

Caltrans Freeway

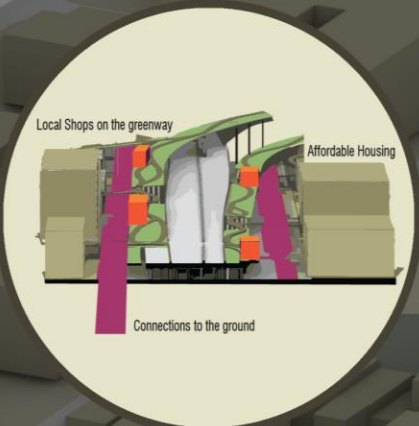
Legend



OG NEW EUI (kWh/sqm)
OG NEW CO2 Emission

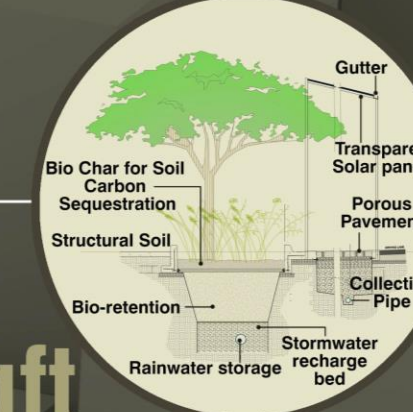


Prevent 'Greenlining'

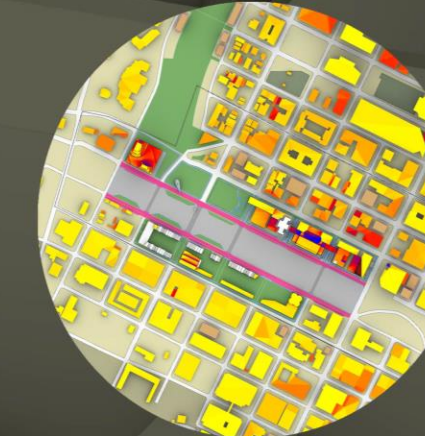


\$10 Million
invested in green infrastructure allowing the project to be sustainable.

Slow Street Section



12.04 Sunlight hours on roof
Hence, Solar power generation feasible



150,000 sqft
Leasable Retail space at 50% AMR to promote local businesses

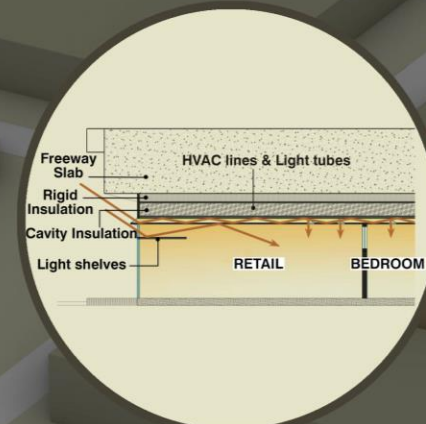
35% Green space



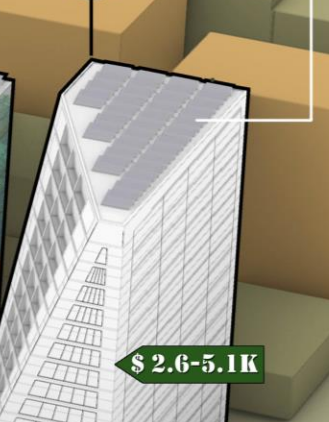
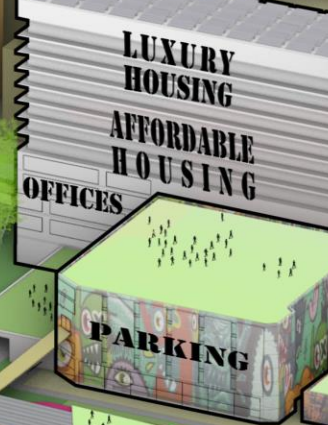
Solar tree on the Freeway



Mercado Daylight Analysis



877 units
of affordable housing



MARINA

TEAM CODE - 5280

Our project is a layered development plan that aspires to create an enabling environment in ten years to ultimately realize a vision set forth today by President Biden’s Infrastructure Bill to ‘**Seize the Freeway**’ as an act of reparation to those displaced, oppressed, harmed, and made victims of injustice.

We begin by acquiring vacant land to the west of Jefferson Park on 6th street to build a mixed-income residential tower with retail and office spaces that enable an early positive cash flow as well as the creation of interim office spaces for the PAF before future relocation. We also begin developing the land under the freeway into a *mercado* through a land lease agreement with CalTrans. This creates early opportunities to house the unsheltered using HUD NOFO subsidies through live-work spaces that in turn vitalize the ground plane, setting the scene for our subsequent phases.

In two years, we will begin building a mixed-use podium on our site envisioned to integrate with the freeway in the future. We juxtapose newly-built mixed-income residential towers, retail, and office spaces between the existing Sheriff’s office and the PAB, which we retrofit to create green affordable housing. We also introduce subsidized institutional spaces within these once authoritative spaces for various local non-profit organizations spearheading community outreach through vocational training and childcare as a statement of empowerment of historically oppressed and disenfranchised communities. Our design incorporates neighborhood-level sustainable technologies to maximize living quality and minimize carbon emissions. We also expanded Jefferson Square Park to create a breathing space that reverses the environmental harm due to the freeway. In doing so, we create a social space that Oakland is in dire need of today.

Eventually, in Phase 3, we strengthen our presence by acquiring property to the south of the freeway from BART to create more mixed-income housing, a hotel, and high-tech light industry, which we believe will engender local jobs and help start a chain reaction to vitalize the Jack London neighborhood. Consecutive to Phase 2 and 3, we acquire development rights on portions of Interstate 980 within our Study area to link the second-floor retail directly to the freeway level through a pedestrian loop without disrupting existing traffic flow.

Here we sow seeds of a public realm to be realized beyond our 10-year development period when I-980 North of our site is replaced by the ‘Freeway Park,’ which we believe will maximize the inherent connective quality of this right of way and disassociate from its negative connotations while also creating immense real estate opportunities and affordable housing stock. We reimagine the existing elevated freeway infrastructure as a bikeable and walkable public domain that binds adjacent neighborhoods. It will be interspersed with conglomeration and pop-up retail spaces just like the *mercado* underneath. It will become the front door to our project, layering the second layer of region-wide accessibility on top of the more intimate and local ground level. We genuinely believe that when fully realized, our proposal has the potential to become the greatest regional civic space that is unapologetically Oakland!

Seize the Freeway will be a 3-phase project that will cost a total of \$1,311,870,257 over the course of 10 years. The project will create 1,130 market rate units, 860 affordable units, 501,053 SF of office space, 25,000 sf of affordable office space, 180,000 sf of market rate retail space, 150,000 sf of affordable retail space, a 175-room hotel, and 100,000 sf of high-tech industrial space. Our development team is relying on a 65% LTC financing that will cover direct, indirect, and infrastructure costs for our market rate units, retail spaces, office space, industrial, and hotel uses. After grants and supplementary financing, the development team is prepared to provide \$381,106,650 of equity to cover construction, infrastructure, and debt service throughout the project.

The development process will begin when parcel 1-221-14-2 is acquired at fair market value to construct Phase 1, which will consist of a mixed use, mixed income complex. Simultaneously, we will enter a 50-year ground lease agreement with CalTran to acquire development rights underneath the Freeway. Yearly payments will be based on the future value of the mercado. Grants from HUD will be essential to help finance the mercado and a homeless shelter on site as well. In order to create enough cash flow to initiate Phase 2, 211 Market rate units will be sold from phase 1 of the development.

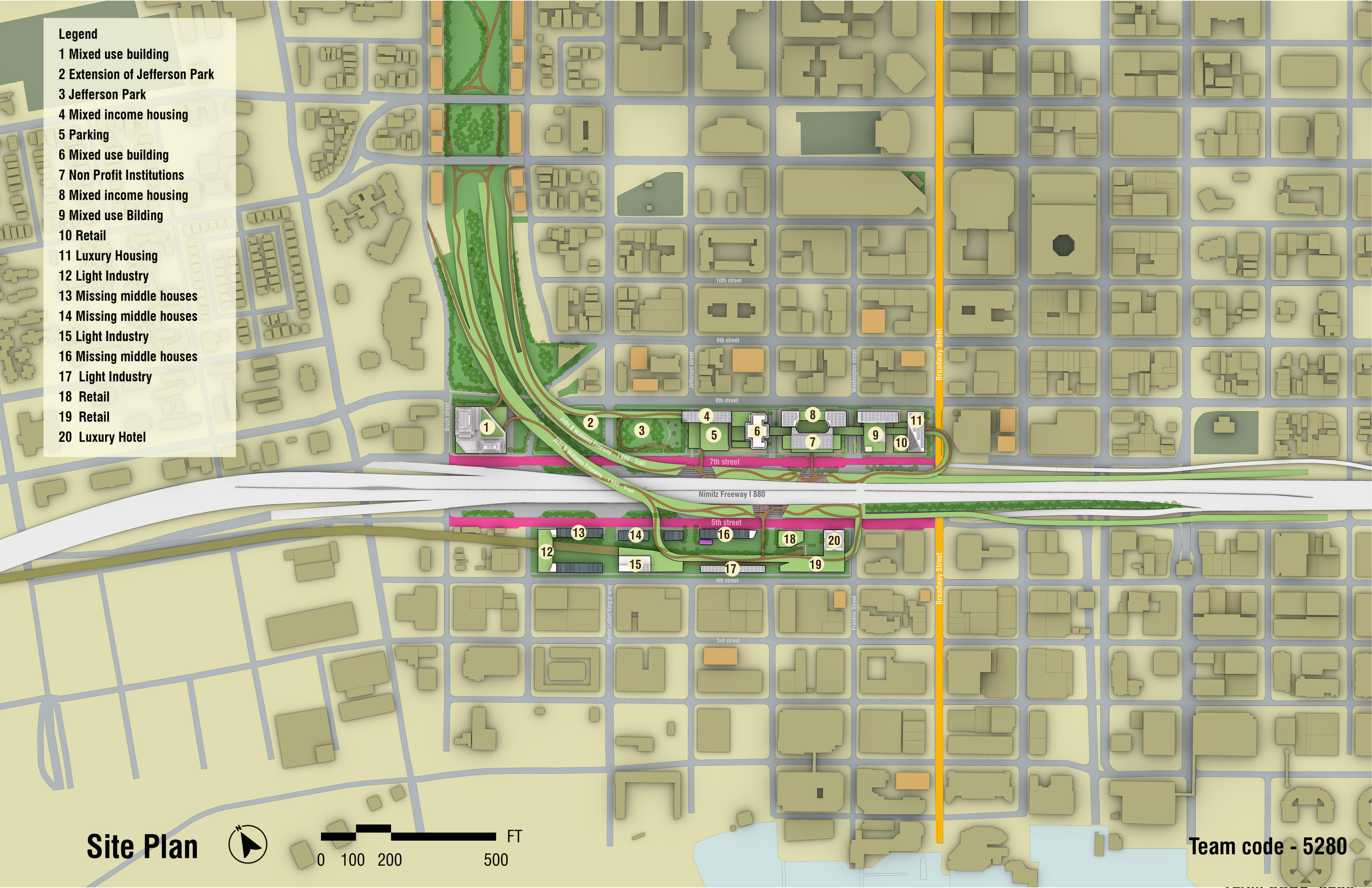
Phase 2 consists of retrofitting the existing civic buildings on site, as well as constructing new ones to dramatically increase the size and variety of housing stock in Oakland. Retrofitting these structures cuts down on construction cost by as much as 40% in some cases depending on property type. In addition, grants from HUD, The City of Oakland, LIHTC 9% and 4% credits, and financing provided by Oakland will help reduce the equity burden further. This also allows minority business owners and non for profits to rent office and retail space at 50% AMR. No construction will occur in year 2029 to prepare cash to move onto Phase 3. Phase 3 will be initiated by purchasing parcels from property owners at fair market value, as well as negotiating a 50-year ground lease with BART. We will pay yearly payments to BART based on the future value of all development constructed on the BART parcels. At the end of the 2033, we will dispose of all assets at fair market value except for the parking garage and affordable housing units. Phase 3 will consist of diverse residential, commercial, and industrial development. After commercial and municipal debt payments, we will collect \$662,837,739 in cash.

The Police relocation will be financed entirely using Oakland municipal bonds. Our development company will pay a 3% interest rate during the entire entitlement and construction period, where costs will be paid using municipal bonds. After 2033, we will transfer ownership of all 860 affordable units and all newly created public park space to the city of Oakland. The development company will pay \$84,397,634 in municipal debt service during the holding period

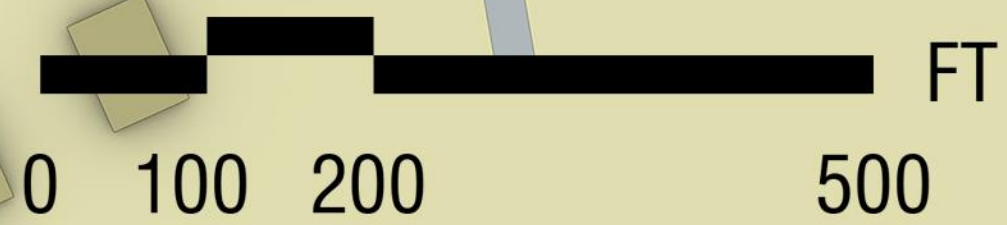
FINANCIAL NARRATIVE

Legend

- 1 Mixed use building
- 2 Extension of Jefferson Park
- 3 Jefferson Park
- 4 Mixed income housing
- 5 Parking
- 6 Mixed use building
- 7 Non Profit Institutions
- 8 Mixed income housing
- 9 Mixed use Bilding
- 10 Retail
- 11 Luxury Housing
- 12 Light Industry
- 13 Missing middle houses
- 14 Missing middle houses
- 15 Light Industry
- 16 Missing middle houses
- 17 Light Industry
- 18 Retail
- 19 Retail
- 20 Luxury Hotel



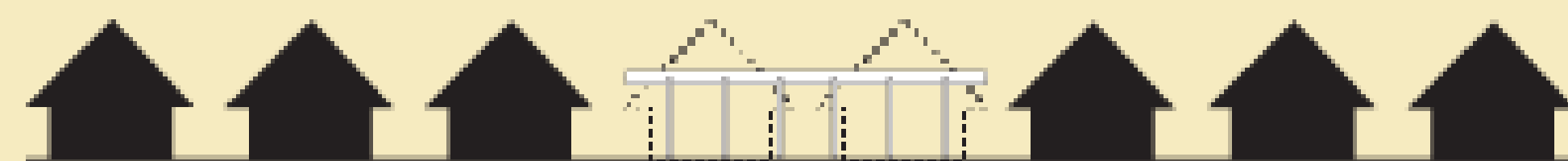
Site Plan



Team code - 5280

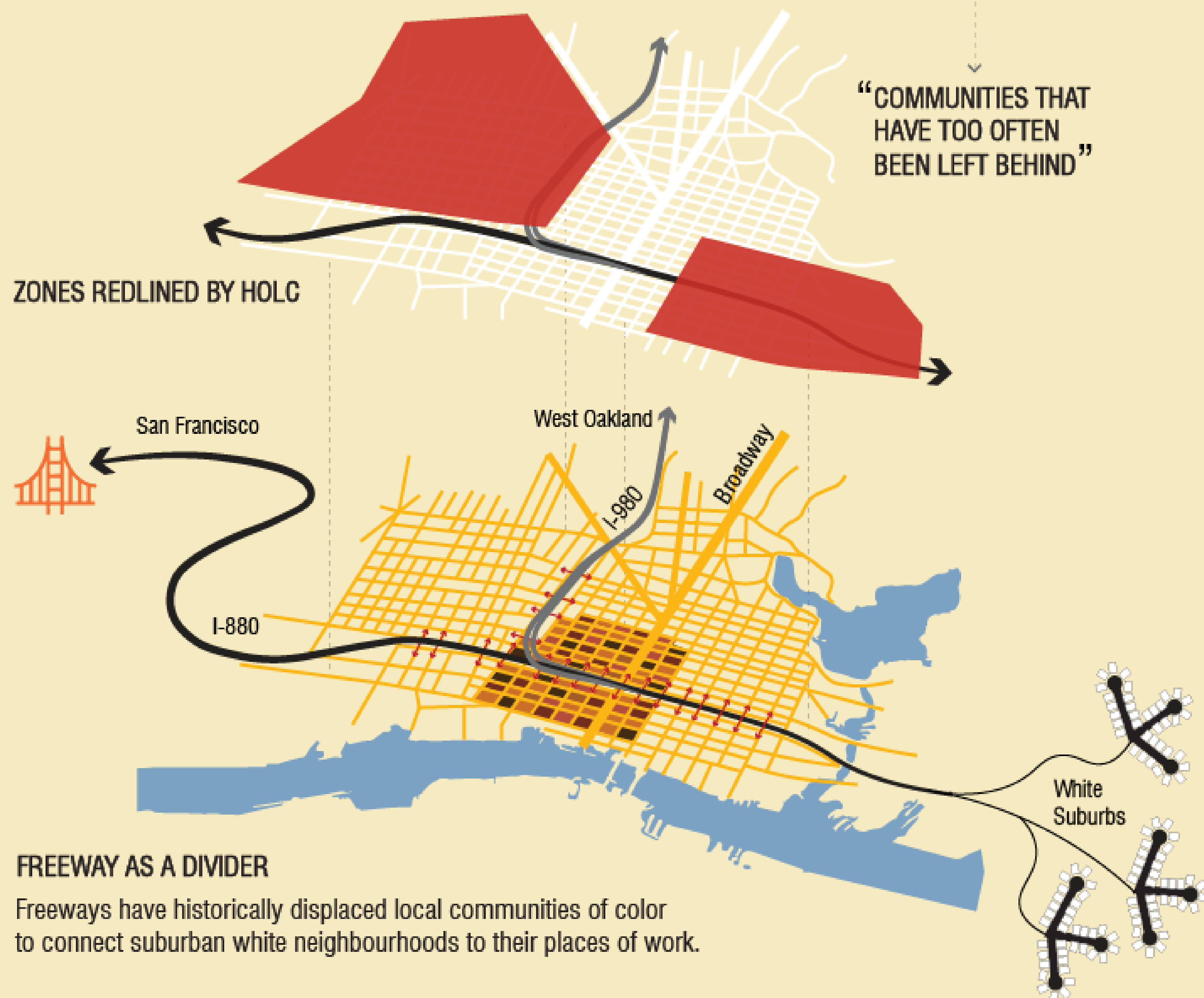
- 877 units of affordable housing, equal to 43% of all new housing stock
- 25,000 Sf homeless shelter for transitional residents
- 150,000 Sf of leasable retail space offered at 50% AMR to give first time business owners a chance to launch their projects without a high barrier to entry
- Expansive mercado space allows culinary non-for-profits like Restore Oakland and Oakland Bloom to utilize high quality food preparation and training space to further their missions
- 20,000 SF of affordable office space set aside at 50% AMR for essential Oakland based non-for-profits such as Save-The Bay and Black Organizing Project.
- Doubles the size of Jefferson Park and provides \$16 million worth of infrastructure upgrades
- Thousands of square feet of new elevated pedestrian space that connect all structures together
- Vibrant pedestrian realms are created around each building, which allow local artists to thrive
- Nearly \$10,000,000 total invested in green infrastructure, allowing the project to be sustainable well into Oakland's future

COMMUNITY BENEFITS

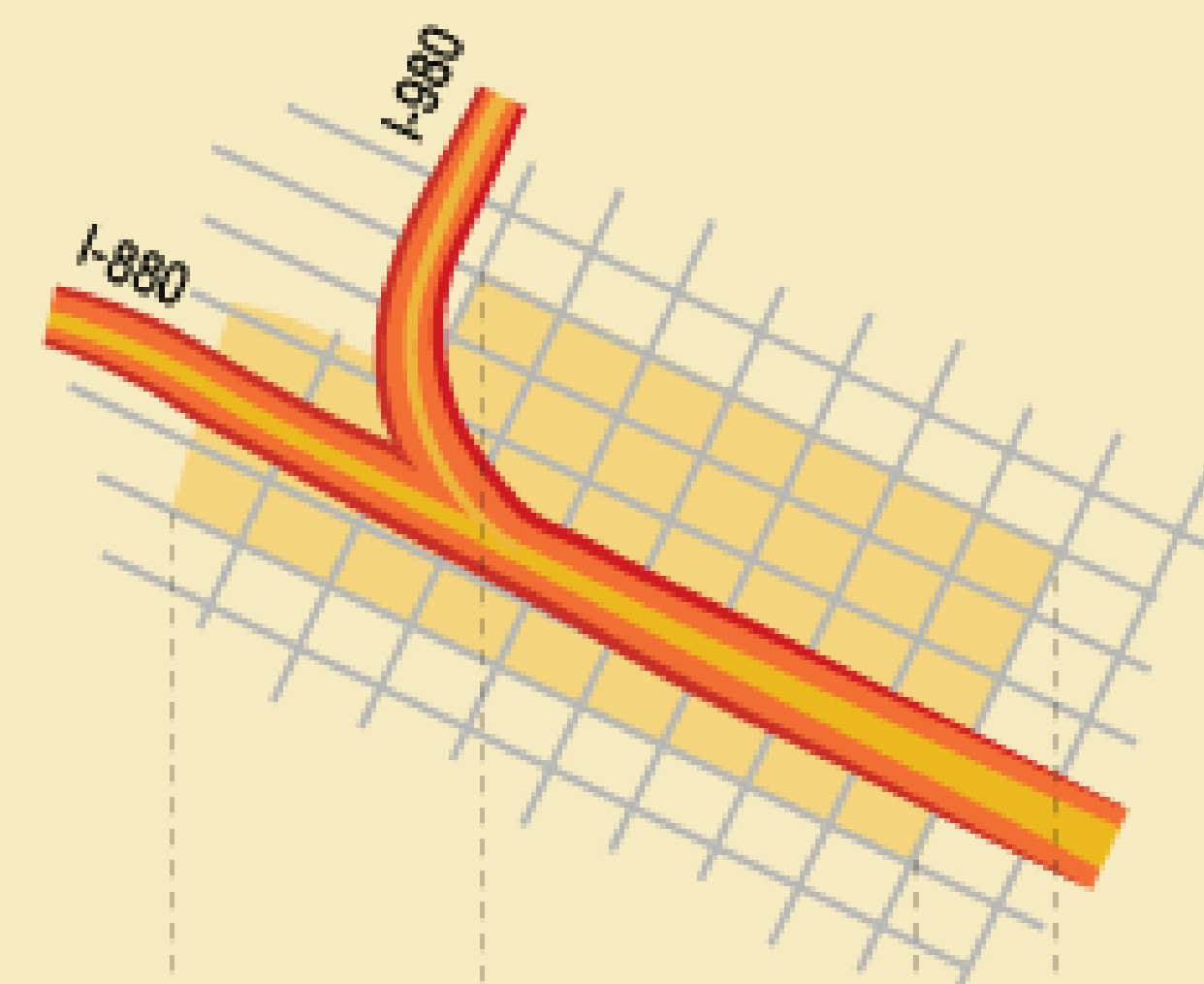


BIDEN'S BIPARTISAN INFRASTRUCTURE BILL AIMS TO ADDRESS...

THE RACIST FREEWAY

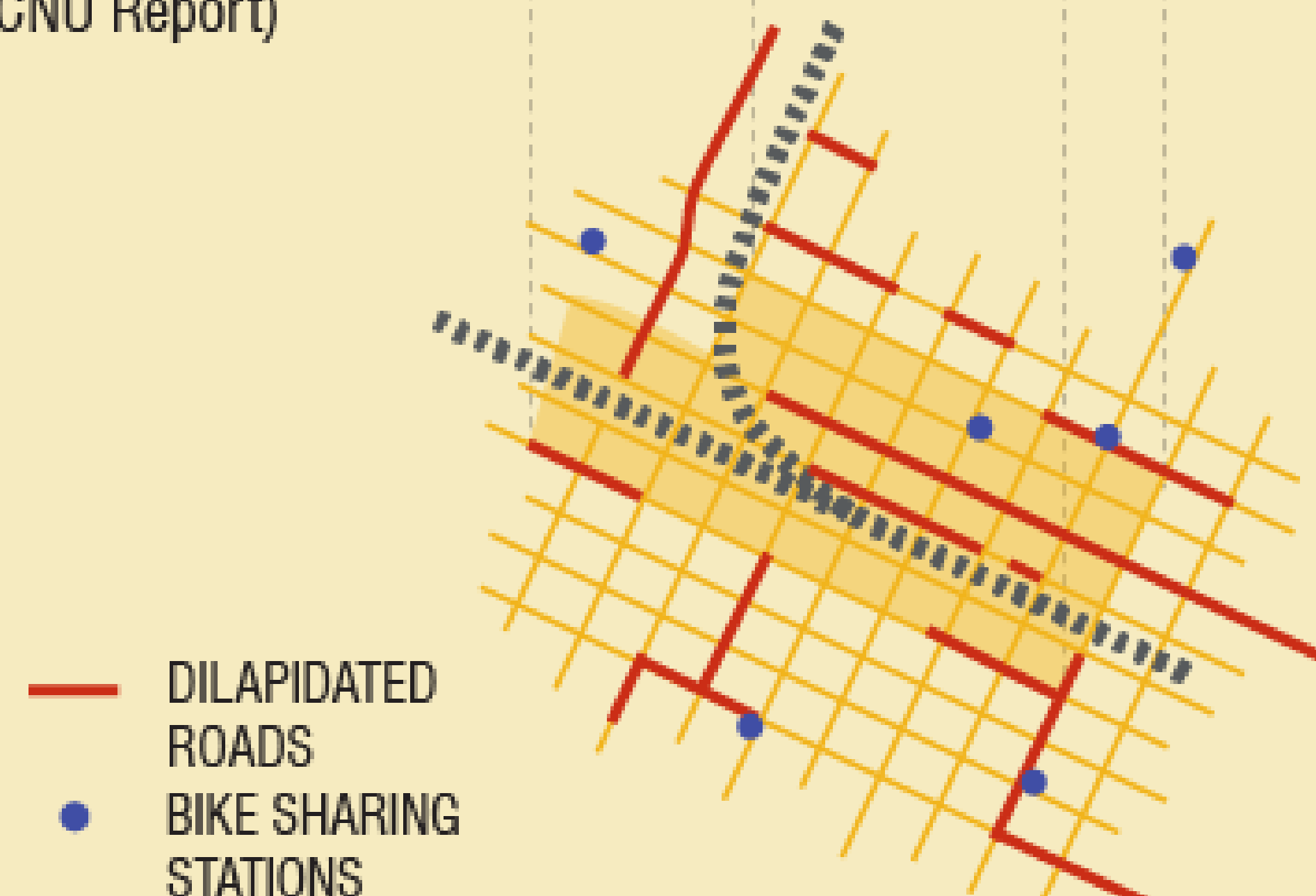


TRAFFIC VOLUME BY YEAR



FREEWAY REDUNDANCIES

I-980 is in the Top Ten list for highway teardowns (CNU Report)



WALKABILITY AND BIKABILITY

REBUILD
I-980

DEMOLISH
I-980

RETROFIT
I-980

For economical and
environmental advantages

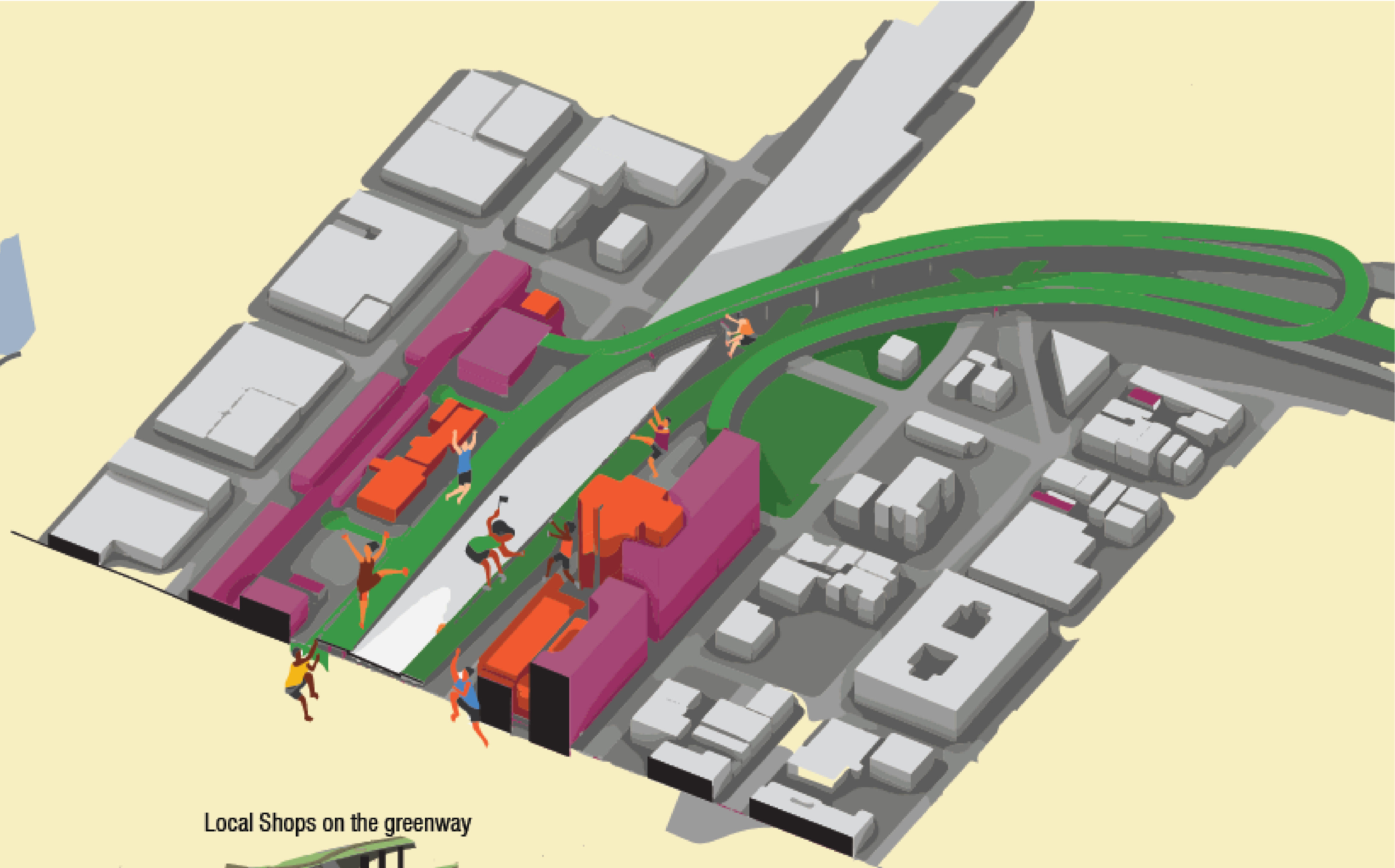
WHY **SEIZE** THE FREEWAY?



LACK OF UNIFYING OPEN SPACES
IN DOWNTOWN OAKLAND



JEFFERSON PARK - The only open space on site,
that ironically has homeless shelters that surround it.



Local Shops on the greenway

Affordable Housing

Connections to the ground

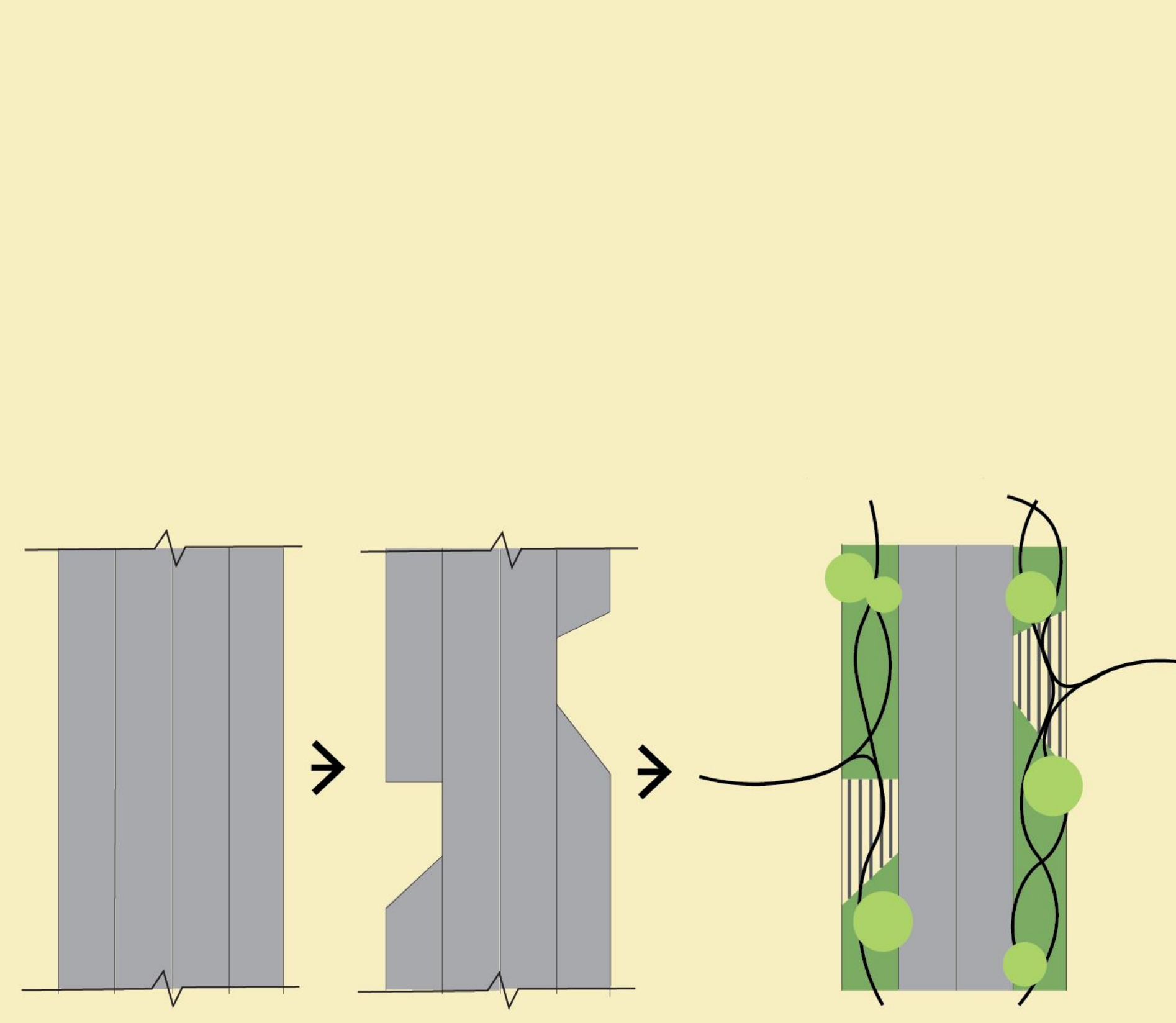
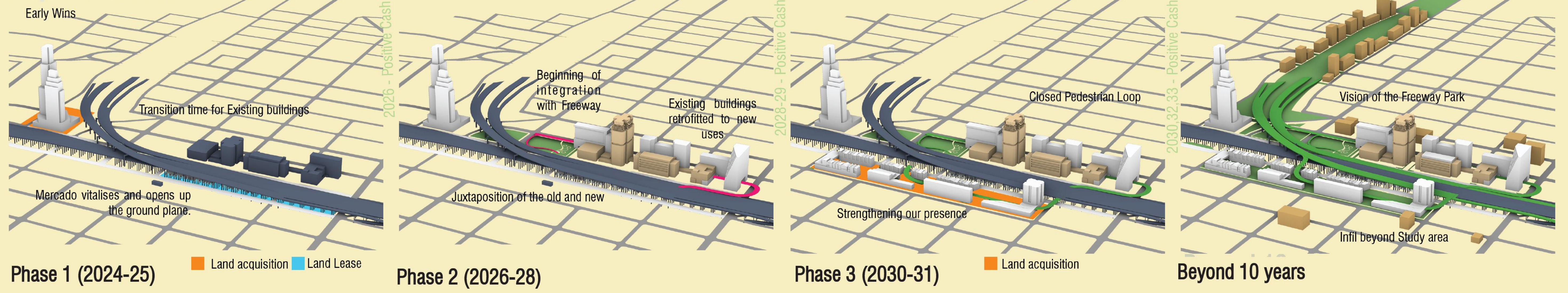
DESIGN STRATEGIES TO PREVENT 'GREENLINING'

GREENING THE FREEWAY

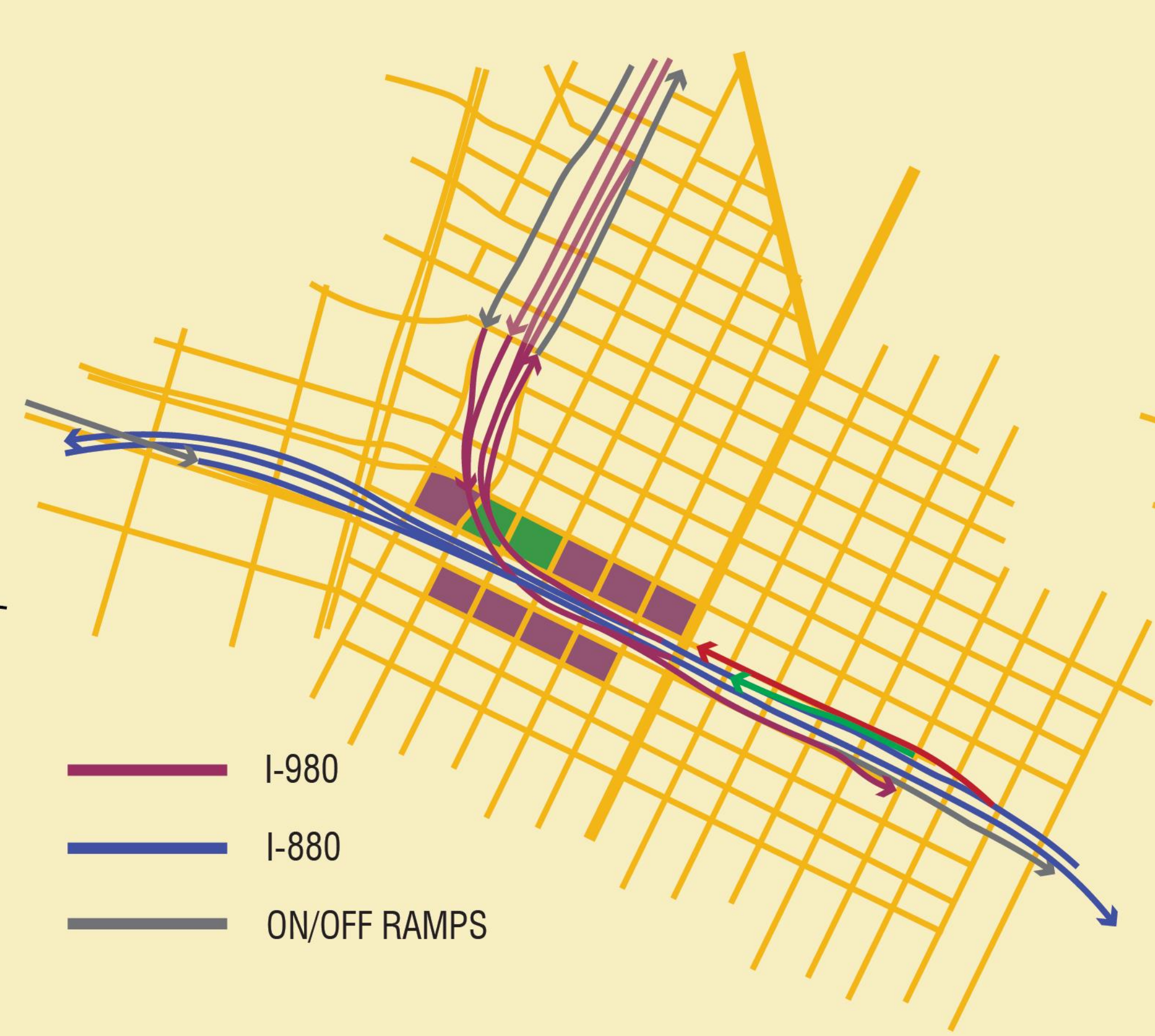
Greening the freeway is not just about environmental benefits, but about making a statement that authoritative and oppressive spaces can be taken over by the common man - the people of the land.

OAKLAND DESERVES *EQUITABLE GREEN SPACES*

Project Evolution



PROCESS OF GREENING THE FREEWAY



EXISTING TRAFFIC FLOW DIRECTIONS



REROUTING TRAFFIC ON I-980 (BEYOND THE 10-YEAR PLAN)

RETROFITTING THE FREEWAY TO BECOME A CIVIC LANDSCAPE

SLASH THE FREEWAY

Legend



OG NEW EUI (kWh/sqm)
OG NEW CO2 Emission

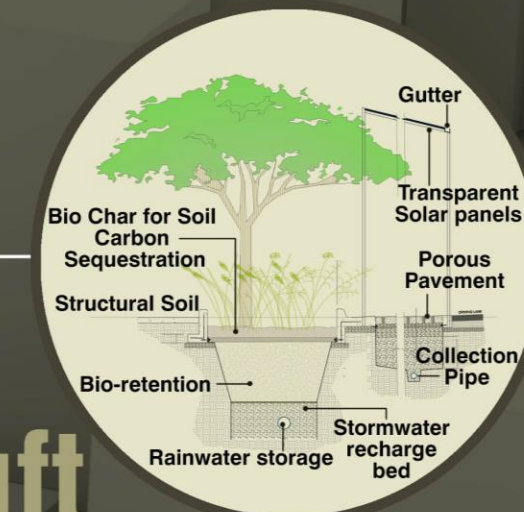


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Slow Street Section



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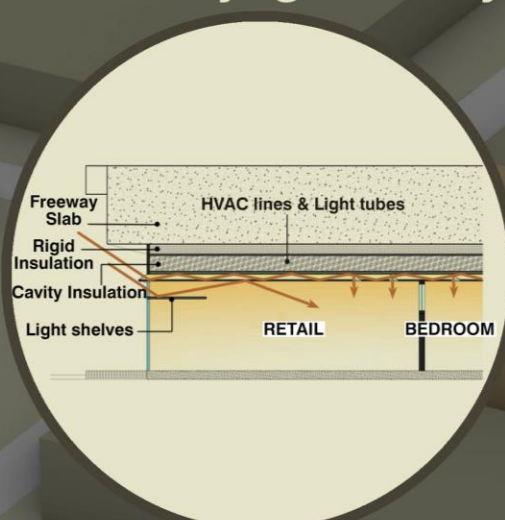
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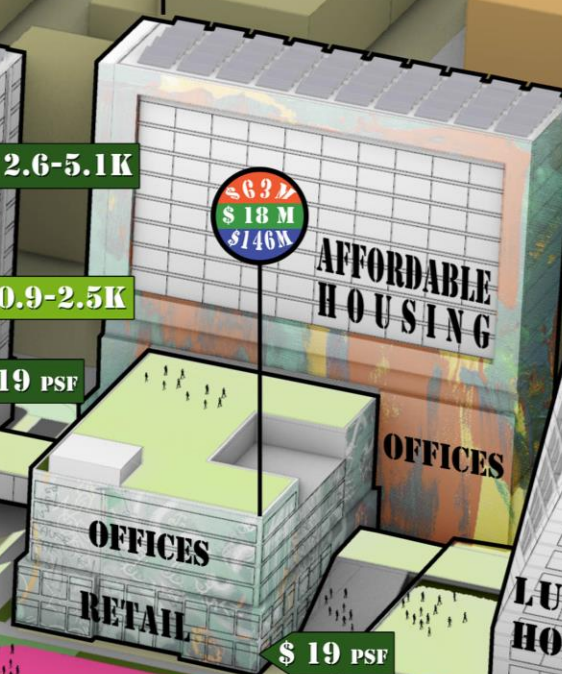
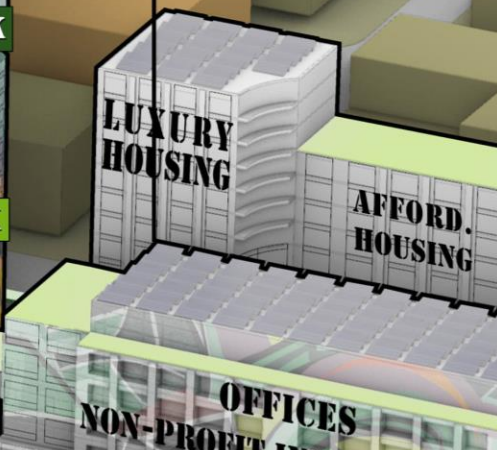
Solar tree on the Freeway



Mercado Daylight Analysis



877 units
of affordable housing

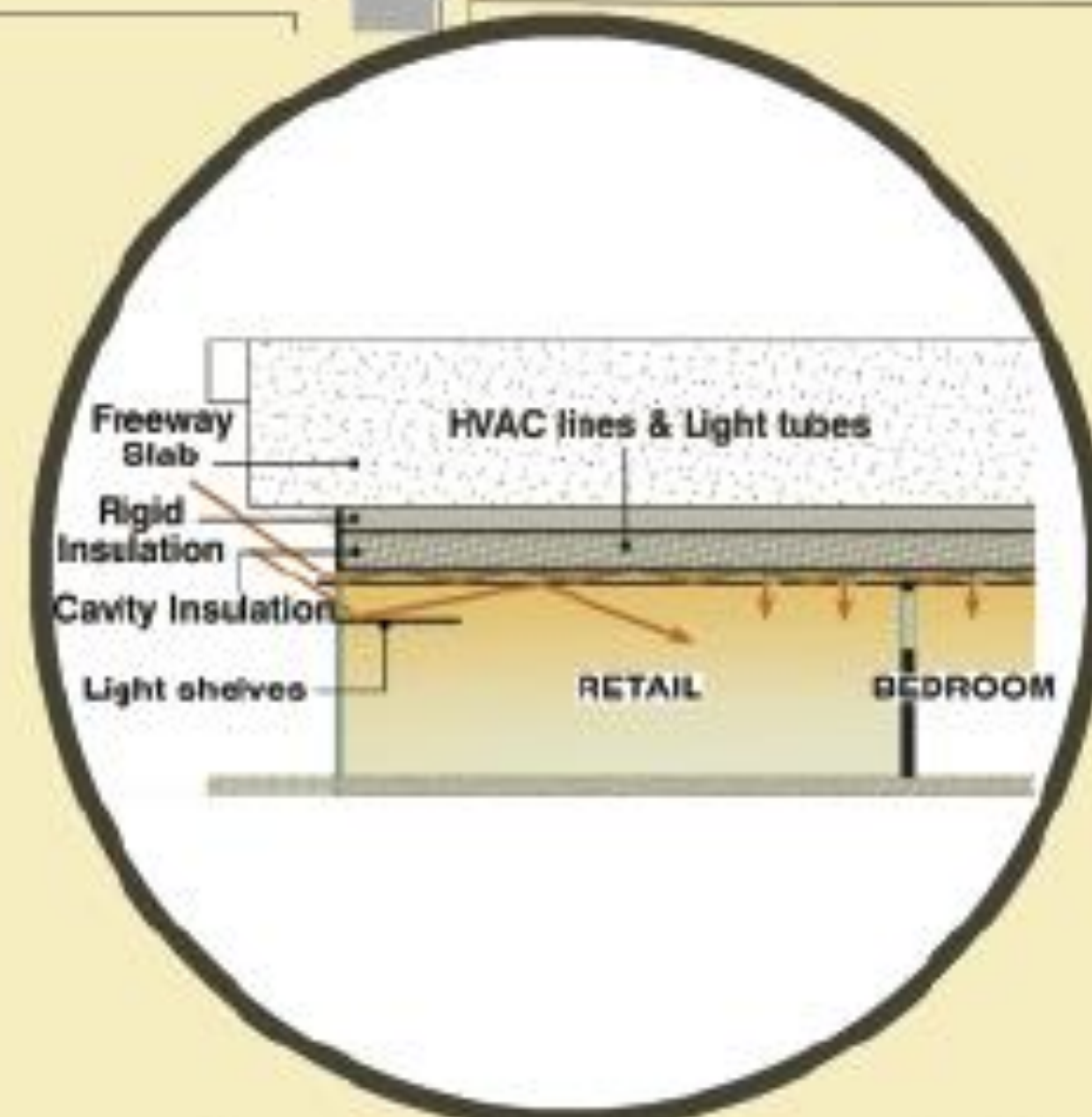


MERCADO



Legend

- 1 Bhk
- 2 Bhk
- Dormitory
- Kiosks
- Small businesses
- Franchise businesses
- Anchor Shops
- Food and Beverage
- Restaurants
- Library



Mercado Daylight Analysis



Street Section Detail



Key Plan

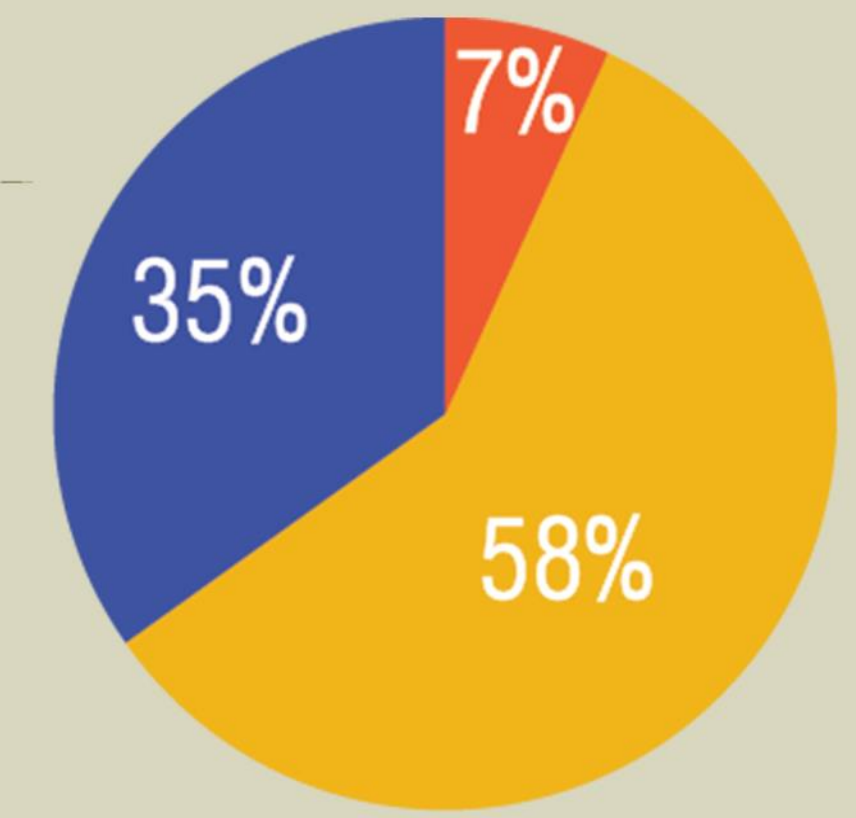
GROUND FLOOR PLAN



STREET VIEW OF MERCADO

90%

GHG Emissions in Oakland
are from Transportation &
Building Industries



Comfortable
Hot
Cold

Opportunity to
provide open spaces

67% Solar Panels

33% Green roof

Rainwater harvesting

Services under freeway

SITE SECTION

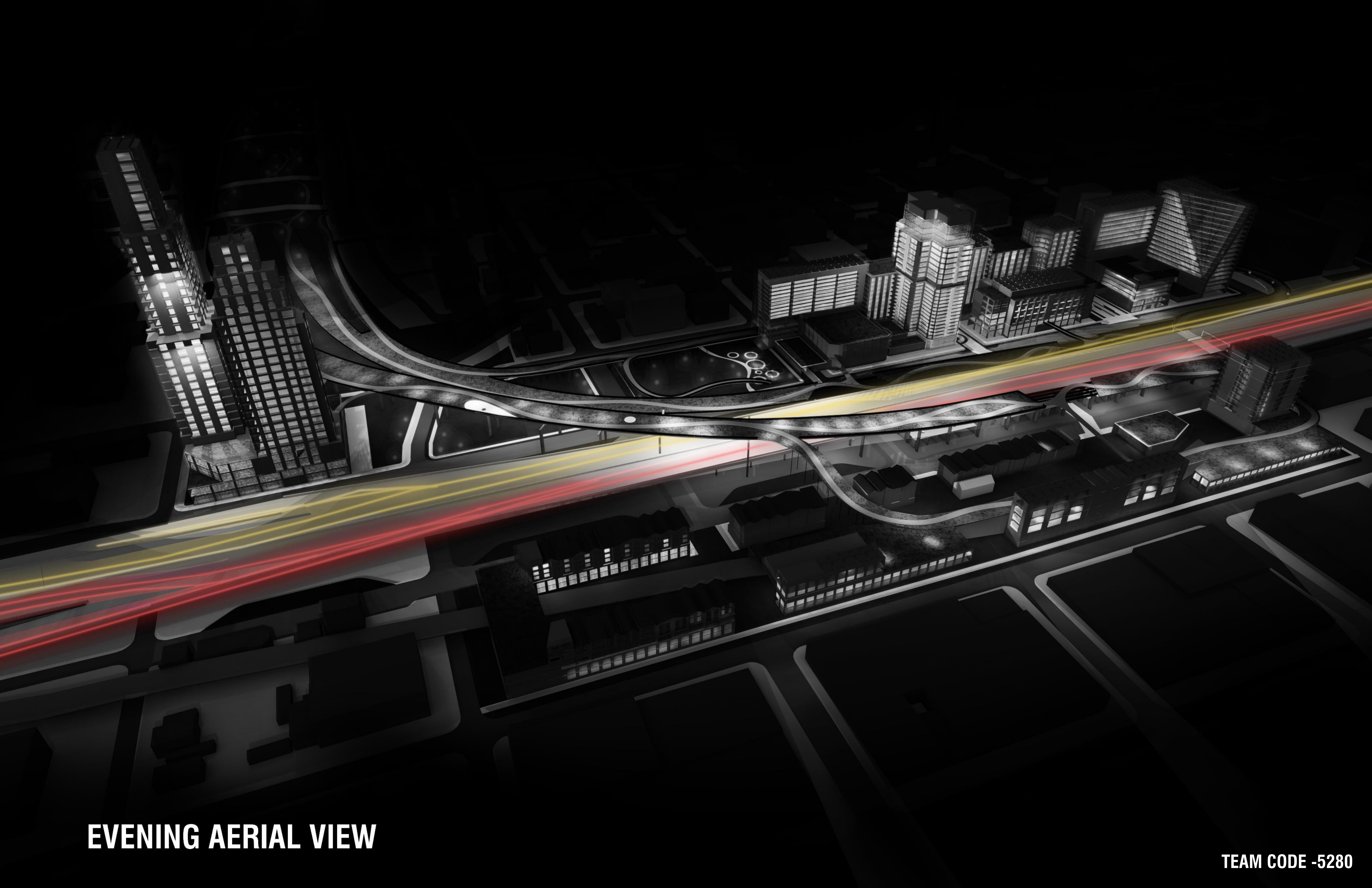
District heating and cooling

Geothermal pump

Water treatment to biorefinery



A WALK THROUGH THE GREENWAY



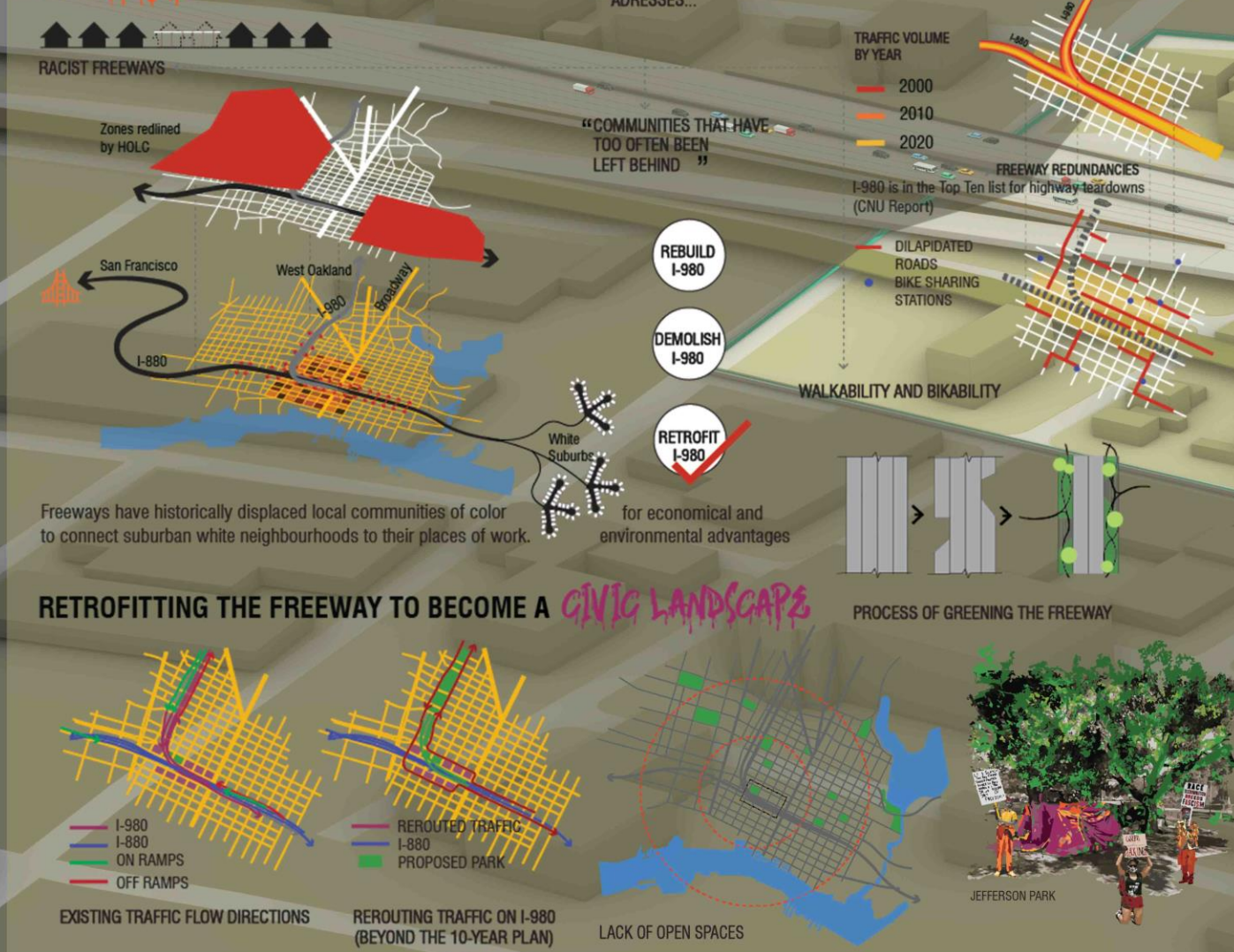
EVENING AERIAL VIEW

SEIZE THE FREEWAY

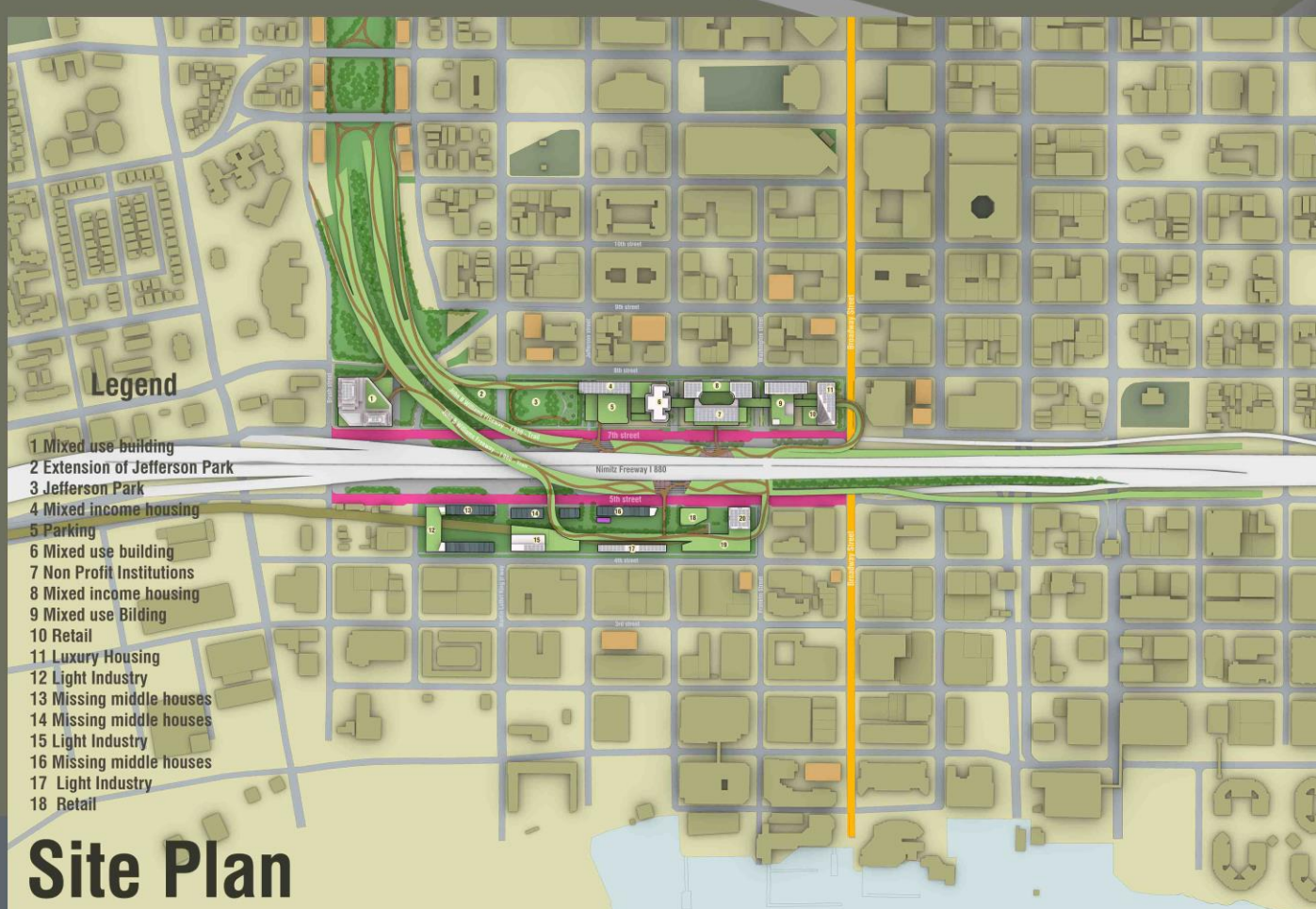
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Our primary objective is to address Oakland's severe housing crisis, invigorate the local economy, enhance community outreach and so create a vibrant civic space that is unapologetically Oakland.

WHY *SLIP* THE FREEWAY?



Site Plan



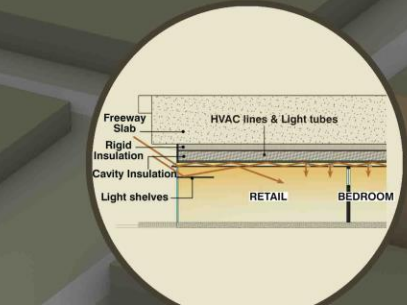
Legend



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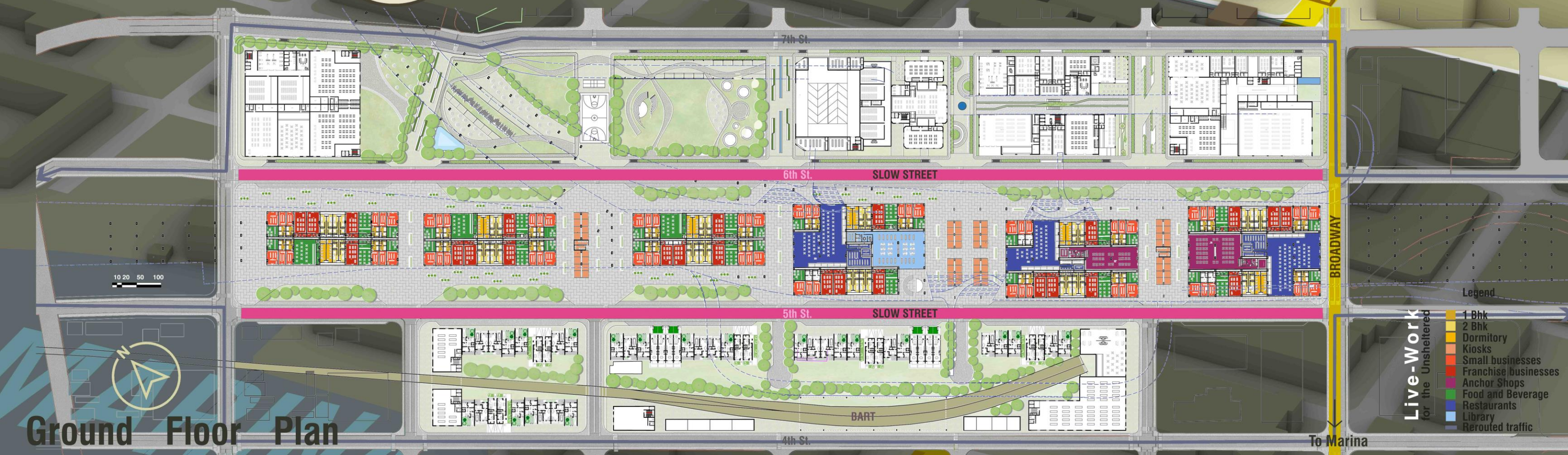


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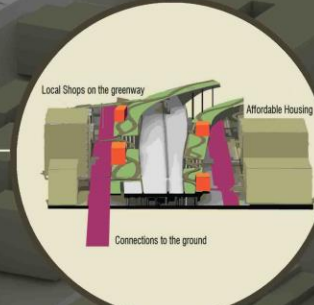
Ground Floor Plan



Project Evolution



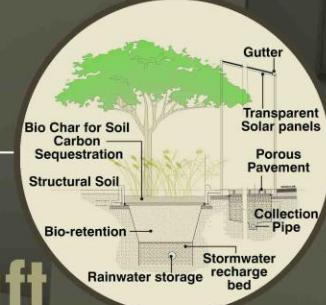
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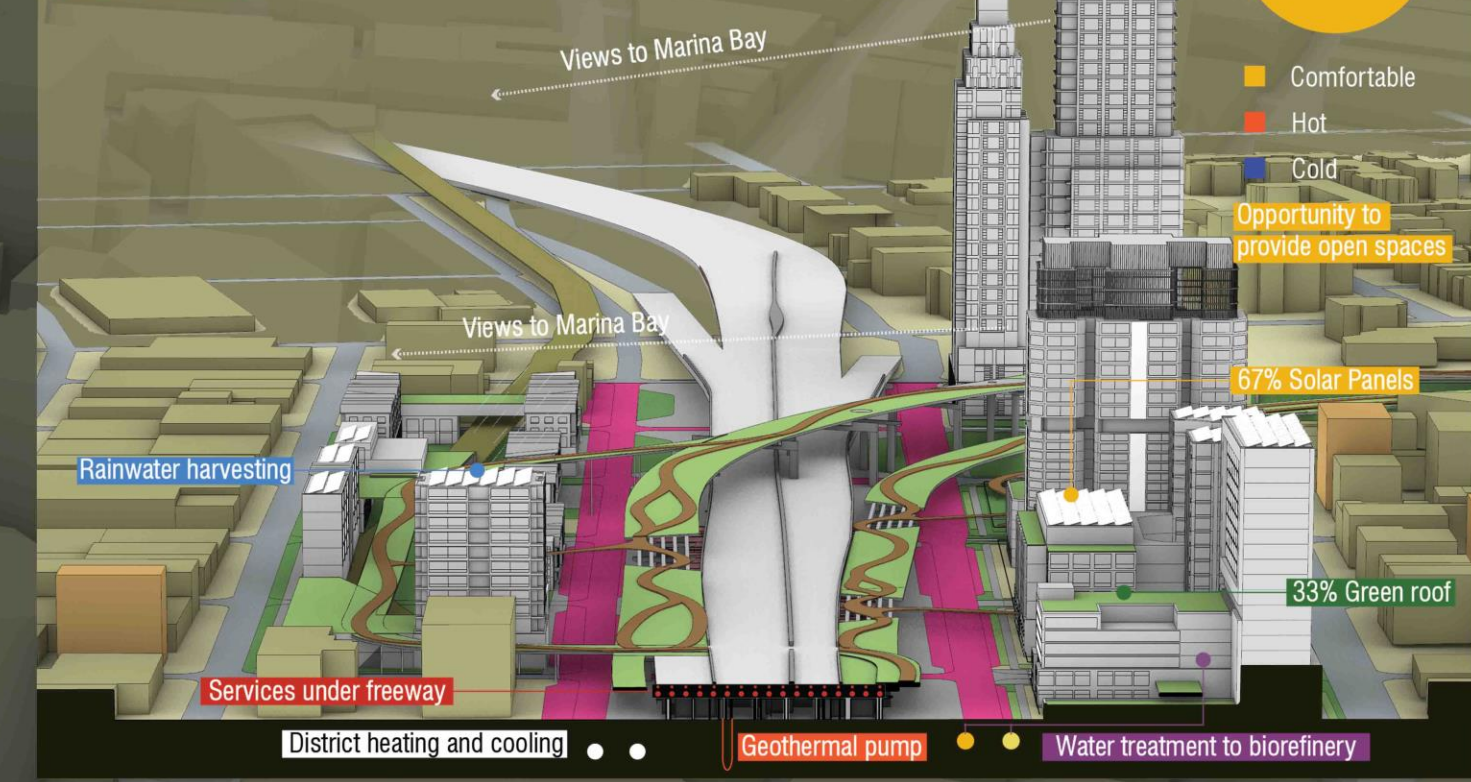
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90% GHG Emissions in Oakland are from Transportation & Building Industries



Elevated Park on I-980 (Beyond 10 year plan)

Expansive mercado space allows non-for-profits like Restore Oakland further their missions

Night time Aerial view against Downtown Oakland skyline

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