and Mobility

CIRCUIT connects north to south Oakland by proposing a new BART station at 4th Street (Jack London Station) and improving I-880 underpasses. With Jack London station, tourists can move easily between Oakland Waterfront Ballpark and Downtown Oakland, and the rest of Oakland. Transforming the enclosed parking lots under

the highway into pedestrian-friendly open spaces can further link Old London and Jack London. The replacement of I-980 with a boulevard and the westward extension of the art corridor as well as other east to west traffic connections will further reconnect West Oakland and downtown. The mobility of the site is also redefined by multiple traffic modes including walking, bike/car sharing, etc. Thus, CIRCUIT becomes the node of linking various districts of Oakland.

Environment and Resilience

CIRCUIT responded to climate hazards by alleviating and adapting to climate change. Solar panels and other renewable energy systems are installed to help reduce GHG emissions. More open spaces and corridors are deployed to increase green coverage and reconnect fragmented open spaces across Old Oakland and Jack London. To enhance adaptation to climate disasters, resilience hubs at municipal and community facilities, and relief networks comprised of businesses and other private organizations will support and serve communities before, during, and after hazards. In this way, CIRCUIT better prepares the site and city for the future.

Financial Narrative

CIRCUIT is a **5.9M SF** mixed-use development project in Old Oakland, California. To create a comprehensive, environmentally-friendly, multicultural town, Circuit devotes to center on four main buildings (CBD) in Phase I, which projects to 1.66M SF. The **\$3.8B** development project will be built in three phases over a 10-year horizon. In Phase II, Oakland Station, including 260,000 SF, on the side of Central Plaza requires the acquisition of additional land in our area and will be built for \$100M. The project will also include 141,605 SF of public green space, 30 sustainable solar panels, and 3544 SF parking spaces above and below ground .

Because the project uses the land of the Police Department, the Police Administration Facility (**PAF**) has to be relocated. The new PAF is expected to start in 2022 and complete by 2033. The capital stack will be comprised of \$302M in construction loan debt and \$201M in developer equity. The cash generated by the main project can be used to pay back the principal as well as the interest.

PHASE I (2022-2026):

During Phase I, the CBD, consisting of 4 commercial and office mixed-use buildings, will be constructed at the center of the project area to attract people in Oakland. Phase I will be financed by developer equity, Opportunity Fund Zone Equity, Low Income Housing Tax Credit (LIHTC) Equity and construction loan at 60 percent loan-to-cost (LTC), and will cost approximately \$1,290M to build out the housing, retail, hotel and underground parking by 2026.

PHASE II (2027-2029):

The station will be constructed in the south of the project area during Phase II and will be completed by 2029. Phase II capital stack will consist of \$787M in construction to permanent debt at 60% LTC, \$513M in developer equity, and \$12M in LIHTC equity.

PHASE III (2029-2031):

Phase III capital stack will consist of \$806M in construction to permanent debt at 60% LTC, \$520M in developer equity, and \$17M in LIHTC equity. The land acquisition costs in Phase III is \$41M, approximately half of Phase I, which offers less development costs. The residential portion of the development takes the ratio of 50% in the whole section, which promotes a great return at the end of project.

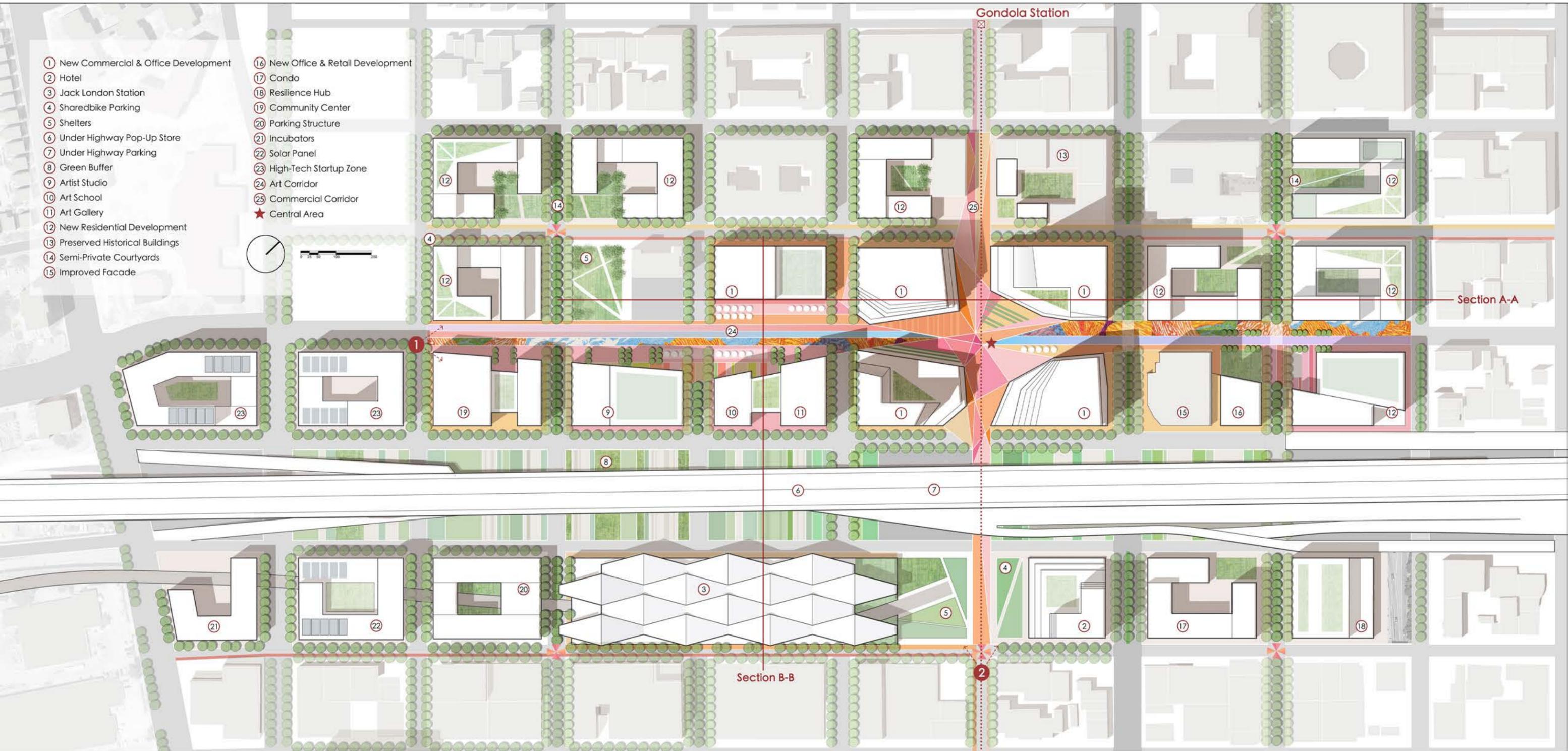
Returns Overview

On a cash flow basis, 25% affordable housing makes the residential rental revenue comparatively low due to the same quality and high demand in the market. However, the commercial, office and retail components will assist in covering the expenses of the residential portion. Overall, the project will increase the site value from \$199M to \$5,552M over a 10-year period, providing an unlevered IRR of 12.13% and a levered IRR of 28.42%.

DEVELOPMENT COSTS	\$3,844,484,038.51
UNLEVERED IRR	12.13%
LEVERED IRR	28.42%

Site Plan

- ① New Commercial & Office Development
- ② Hotel
- ③ Jack London Station
- ④ Sharedbike Parking
- ⑤ Shelters
- ⑥ Under Highway Pop-Up Store
- ⑦ Under Highway Parking
- ⑧ Green Buffer
- ⑨ Artist Studio
- ⑩ Art School
- ⑪ Art Gallery
- ⑫ New Residential Development
- ⑬ Preserved Historical Buildings
- ⑭ Semi-Private Courtyards
- ⑮ Improved Facade
- ⑯ New Office & Retail Development
- ⑰ Condo
- ⑱ Resilience Hub
- ⑲ Community Center
- ⑳ Parking Structure
- ㉑ Incubators
- ㉒ Solar Panel
- ㉓ High-Tech Startup Zone
- ㉔ Art Corridor
- ㉕ Commercial Corridor
- ★ Central Area



Design Analysis & Concept

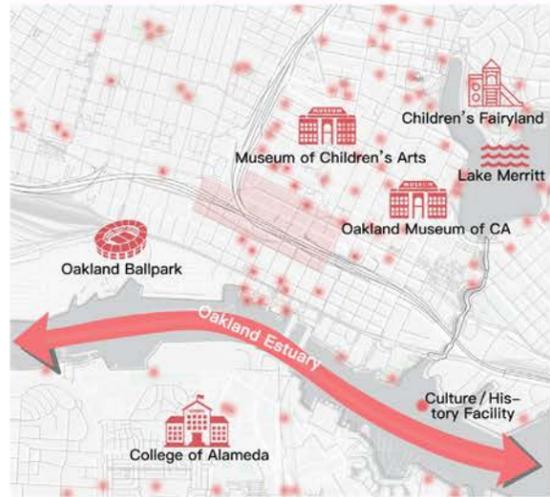
Environment Context



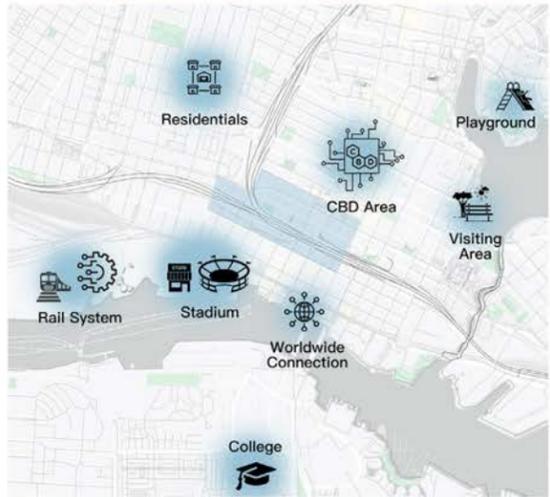
Transportation Context



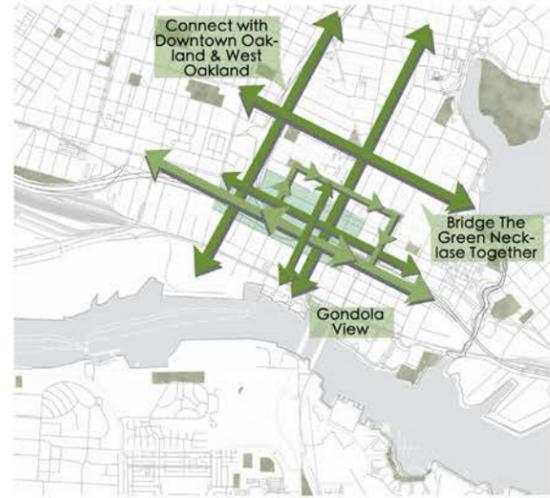
Culture & History Context



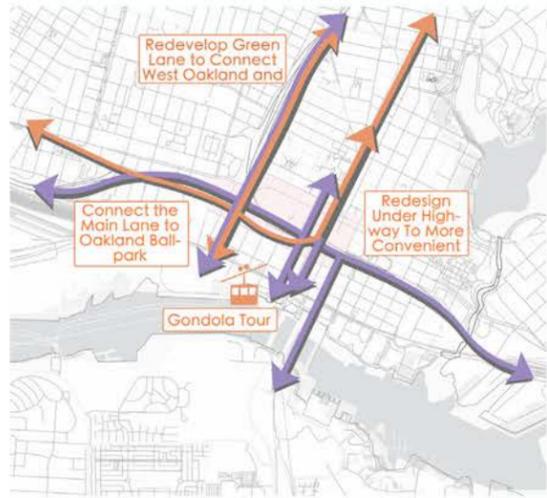
Economic Context



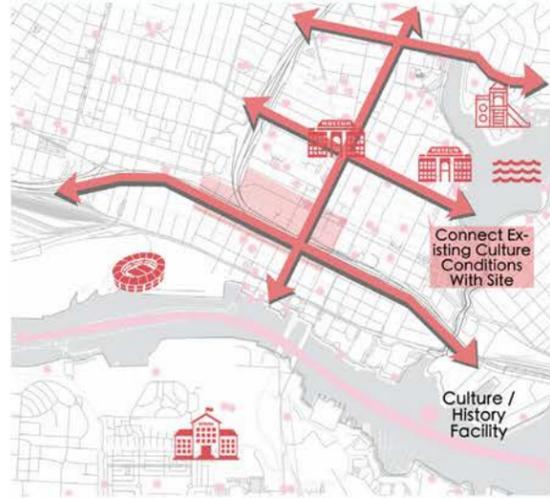
Environment Concept



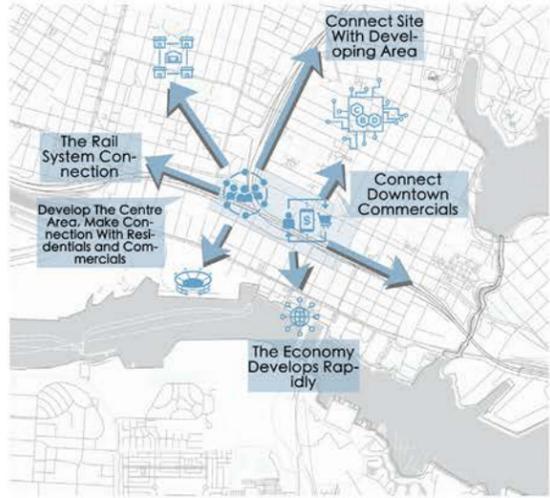
Transportation Concept



Culture & History Concept



Economic Concept

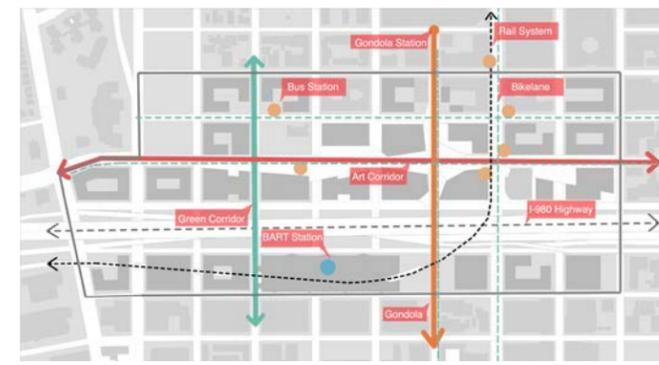


Design Strategy

Environment Strategy



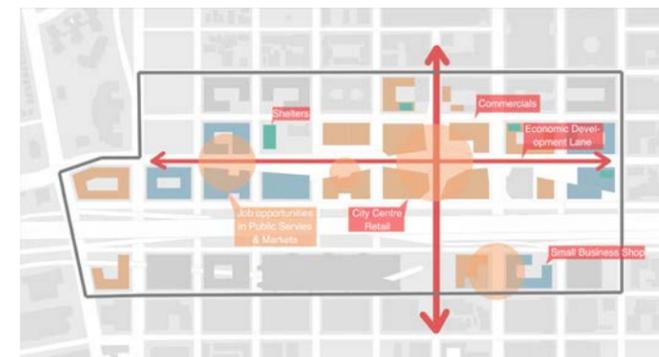
Transportation Concept



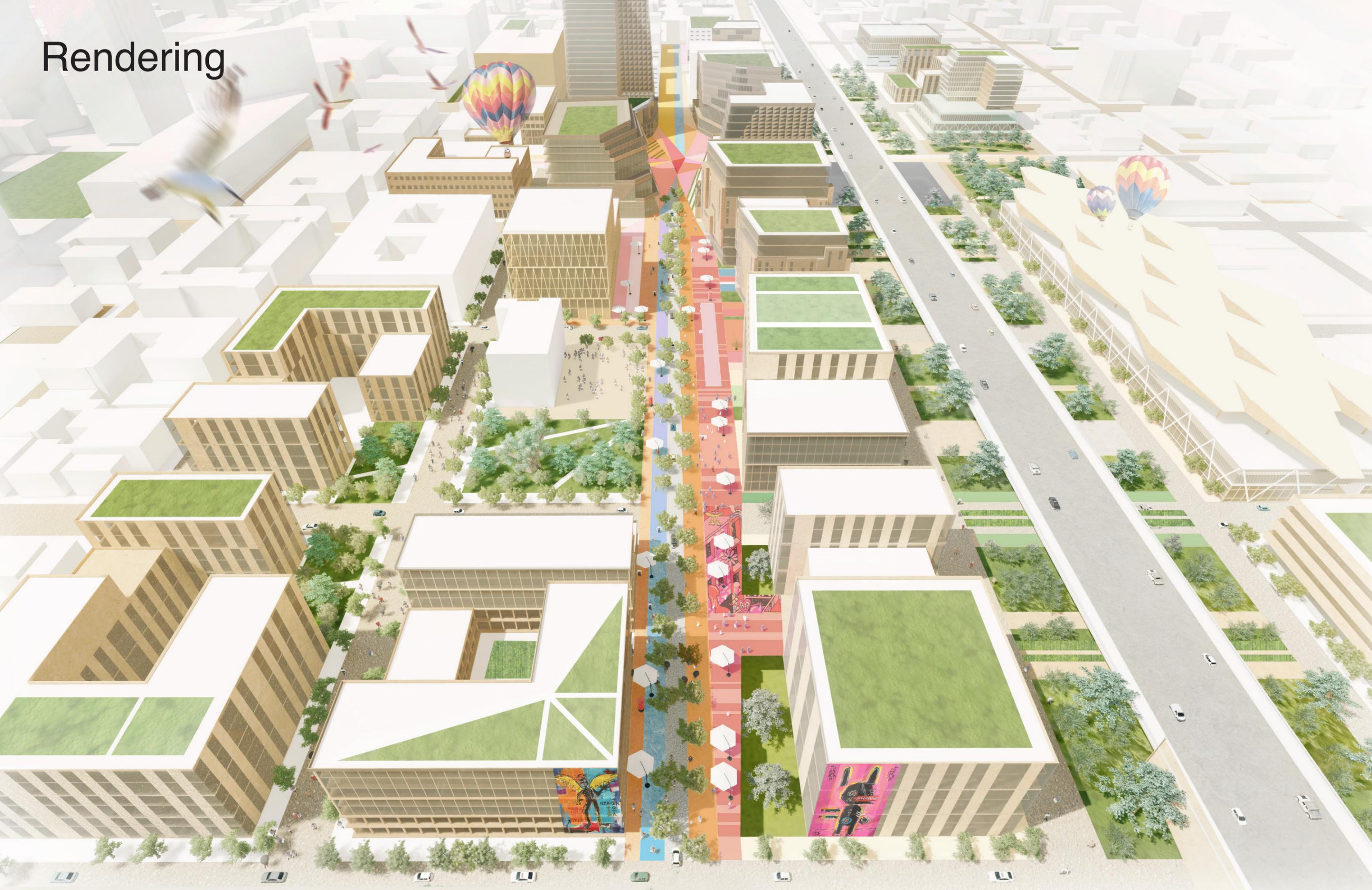
Culture & History Concept



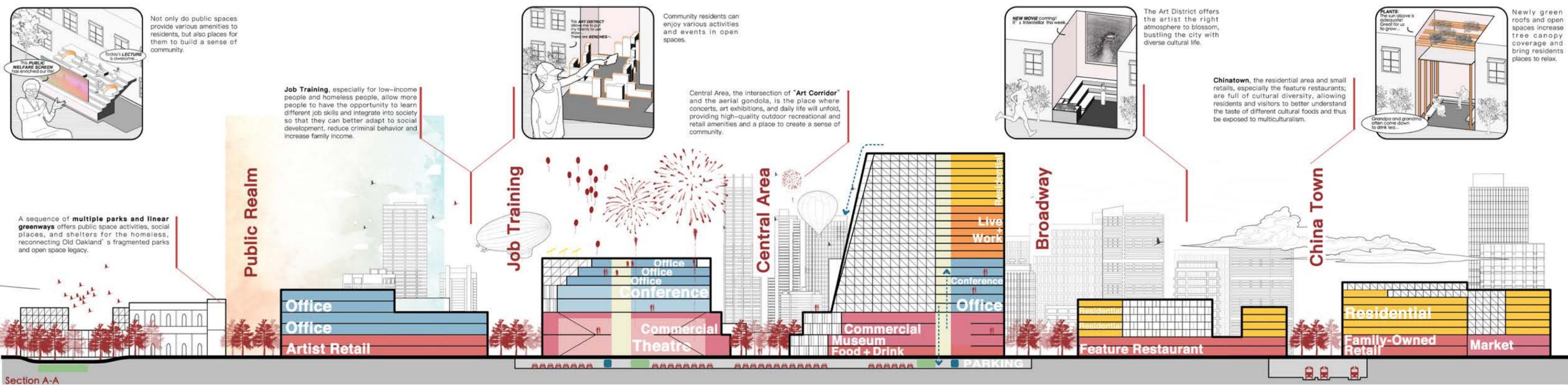
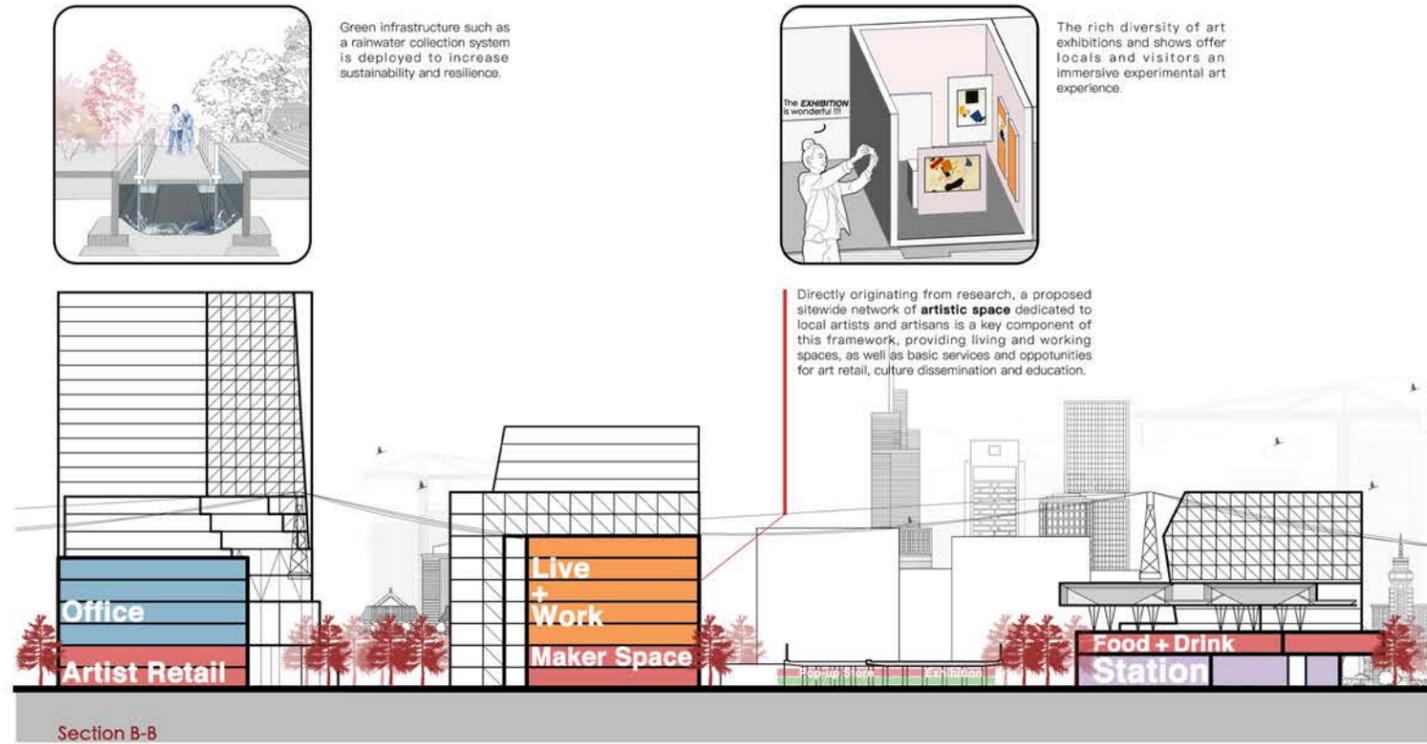
Economic Concept



Rendering



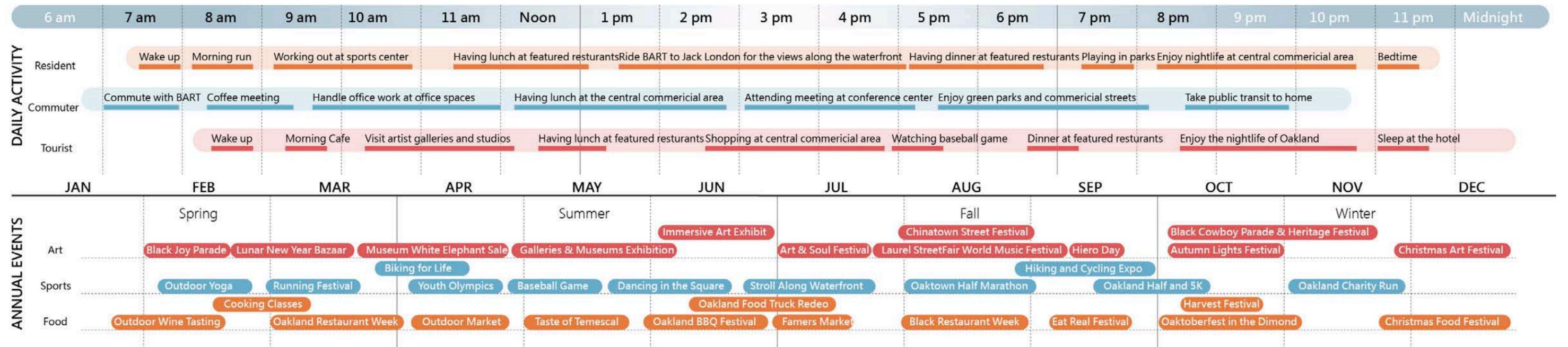
Section



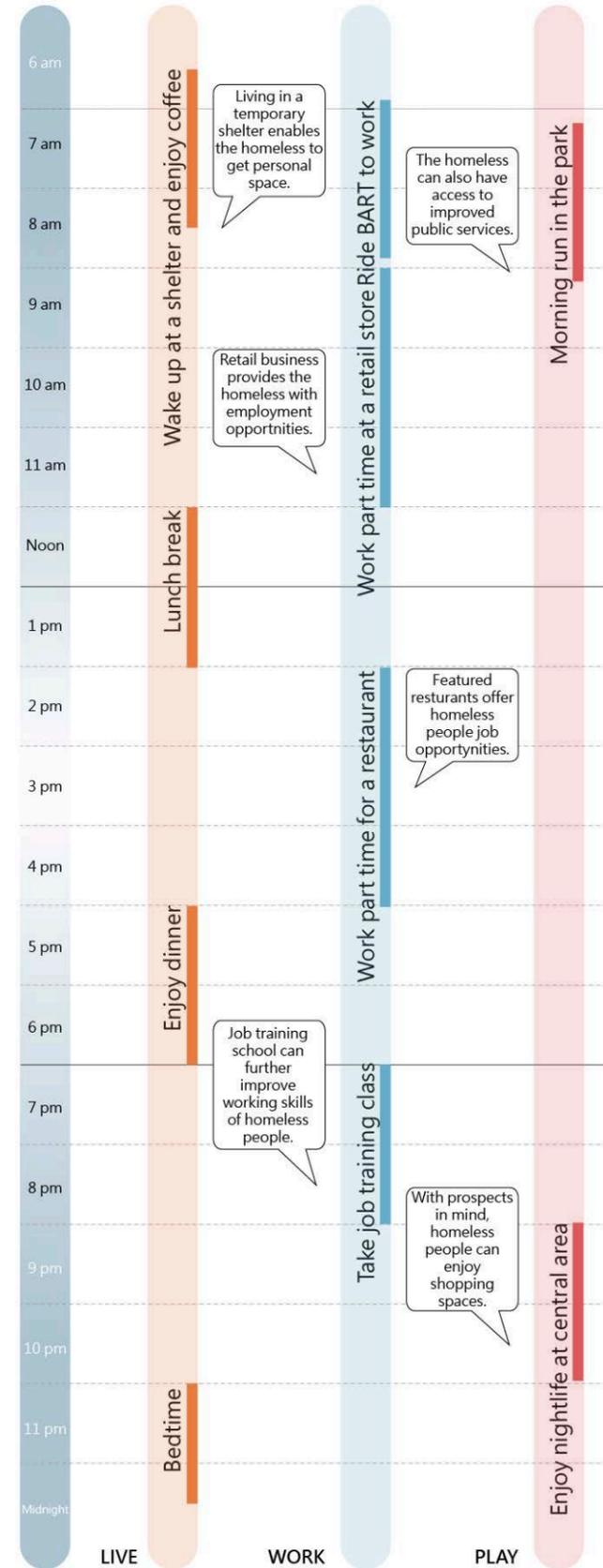
Daily Life Experience



EVENT PROGRAMING



A DAY IN THE LIFE OF THE HOMELESS



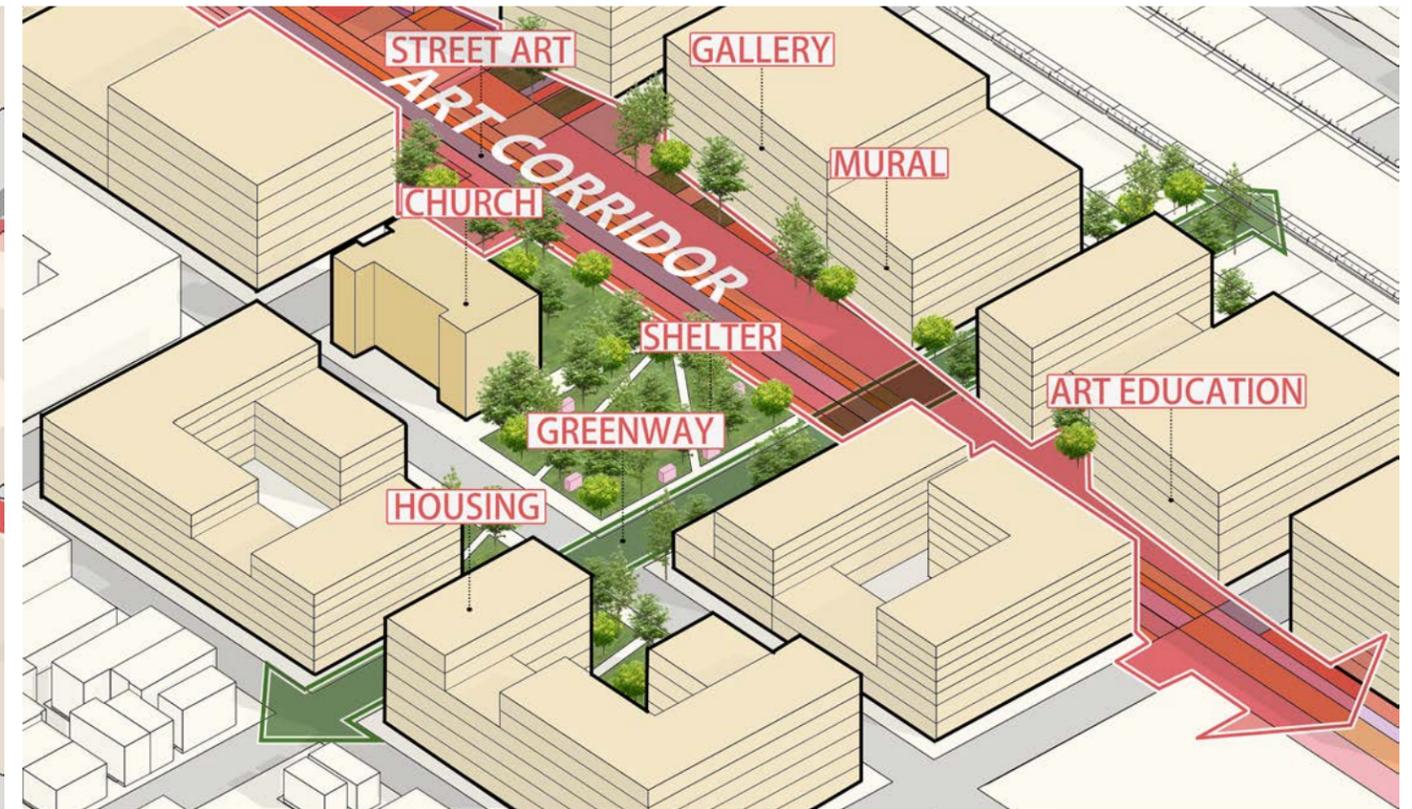
Strategy Diagram

Improving Accessibility



- Adding a new BART station
- Creating green buffer along the highway
- Improving highway undercrossings (lighting, artwork)
- Putting new function near highway underpasses (parking, Pop-up store)

Open Space Network

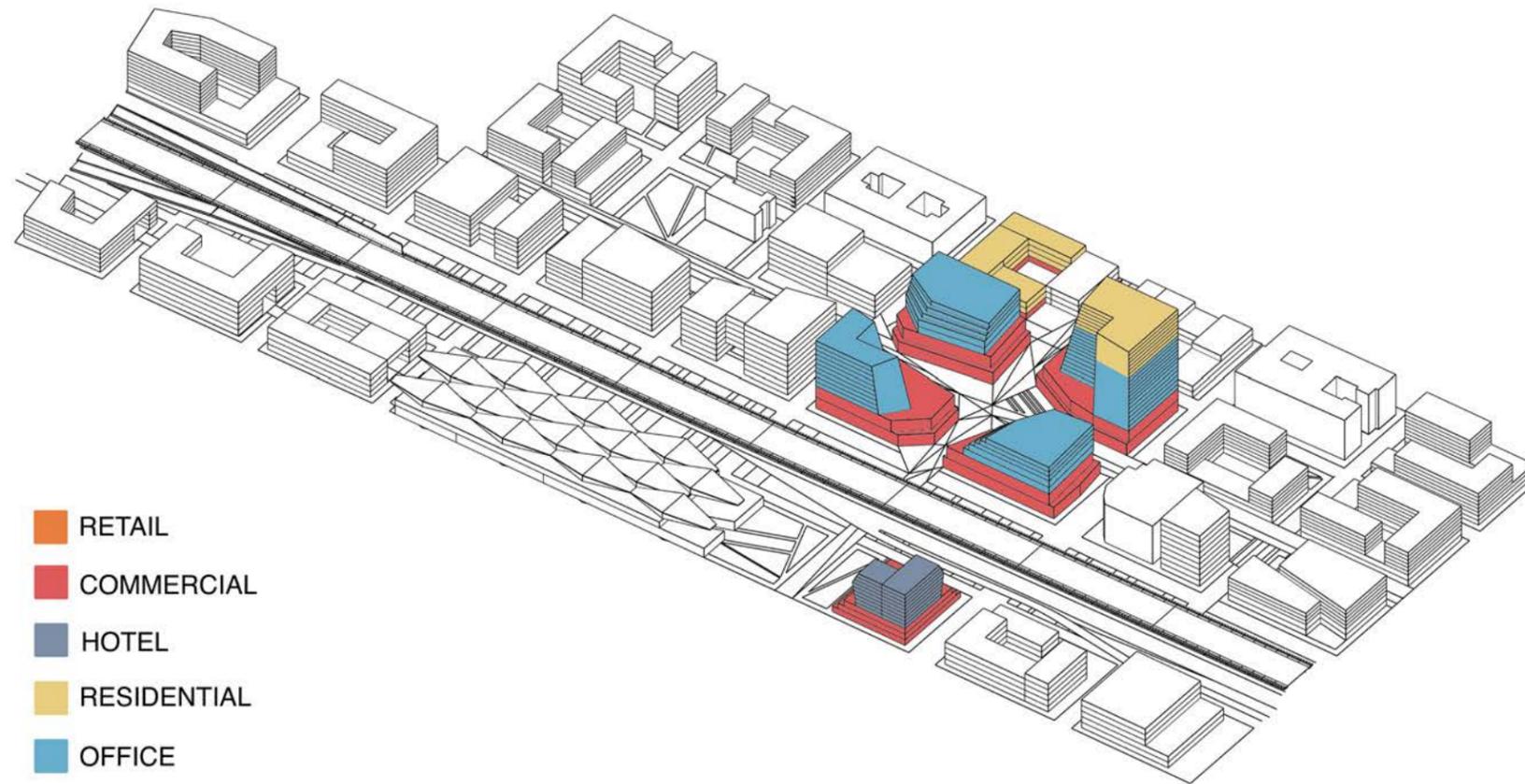
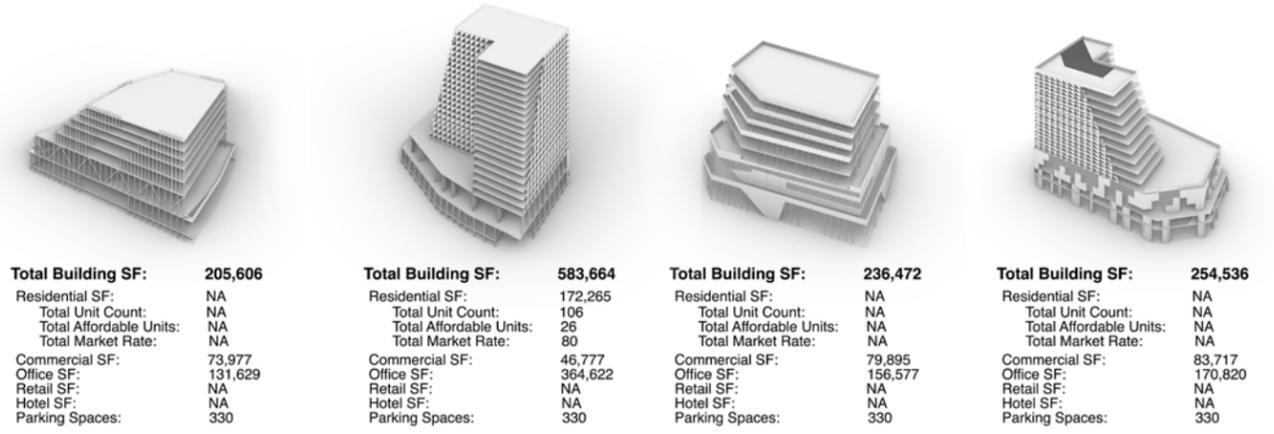
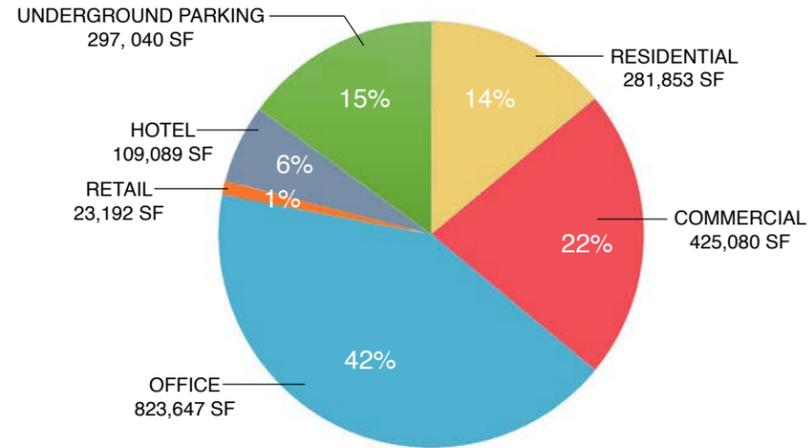


- Consisting of multiple parks, linear greenways, and featured corridors
- Providing immersive art experience by galleries, mural scenes, and art schools
- Offering temporary and movable shelters near green spaces
- Enhancing daily experience by creating semi-private courtyards

Rendering



Phrase I



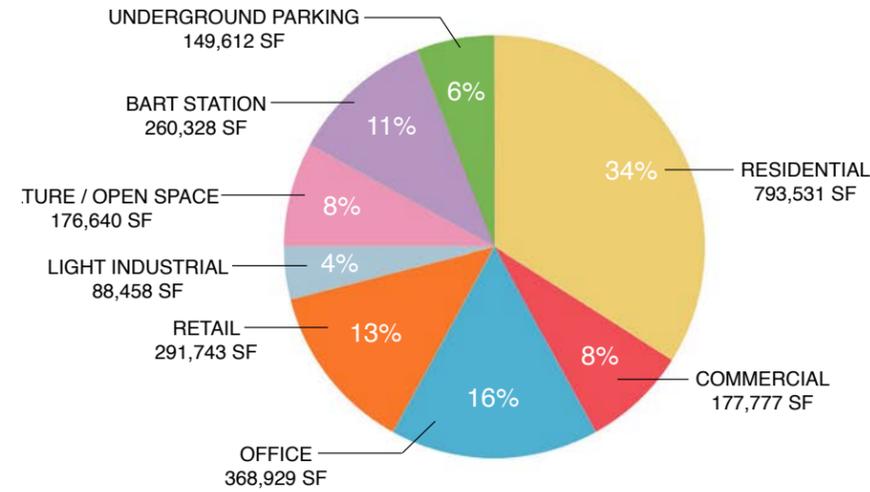
Phase I - Uses

Uses	Amount	%
Land Costs	\$85,700,634	6.64%
Hard Costs	\$711,722,924	55.16%
Soft Costs	\$177,930,731	13.79%
Infrastructure Costs	\$49,521,903	3.84%
Developer Fee	\$30,746,286	2.38%
Origination Fee	\$7,742,034	0.60%
Interest Reserve	\$226,974,471	17.59%
Total Uses	\$1,290,338,982	100%

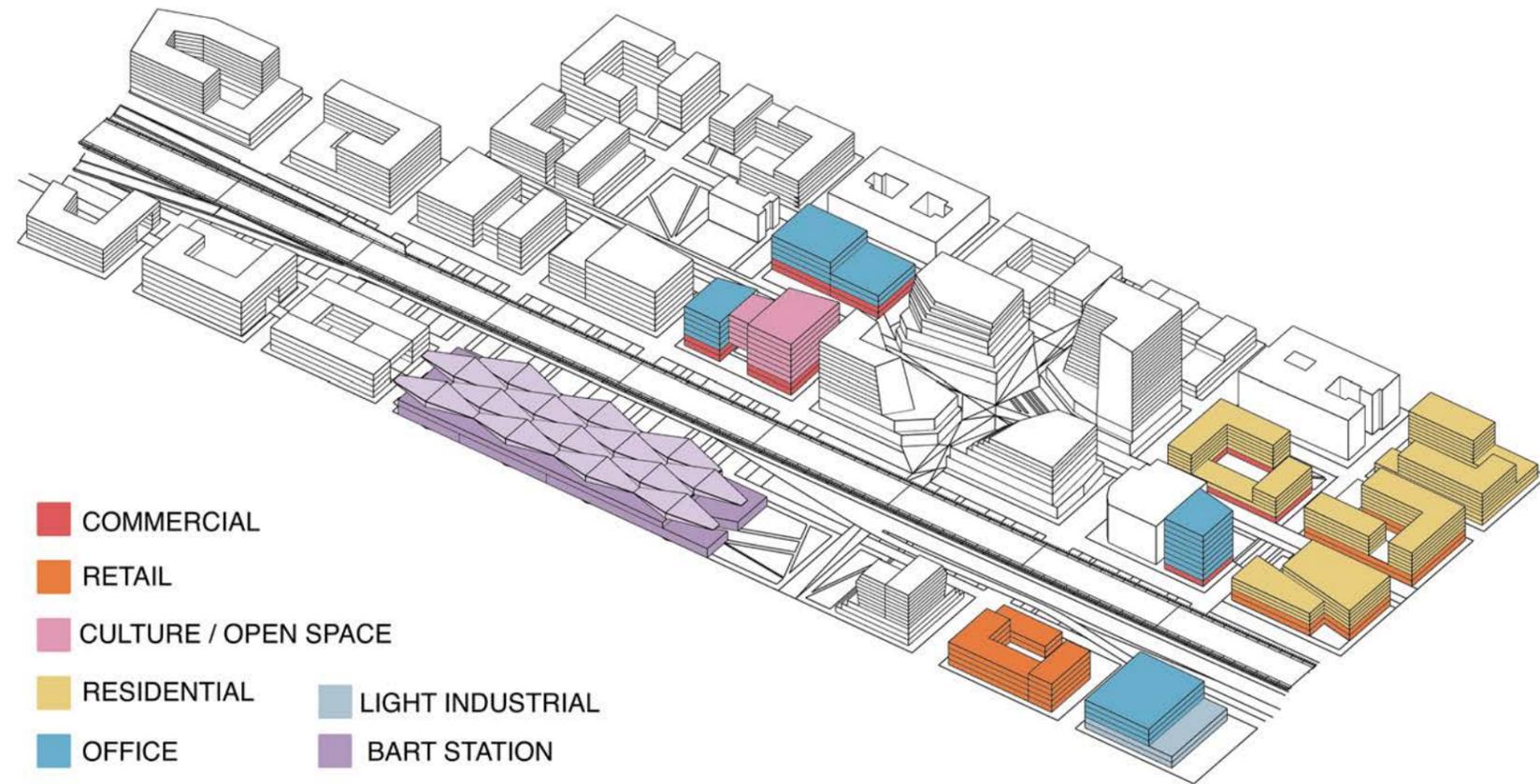
Phase I - Sources

Equity	\$461,263,814	35.75%
Opportunity Zone Equity	\$50,614,899	3.92%
LIHTC Equity	\$4,256,880	0.33%
Construction Loan	\$774,203,389	60.00%
Total Sources	\$1,290,338,982	100.00%

Phrase II



Block	Total Building SF:	Residential SF:	Total Unit Count:	Total Affordable Units:	Total Market Rate:	Commercial SF:	Office SF:	Retail SF:	Industrial SF:	Parking Spaces:
Block 1	193,943	158,302	97	24	73	35,642	NA	NA	NA	NA
Block 2	185,778	NA	NA	NA	NA	NA	97,319	NA	88,459	NA
Block 3	260,328	NA	NA	NA	NA	NA	NA	NA	NA	NA
Block 4	303,993	NA	NA	NA	NA	58,810	68,543	NA	176,640	NA



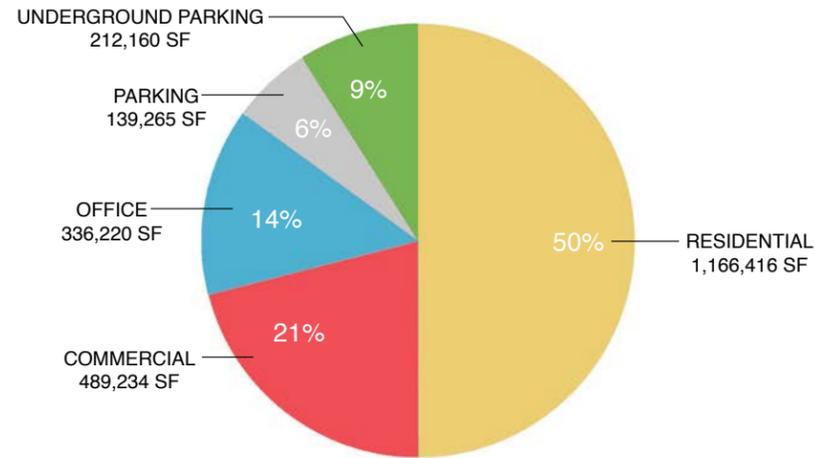
Phase II - Uses

Uses	Amount	%
Land Costs	\$72,713,414	5.54%
Hard Costs	\$736,020,358	56.11%
Soft Costs	\$184,005,089	14.03%
Infrastructure Costs	\$132,195,767	10.08%
Developer Fee	\$33,748,039	2.57%
Origination Fee	\$7,869,917	0.60%
Interest Reserve	\$145,100,284	11.06%
Total Uses	\$1,311,652,868	100%

Phase II - Sources

Equity	\$512,578,963	39.08%
LIHTC Equity	\$12,082,184	0.92%
Construction Loan	\$786,991,721	60.00%
Total Sources	\$1,311,652,868	100.00%

Phrase III



Total Building SF:	242,157
Residential SF:	165,283
Total Unit Count:	101
Total Affordable Units:	25
Total Market Rate:	76
Commercial SF:	76,875
Office SF:	NA
Retail SF:	NA
Hotel SF:	NA
Parking Spaces:	NA



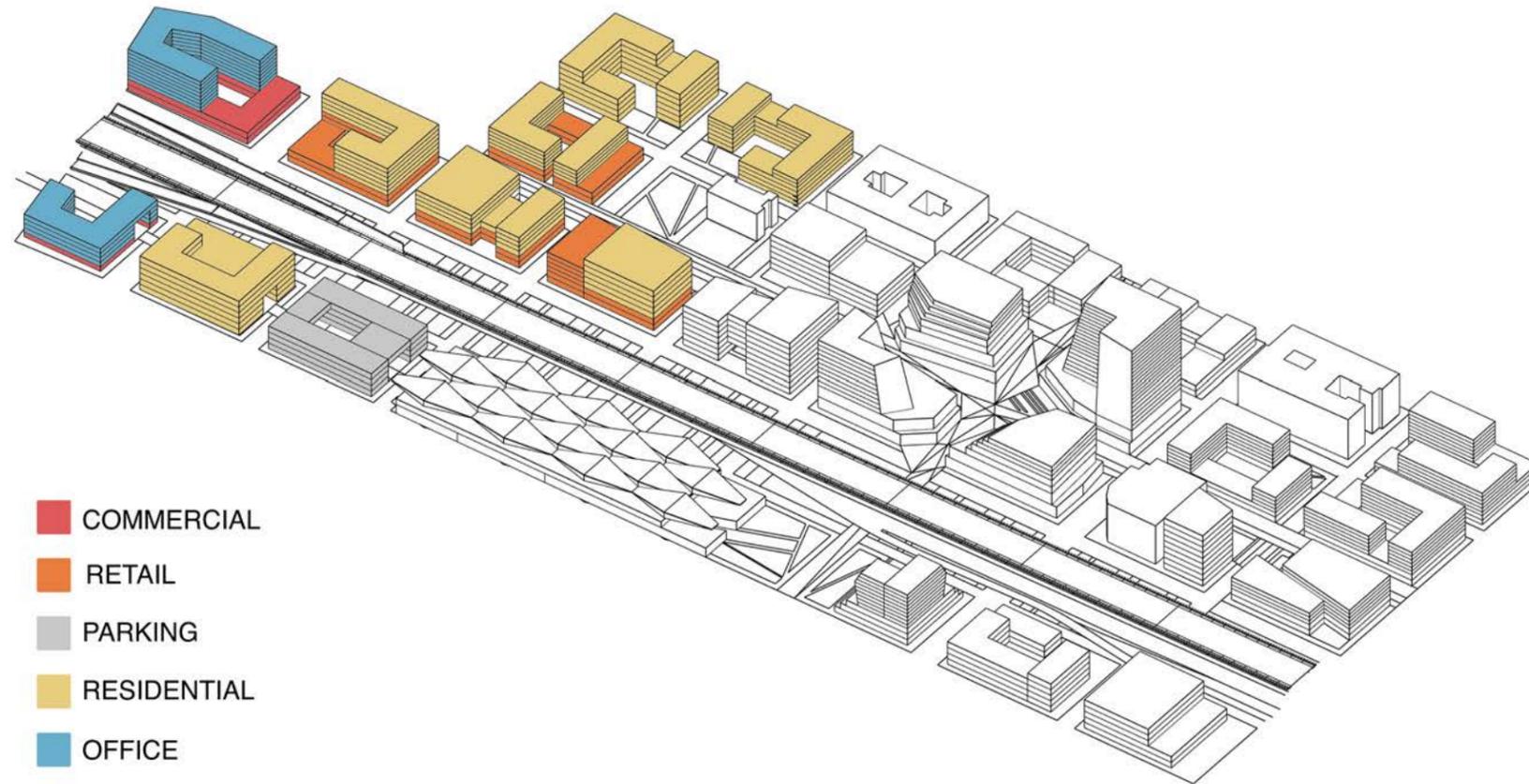
Total Building SF:	188,153
Residential SF:	188,153
Total Unit Count:	115
Total Affordable Units:	28
Total Market Rate:	87
Commercial SF:	NA
Office SF:	NA
Retail SF:	NA
Hotel SF:	NA
Parking Spaces:	NA



Total Building SF:	337,074
Residential SF:	NA
Total Unit Count:	NA
Total Affordable Units:	NA
Total Market Rate:	NA
Commercial SF:	91,283
Office SF:	245,791
Retail SF:	NA
Hotel SF:	NA
Parking Spaces:	NA



Total Building SF:	228,864
Residential SF:	146,203
Total Unit Count:	89
Total Affordable Units:	22
Total Market Rate:	67
Commercial SF:	82,661
Office SF:	NA
Retail SF:	NA
Hotel SF:	NA
Parking Spaces:	NA



- COMMERCIAL
- RETAIL
- PARKING
- RESIDENTIAL
- OFFICE

Phase III - Uses

Uses	Amount	%
Land Costs	\$40,511,882	3.02%
Hard Costs	\$890,676,157	66.30%
Soft Costs	\$222,669,039	16.58%
Infrastructure Costs	\$57,355,833	4.27%
Developer Fee	\$36,336,387	2.70%
Origination Fee	\$8,059,937	0.60%
Interest Reserve	\$87,713,664	6.53%
Total Uses	\$1,343,322,900	100%

Phase III - Sources

Equity	\$519,979,620	38.71%
LIHTC Equity	\$17,349,540	1.29%
Construction Loan	\$805,993,740	60.00%
Total Sources	\$1,343,322,900	100.00%