

**CITY OF OAKLAND AND REDEVELOPMENT AGENCY
AGENDA REPORT**

OFFICE OF THE CITY CLERK
2006 JUN 15 11:20

TO: Office of the City and Agency Administrator
ATTN: Deborah Edgerly
FROM: Community and Economic Development Agency
DATE: June 27, 2006

Re: An Ordinance Authorizing the City Administrator to Negotiate and Convey Real Property Interests to BART as Required for the Oakland Airport Connector Project without returning to Council; and

A Resolution Authorizing the Agency Administrator to Negotiate and Convey Temporary Real Property Interests to BART as Needed for the Oakland Airport Connector Project without returning to the Agency and setting a Public Hearing Date for July 18, 2006.

SUMMARY

An Ordinance and Resolution have been prepared authorizing the City/Agency Administrator to negotiate and convey real property interests to BART as needed for the Oakland Airport Connector Project (OAC) without returning to the City/Agency.

The proposed OAC will operate primarily within the Hegenberger Road right-of-way median strip on a dual-lane elevated guide way. However, preliminary project maps indicate that there are two (2) Agency owned parcels on 73rd Avenue at San Leandro Blvd. and six (6) City owned parcels interspersed along the right of way corridor that BART will have to access for the construction of the guide way.

The proposed real property interests needed by BART are within the boundaries of the Coliseum Redevelopment Project Area and the City of Oakland. The OAC Project development will contribute to the Agency's goals and objectives for the Project Area.

FISCAL IMPACTS

The Agency and City parcels are currently unimproved vacant lands and currently do not derive any income, but some parcels could be used in the future for temporary overflow Coliseum event parking. The use of some of those parcels by BART could foreseeably result in a relatively small economic opportunity loss for the Agency or City.

PROJECT BACKGROUND AND DESCRIPTION

The proposed OAC Project is a 3.2-mile Automated Guideway Transit (AGT) connection from the Coliseum BART Station to the Oakland International Airport. The AGT would operate in an

Item _____
CEDA Committee
June 27, 2006

exclusive right-of-way, primarily in the median of Hegenberger Road and over small portions of City and Agency parcels in various locations, on a dual-lane guideway and terminate between the Airports two existing terminals. The Project would be elevated above grade for the majority of its length, except for a short tunnel beneath the Doolittle Drive/Airport Drive interchange and then at-grade upon reaching the Airport roadways looping around the Airport parking lot.

Since the opening of BART over 30 years ago, the connection between the Airport and the Coliseum Station has been a long-discussed transit link. Oakland Airport Connector benefits include:

- ❖ A convenient and reliable alternative to increasing traffic congestion
- ❖ Support for Oakland International Airport's growth from over 14 million passengers per year in 2006 to 24.7 million passengers projected in 2020
- ❖ Potential for one of the highest airport transit access mode shares in the country with a 20% share of airport passengers by 2020
- ❖ Capacity to accommodate peak season airport travel demand of 19,900 daily transit trips
- ❖ Flexibility to change transit vehicle frequency according to travel demand
- ❖ A fast, reliable ride of less than 10 minutes
- ❖ Fares covering all operating and maintenance costs.

Recent tight budgetary cycles have reduced state and federal funding available for the Project and resulted in a funding gap. BART is changing the procurement process to attract private investment to augment public funding. As a result of the funding challenges and the consequent change in procurement, the Project has been delayed. The Project completion date is now 2011.

Project Funding Partners and Cost Estimate

The Project is a collaborative partnership between BART, the Alameda County Transportation Improvement Authority (ACTIA), the Alameda County Congestion Management Agency (ACCMA), the California Transportation Commission (CTC), California Department of Transportation (CALTRANS) and the Port and City of Oakland. The state and regional partners provide the public funding for the OAC Project.

BART's current estimate of the cost for the BART Oakland Airport Connector Project is \$377.8 million. Originally, a combination of Alameda County Transportation sales tax revenue (Measure B), Port airport revenues, regional bridge toll funding, and state transportation funds were expected to meet this cost. Total public funding identified thus far is \$236.3 million.

To bridge the funding gap and keep the Project moving forward, BART initiated a ridership study as well as a preliminary financial feasibility study to determine whether private sector financing could augment public funding. The market study indicated that a design-build-finance-operate (DBFO) approach to the Airport Connector Project is possible.

In the fall of 2005, the BART Board approved the new DBFO procurement strategy. A new request for qualifications (RFQ) was released in February 2006 and submittals were anticipated in April. BART was expected to select a short-list of potential private partners in May. The request for proposals (RFP) will be released to the short-listed group later this year with the final selection of the DBFO Contractor expected in early 2007. Funding for the Project under this scheme is expected to be:

Public Funding	\$236,300,000
<u>Private Investment</u>	<u>\$141,500,000</u>
Total	\$377,800,000

Schedule

The current Project schedule is:

❖ Adoption of Project by BART Board	March 2002
❖ Release of RFQ	February 2006
❖ Release of RFP	Mid 2006
❖ Award of DBFO contract	Spring 2007
❖ Completion of construction	Summer 2010
❖ Testing and start-up	2010/2011
❖ Begin revenue operations	2011

KEY ISSUES AND IMPACTS

Originally, the proposed Agency contribution to the Project was to reimburse BART for certain design and engineering costs for previously proposed intermediate stations stops, which have been deleted because of funding constraints. The Agency is now able to support up to \$725,000 in costs for City permits and plan review, construction monitoring, and administration of the Project. Agency participation in the Project preserves the possibility of at least one intermediate station being built.

BART's project land requirements have not been finalized or fully defined at this time. However, BART's preliminary plans identify City/Agency property. The sizes and locations of the property to be transferred are not known at this time and will be worked out with CalTrans. The transfer property does not consist of buildable sites but would consist of strips of land adjacent to rights-of-way.

At this time, most of the City-owned land is within the dedicated street rights-of-way. BART has the right to use the City land within the rights-of-way at no cost.

The City land outside of the street rights-of-way will be appraised at market value as determined by an appraisal and conveyed to BART at a negotiated value.

The property rights conveyed to BART vary from temporary rights-of-entry for construction through the outright sale of all property interests.

BART has a legal obligation to pay market value for any real property interests needed to complete the project.

Any conveyance of City/Agency land to BART shall be for such consideration as the City/Agency Administrator or her designee determines is in the best interest of the City/Agency.

It is in the best interest of the City/Agency to work with BART to complete the Project.

SUSTAINABLE OPPORTUNITIES

Economic: The Airport Connector Project will support the 17,000 jobs forecasted for Oakland International Airport in 2020. In addition the Project construction will provide an economic stimulus to the East Bay area.

Environmental: The Project is expected to improve air quality in the region through a reduction in the air pollution from the Air BART buses and automobiles carrying passengers to the Airport. The Project is also expected to ease the Airport's parking demand and allow land that would otherwise be needed for parking lots be put to more environmentally sensitive use. The Project will include energy efficient design, engineering, and construction. It will use recyclable construction materials to the extent feasible, mitigate storm water runoff, and take other environmental measures. Staff has encouraged BART to use sustainable design practices in the preparation of design and engineering plans, specifications and bid documents for the Oakland Airport Connector Project.

Social Equity: BART defined the Project stations design as a Disadvantaged Business Enterprise ("DBE") Project under federal Department of Transportation ("DOT") guidelines. At least 10 percent of federal funds authorized for highway or transit financial assistance must be expended with DBEs. Since DOT funds are used, federal regulations apply that prohibit use of policies that include geographic preferences.

DISABILITY AND SENIOR CITIZEN ACCESS

The Airport Connector Project is being designed to meet the regulations of the Americans with Disability Act ("ADA") facility requirements and BART will continue to comply with applicable federal, state and local codes and legislation regarding disability and senior access.

RECOMMENDATION AND RATIONALE

Staff recommends that the Redevelopment Agency and City Council approve the Resolution and Ordinance. The proposed funding allocation to the Oakland Airport Connector was approved in

2005 as part of the approval of the FY 2005-2007 budget. With scarce resources available to the City and Agency, resources should be used for projects that best support redevelopment plan goals, such as *stimulating economic growth in the Coliseum Redevelopment Area*. The Oakland Airport Connector would help serve that purpose by improving transportation access, access to regional employment opportunities, and encouraging new development.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council and the Redevelopment Agency approve the Ordinance and Resolution authorizing the City and Agency Administrator or their designee, to negotiate and convey real property interests to BART as needed for the Oakland Airport Connector Project without returning to the City Council or Redevelopment Agency.

Respectfully submitted



DANIEL VANDERPRIEM, Director
Redevelopment, Economic Development and Housing and
Community Development

Forwarded by:

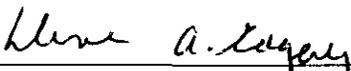
Frank Fanelli, Manager, Real Estate Services

Prepared and Reviewed by:

Ron Basarich, Real Estate Agent

Bill Wilkins, Supervising Real Estate Agent

APPROVED AND FORWARDED TO THE
COMMUNITY AND ECONOMIC DEVELOPMENT COMMITTEE:



Office of the City/Agency Administrator

OFFICE OF THE CITY CLERK
2006 JUN 15 PM 2:21

FILED
JUN 15 2006

APPROVED AS TO FORM AND LEGALITY
[Signature]
DEPUTY CITY ATTORNEY

OAKLAND CITY COUNCIL
ORDINANCE NO. _____ C.M.S.

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE AND CONVEY REAL PROPERTY INTERESTS TO BART AS REQUIRED FOR THE OAKLAND AIRPORT CONNECTOR PROJECT WITHOUT RETURNING TO COUNCIL

WHEREAS, the San Francisco Bay Area Rapid Transit District (“BART”) plans to construct the Oakland Airport Connector Project (the “Project”), a 3.2 mile long Automated Guide Way Transit (“AGT”) System; and

WHEREAS, development of the Project will require BART to acquire certain real property interests, including real property interests held by the City; and

WHEREAS, on May 2, 2006, Council passed Resolution No. 79874 C.M.S., which authorized the City to enter into a Cooperative Agreement with BART for the Project, which provides for the City and BART to cooperate in development of the Project; and

WHEREAS, it is in the City’s best interests to streamline the process for conveying City real property interests to BART for the Project in order to facilitate the Project; and

WHEREAS, Section 219(6) of the Charter requires a Council ordinance in order to convey or lease, or authorize the conveyance or lease for longer than one year, of any real property of the City; and

WHEREAS, City real property conveyance ordinances require competitive bidding for such conveyances, unless certain findings are made; and

WHEREAS, the Council wishes to delegate the power to convey interests in City real property, and negotiate the terms and conditions of such conveyance, as needed for the Project to the City Administrator or delegated staff in order to streamline the process for such transactions; now, therefore,

The Council of the City of Oakland does ordain as follows:

SECTION 1. The City Council, pursuant to Section 219(6) of the City Charter, hereby authorizes the City Administrator or her designee, in her discretion, to convey interests in any real property owned by the City of Oakland, or any real property in which the City of

Oakland holds a property interest, to BART, if the City Administrator determines that such conveyance is needed for the Oakland Airport Connector Project. Such interests may include, without limitation, fee interests, easement interests, leasehold interests, or licenses. Any conveyance shall be for such consideration as the City Administrator or her designee determines is in the best interests of the City. The City Administrator or her designee is further authorized to negotiate the terms and conditions of such conveyances, and enter into agreements, deeds, or other documents of conveyance as needed to effect such transfers.

SECTION 2. The Council finds and determines that, because of the public benefits of the Project to the City and the general public and the need to expedite the process for conveying City real property in order to facilitate timely development of the Project, it is in the best interests of the City not to require competitive bidding for the conveyance of City property for the Project. Therefore, neither Ordinance No. 11602 C.M.S., related to the sale of City surplus real property, Ordinance No. 11603 C.M.S., related to the lease of City real property, nor Ordinance No. 10142 C.M.S., related to the sale and lease of City non-surplus real property, shall be applicable to the conveyance of City real property to BART for the Project. All procedural requirements in said Ordinances and successor ordinances, including but not limited to Planning Commission review and competitive bidding, are hereby superseded in favor of the requirements of this Ordinance.

SECTION 3. All agreements, deeds, and other documents of conveyance entered into pursuant to this Ordinance shall be reviewed and approved by the Office of the City Attorney prior to City execution.

SECTION 4. The City Administrator or her designee is hereby authorized to take whatever action is necessary with respect to the Project consistent with this Ordinance and its basic purposes.

SECTION 5. If any part of this Ordinance is held to be invalid for any reason, such decision shall not affect the validity of the remaining portion of this Ordinance, and this Council hereby declares that it would have passed the remainder of this Ordinance if such invalid portion thereof had been deleted.

SECTION 6. This Ordinance shall be in full force and effect immediately upon its passage as provided by Section 216 of the City Charter, if adopted by at least six members of Council, or upon the seventh day after final adoption if adopted by fewer votes.

IN COUNCIL, OAKLAND, CALIFORNIA, _____, 2006

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND PRESIDENT DE LA FUENTE

NOES-

ABSENT-

ABSTENTION-

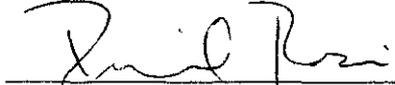
ATTEST: _____

LATONDA SIMMONS
City Clerk and Clerk of the Council
of the City of Oakland, California

OFFICE OF THE CITY CLERK
RECEIVED

2006 JUN 15 PM 2: 21

APPROVED AS TO FORM AND LEGALITY:



Agency Counsel

REDEVELOPMENT AGENCY OF THE CITY OF OAKLAND

RESOLUTION No. _____ C.M.S.

RESOLUTION AUTHORIZING THE AGENCY ADMINISTRATOR TO NEGOTIATE AND CONVEY TEMPORARY REAL PROPERTY INTERESTS TO BART AS REQUIRED FOR THE OAKLAND AIRPORT CONNECTOR PROJECT WITHOUT RETURNING TO THE AGENCY

WHEREAS, the San Francisco Bay Area Rapid Transit District (“BART”) plans to construct the Oakland Airport Connector Project (the “Project”), a 3.2 mile long Automated Guide Way Transit (“AGT”) System; and

WHEREAS, the proposed Project is within the boundaries of the Coliseum Redevelopment Project Area, and its development will contribute to the Agency’s goals and objectives for the Project Area; and

WHEREAS, development of the Project will require BART to acquire certain real property interests, including temporary interests in real property held by the Agency; and

WHEREAS, it is in the Agency’s best interests to streamline the process for conveying Agency real property interests to BART for the Project in order to facilitate the Project; and

WHEREAS, the California Community Redevelopment Law, Health and Safety Code Sections 33430 and 33431, authorizes a redevelopment agency within a survey (project) area or for purposes of redevelopment to convey interests in real property without public bidding after a noticed public hearing; and

WHEREAS, the Agency wishes to delegate the power to convey temporary interests in Agency real property, and negotiate the terms and conditions of such conveyances, as needed for the Project to the Agency Administrator or delegated staff in order to streamline the process for such transactions; now, therefore, be it

RESOLVED: That the Redevelopment Agency hereby authorizes the Agency Administrator or her designee, in her discretion, to convey temporary interests in any real property owned by the Redevelopment Agency, or any real property in which the Redevelopment Agency holds a property interest, to BART, if the Agency Administrator

determines that such conveyance is needed for the Oakland Airport Connector Project; and be it further

RESOLVED: That such interests may include, without limitation, easement interests, leasehold interests, or licenses; and be it further

RESOLVED: That any conveyance shall be for such consideration as the Agency Administrator or her designee determines is in the best interests of the Agency; and be it further

RESOLVED: That the Agency Administrator or her designee is further authorized to negotiate the terms and conditions of such conveyances, and enter into agreements or other documents of conveyance as needed to effect such transfers; and be it further

RESOLVED: That the Agency Administrator or his or her designee is hereby authorized to take whatever other action is necessary with respect to the Oakland Airport Connector Project consistent with this Resolution and its basic purposes.

IN AGENCY, OAKLAND, CALIFORNIA, _____, 2006

PASSED BY THE FOLLOWING VOTE:

AYES- BROOKS, BRUNNER, CHANG, KERNIGHAN, NADEL, QUAN, REID, AND
 CHAIRPERSON DE LA FUENTE

NOES-

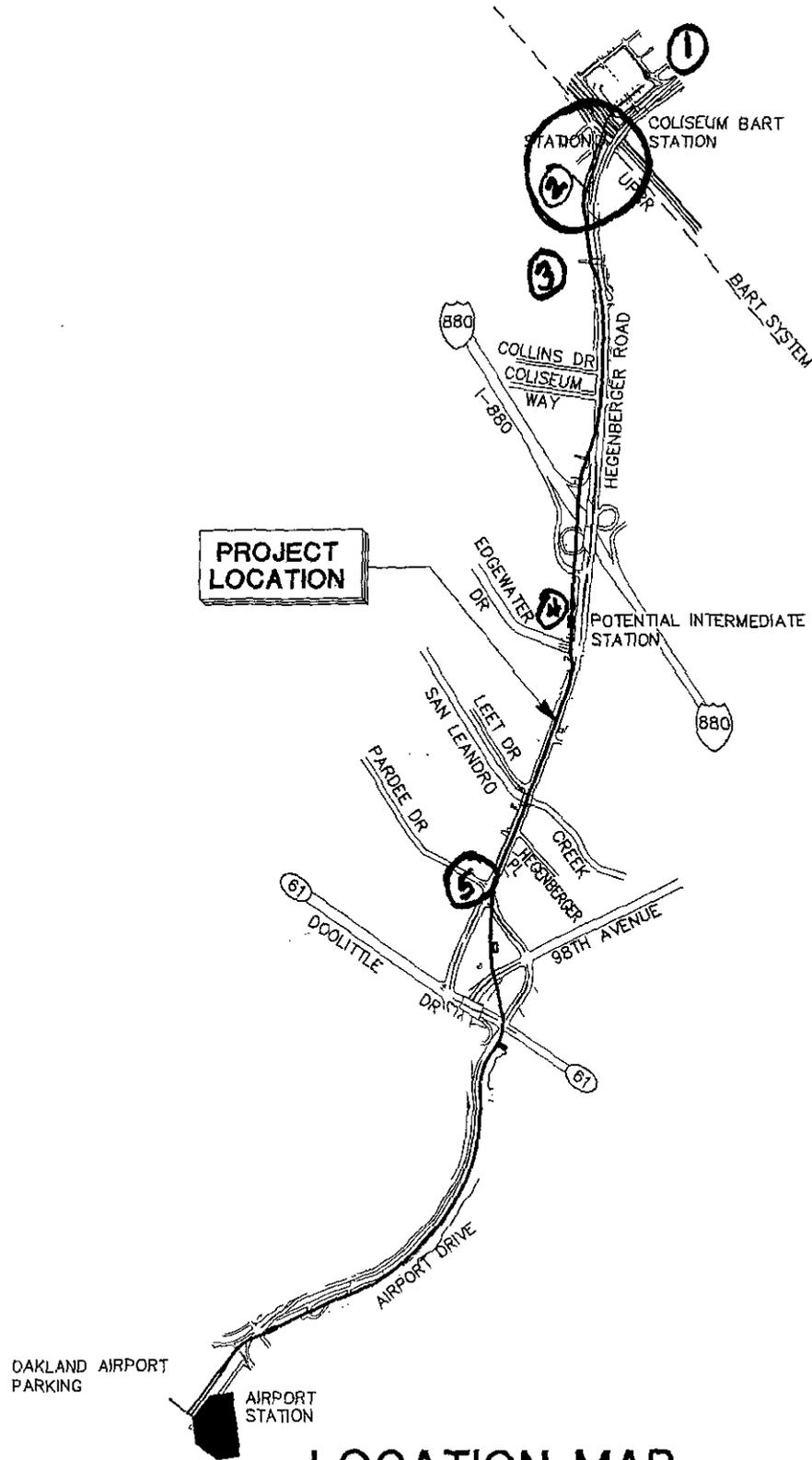
ABSENT-

ABSTENTION-

ATTEST: _____

LATONDA SIMMONS
Secretary of the Redevelopment Agency
of the City of Oakland, California

RAPID TRANSIT DISTRICT CONNECTOR

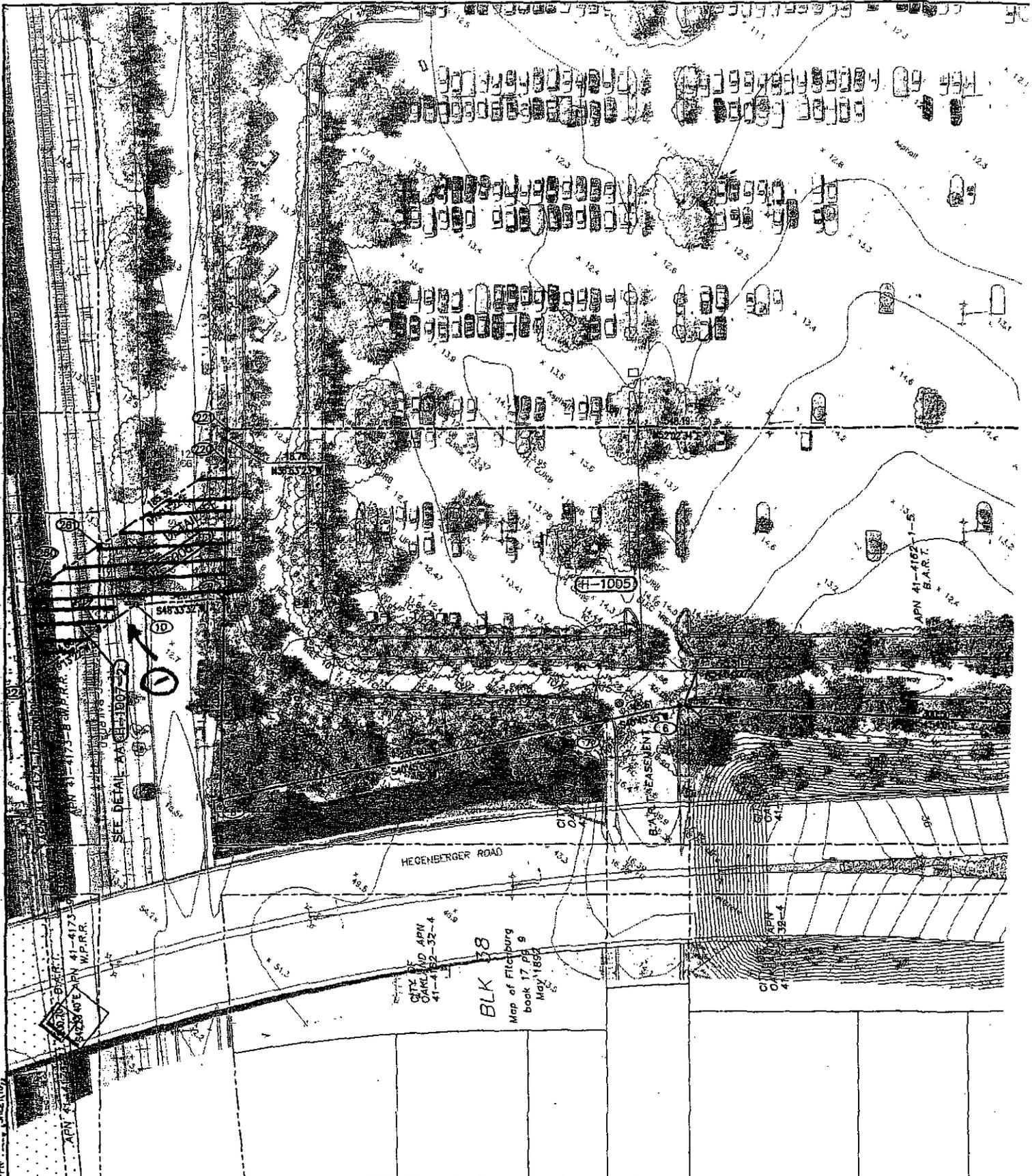


LOCATION MAP



GRAPHIC SCALE

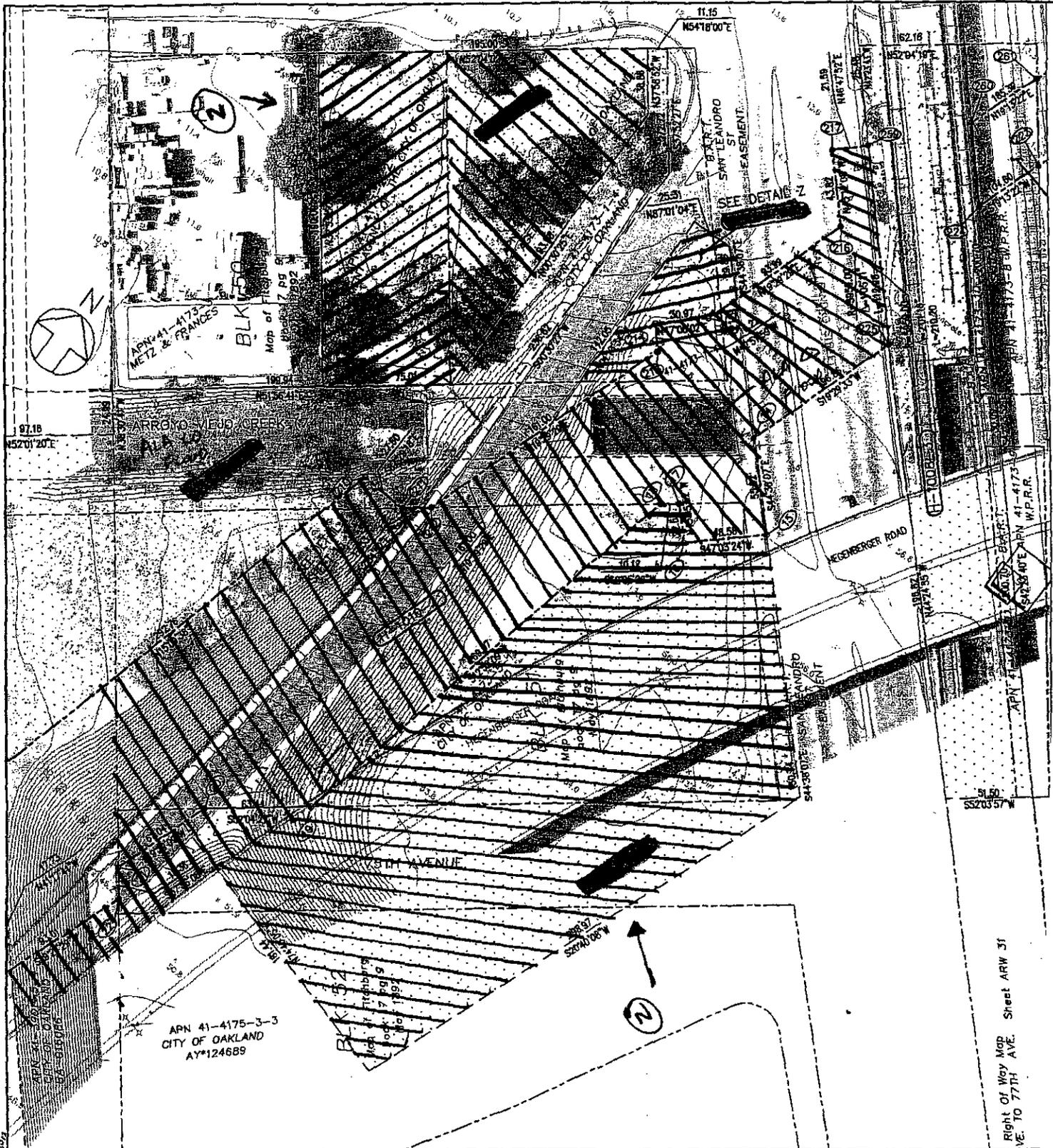
SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT		OAKLAND AIRPORT CONNECTOR		CADD FILENAME 6G9116-X001C	
SONS CKERHOFF		Lea Elliott		SIZE: SCALE D AS SHOWN	
APPROVED _____		TITLE SHEET		RFP NO. 6G9116	REV. C
				CONTRACT SHEET NO. X001	PAGE NO. 1



PARCEL NO.	GRANTOR	TOTAL OWNERSHIP	R/W	REM.	EXCESS	REMARKS	RECORDATION	
							DATE	INSTRUMENT NO.
(H-1007-2)	WESTERN PACIFIC RAIL ROAD	1,887	1,887	0		PERMANENT EASEMENT		
(H-1008-2)	CITY OF OAKLAND	38,535	4,822	34,713		PERMANENT EASEMENT		
(H-1005)	BAY AREA RAPID TRANSIT DISTRICT	362,019	106,248	255,771		B.A.R.T.D.		

AREAS SQ. FT. UNLESS NOTED IN ACRES (AC)

C	11-21-03	KW	INDUSTRY REVIEW	DESIGNED: K. WAGNER
B	18-15-03	KW	INDUSTRY REVIEW - DRAFT	CHECKED: J. SWANSON APPROVED: J. TERRY



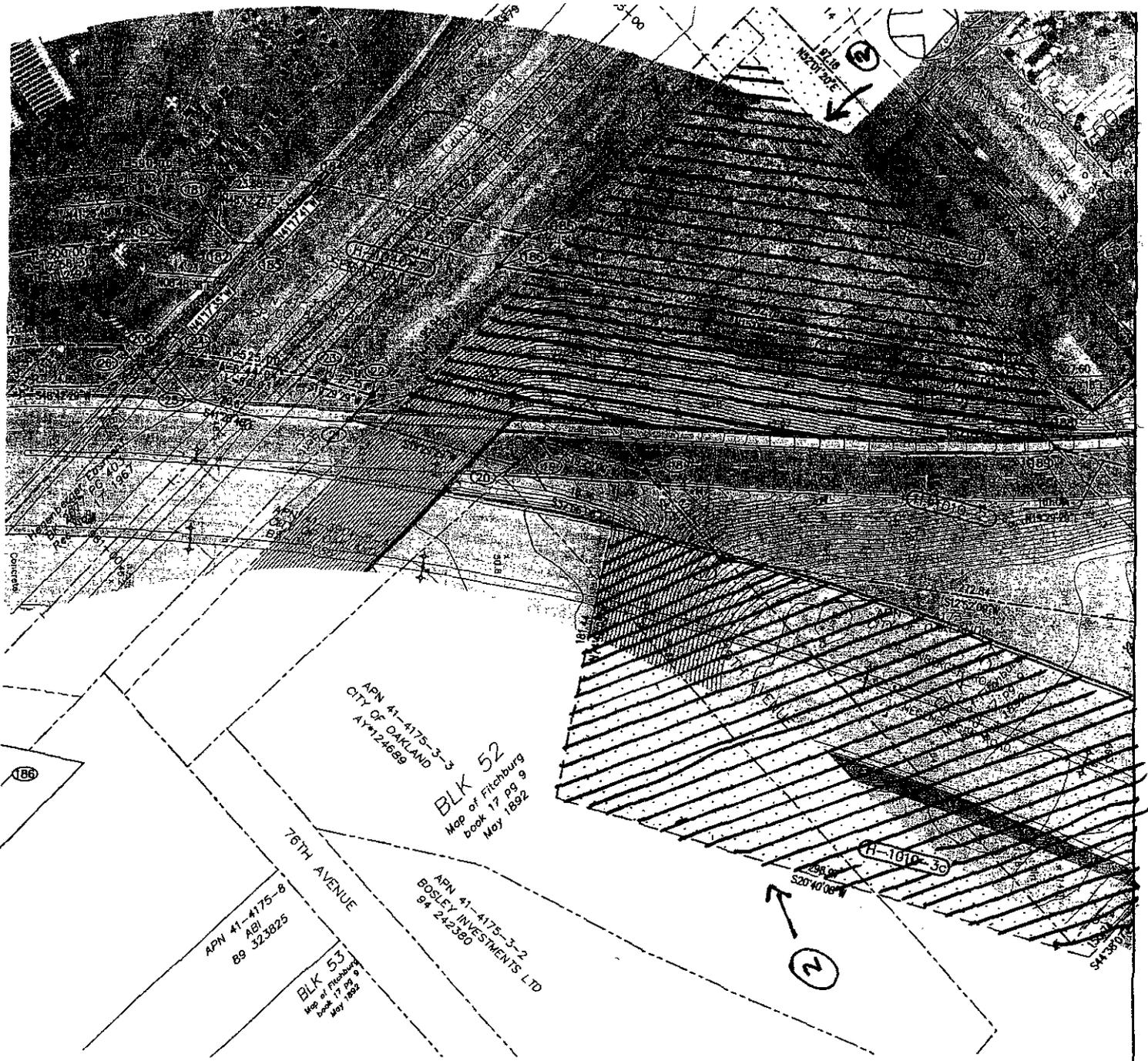
APN 41-4175-3-3
CITY OF OAKLAND
AY*124689

Right of Way Map
VE. TO 77TH AVE.
Sheet ARW 3f

PARCEL NO.	GRANTOR	TOTAL OWNERSHIP	R/W	REM.	EXCESS	REMARKS	RECORDATION	
							DATE	INSTRUMENT NO.
(H-1007-2)	W.P.R.R.	7,025	1,897	5,128		PERMANENT EASEMENT		
(H-1008-3)	B.A.R.T. DISTRICT		25,082			B.A.R.T.D.		
(H-1010-2)	CITY OF OAKLAND		63,131			PERMANENT EASEMENT		
	CITY OF OAKLAND		41,810					
	CITY OF OAKLAND		3,285					
	CITY OF OAKLAND		56,434					
	REDEVELOPMENT AGENCY OF THE CITY OF OAKLAND	27,998	27,998	0				
AREAS SQ. FT. UNLESS NOTED IN ACRES (AC)								

C	11-21-03	KW	INDUSTRY REVIEW
R	11-15-03	KW	INDUSTRY REVIEW - DRAFT

DESIGNED:
DRAWN:
K. WAGNER
CHECKED:
J. SWANSON
APPROVED:
J. TERRY
DATE:



THING	EASTING	PT#	NORTHING	EASTING	PT#	NORTHING	EASTING
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676.52	6071231.15	180	2100319.83	6071067.44	207	2099854.72	6071166.66
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647.62	6071243.16	183	2100365.95	6071072.89			
644.55	6071199.85	184	2100400.07	6071042.92			
641.09	6071166.93	185	2100510.69	6071078.85			
670.92	6071163.79	186	2100493.54	6071093.91			
673.46	6071187.97	187	2100776.11	6071170.48			
750.02	6071155.89	188	2100774.90	6071198.05			

- LEGEND**
- NEW PROJECT RIGHT OF WAY LINE
 - NEW PERMANENT EASEMENT LINE
 - TEMPORARY CONSTRUCTION EASEMENT
 - PARCEL BOUNDARY WITHIN OAC R.O.W.
 - EXISTING PROPERTY LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT OF WAY LINE
 - (96) POINT LISTED IN COORDINATE TABLE
 - (H-1000) BART ACQUISITION NUMBER
 - SEE SPECIFICATION FOR EASEMENT/ROW DESIGNATION

SAN FRANCISCO BAY AREA RAPID TRANSIT DISTRICT

Lea Elliott

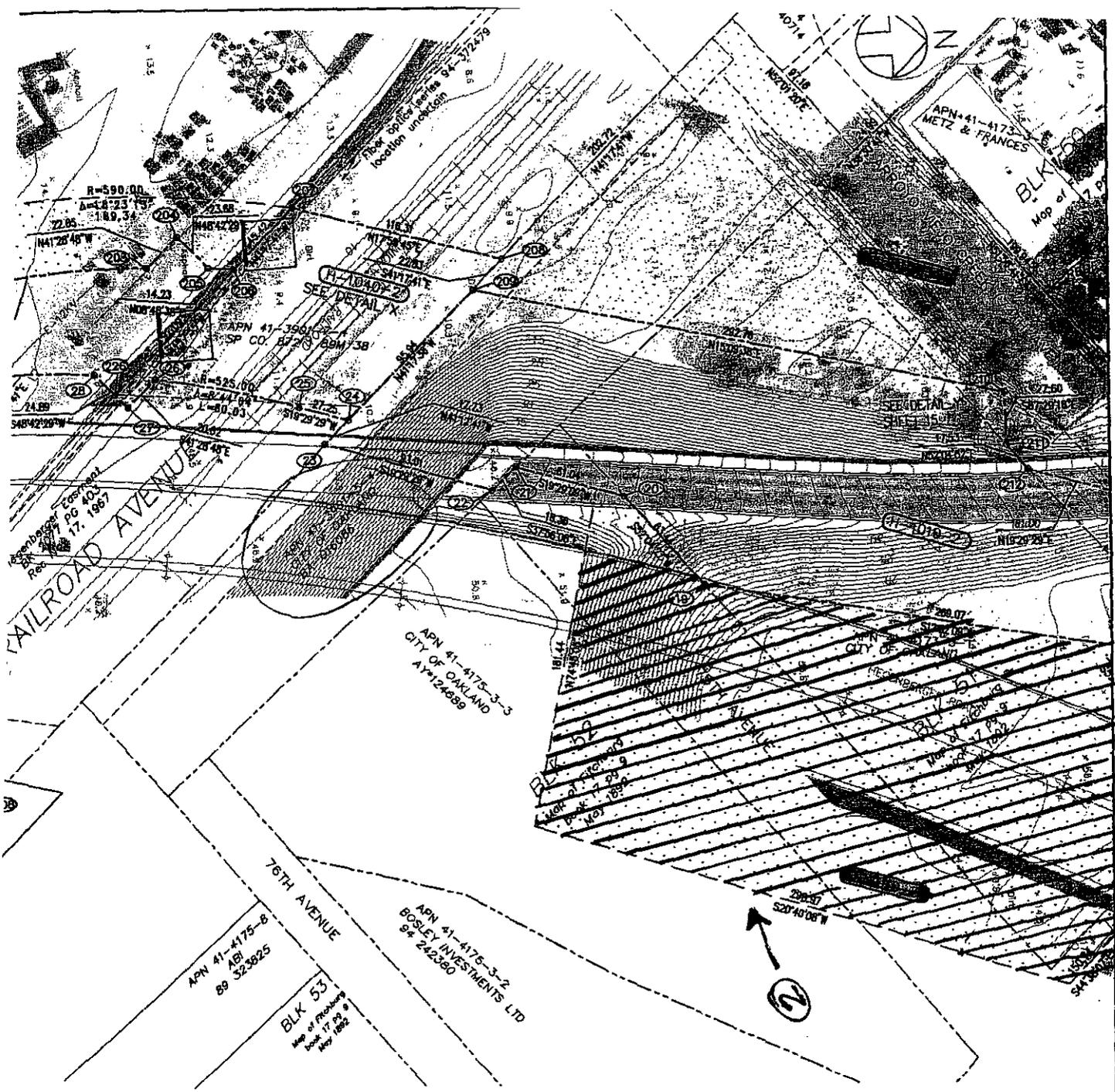
APPROVED _____

OAKLAND AIRPORT CONNECTOR

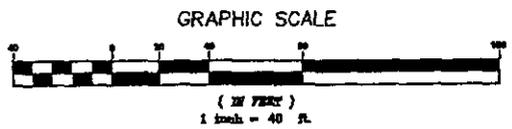
PRELIMINARY APPRAISAL MAP
SHEET 14 OF 16

CADD FILENAME 6G9116-APPR-A.dwg	
SIZE: SCALE D 1"=40'	
RFP NO. 6G9116	REV.
CONTRACT SHEET NO. H-014	PAGE NO. 17

Met with Ron Basch.



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9819.04	6071129.81	211	2100774.90	6071198.05			
0009.91	6071104.34	212	2100785.67	6071211.88			
0190.81	6071074.21	226	2100296.76	6071133.66			



- LEGEND**
- NEW PROJECT RIGHT OF WAY LINE
 - NEW PERMANENT EASEMENT LINE
 - TEMPORARY CONSTRUCTION EASEMENT
 - PARCEL BOUNDARY WITHIN OAC R.O.W.
 - EXISTING PROPERTY LINE
 - EXISTING EASEMENT LINE
 - EXISTING RIGHT OF WAY LINE
 - Ⓢ POINT LISTED IN COORDINATE TABLE
 - (H-1000) BART ACQUISITION NUMBER
 - SEE SPECIFICATION FOR EASEMENT/ROW DESIGNATION

NCISCO BAY AREA RAPID TRANSIT DISTRICT

Lea Elliott

APPROVED

OAKLAND AIRPORT CONNECTOR

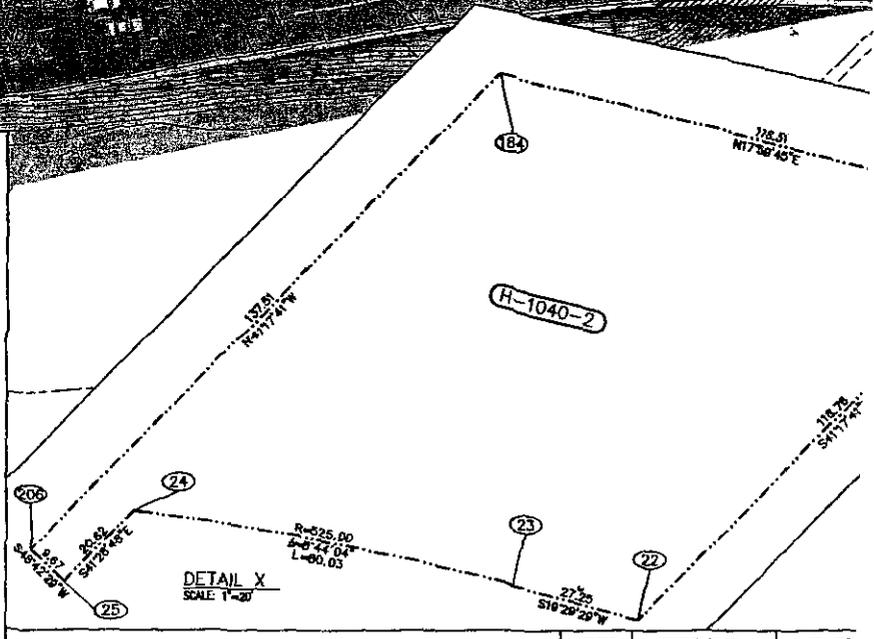
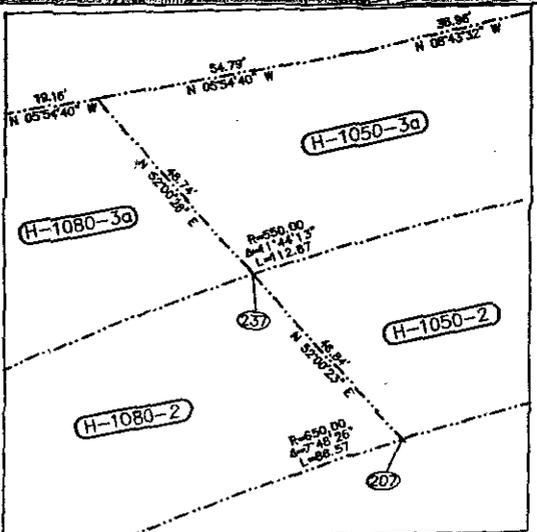
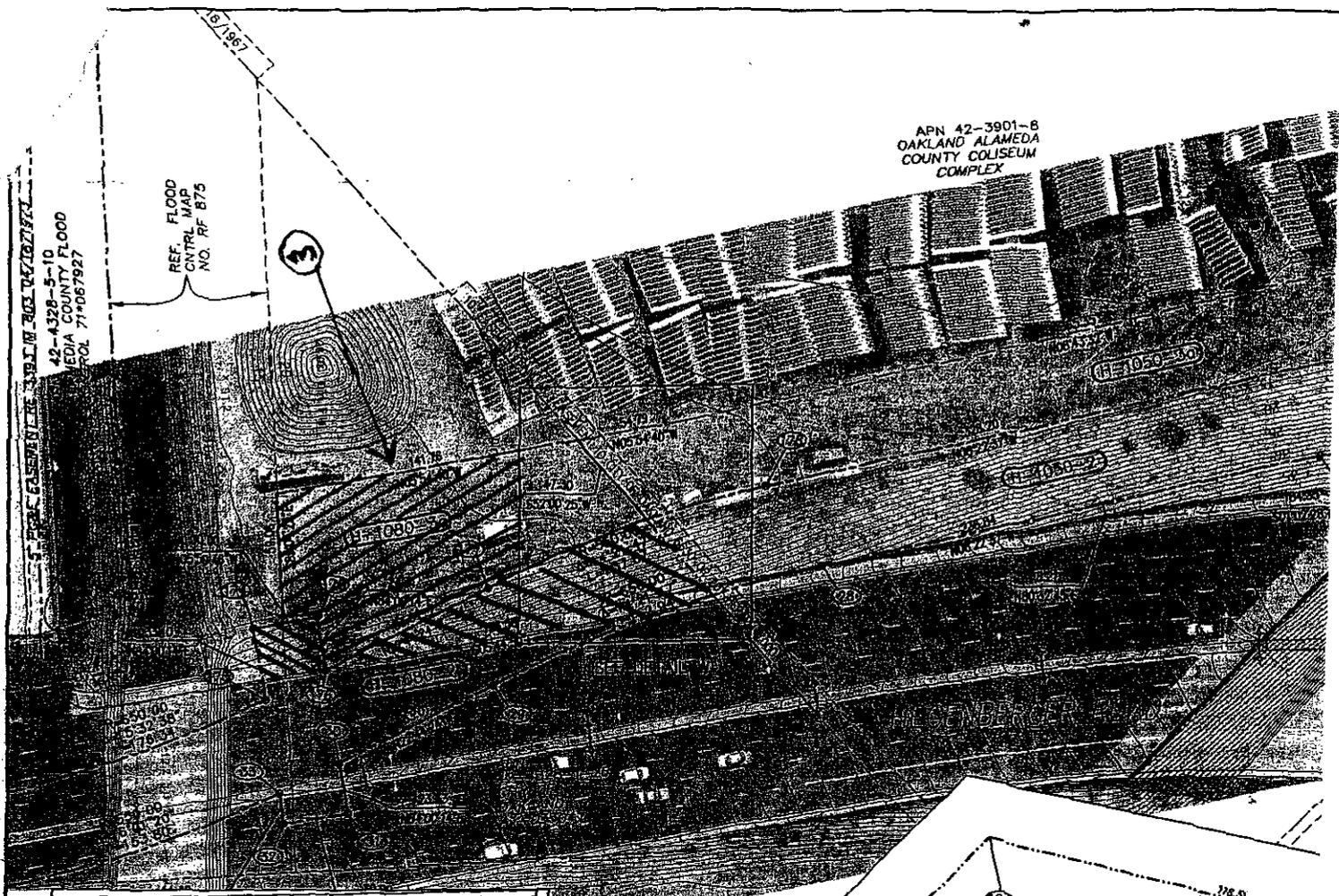
PRELIMINARY APPRAISAL MAP
SHEET 14 OF 16

CADD FILENAME	
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SIZE: SCALE	
D	1"=40'
RFP NO.	REV.
6G9116	
CONTRACT SHEET NO.	PAGE NO.
H-014	17

APN 42-3901-8
OAKLAND ALAMEDA
COUNTY COLISEUM
COMPLEX

REF FLOOD
CONTROL MAP
NO. RF 875

42-4328-5-10
ALAMEDA COUNTY FLOOD
CONTROL MAP NO. 71-087927



PARCEL NO.	GRANTOR	TOTAL OWNERSHIP	R/W	REM.	EXCESS	REMARKS	RECORDATION		PT#	NORTHING	EAST
							DATE	INSTRUMENT NO.			
H-1080-2	CITY OF OAKLAND		63,131			PERMANENT OPERATING EASEMENT			17	2100603.17	607125
H-1080-3a	CITY OF OAKLAND	41,610	41,610	0		TEMPORARY CONSTRUCTION EASEMENT			18	2100565.16	607120
H-1080-3b	CITY OF OAKLAND		56,434			TEMPORARY CONSTRUCTION EASEMENT			19	2100510.30	607118
H-1040-2	S.P. Co. 872 1 89m 38	320,347	12,093	308,254		PERMANENT OPERATING EASEMENT			20	2100495.82	607119
H-1050-2	OAC COLISEUM	4,898,471	22,620	4,875,851		PERMANENT OPERATING EASEMENT			21	2100408.14	607116
H-1050-3a	OAC COLISEUM	4,898,471	22,719	4,875,752		TEMPORARY CONSTRUCTION EASEMENT			22	2100421.46	607115
H-1050-3b	OAC COLISEUM	4,898,471	3,889	4,894,582		TEMPORARY CONSTRUCTION EASEMENT			23	2100395.78	607114
H-1080-2	ALAMEDA FLOOD CONTROL DIST.	1,290	590	700		PERMANENT OPERATING EASEMENT			24	2100318.59	607112
H-1080-2	CITY OF OAKLAND		64,120			PERMANENT OPERATING EASEMENT			25	2100303.14	607114
H-1080-3a	CITY OF OAKLAND		9,728			TEMPORARY CONSTRUCTION EASEMENT			26	2100285.48	607112
									27	2100140.35	607112

AREAS SQ. FT. UNLESS NOTED IN ACRES (AC)

REV.	DATE	BY	SUB	APP.	DESCRIPTION	DESIGNED:
C	10-31-03	KW			INDUSTRY REVIEW	DRAWN: K. WAGNER CHECKED: J. SWANSON APPROVED: J. TERRY DATE: 21MAY03
B	8-15-03	KW			INDUSTRY REVIEW	
A	5-15-03	KW			75% SUBMITTAL	

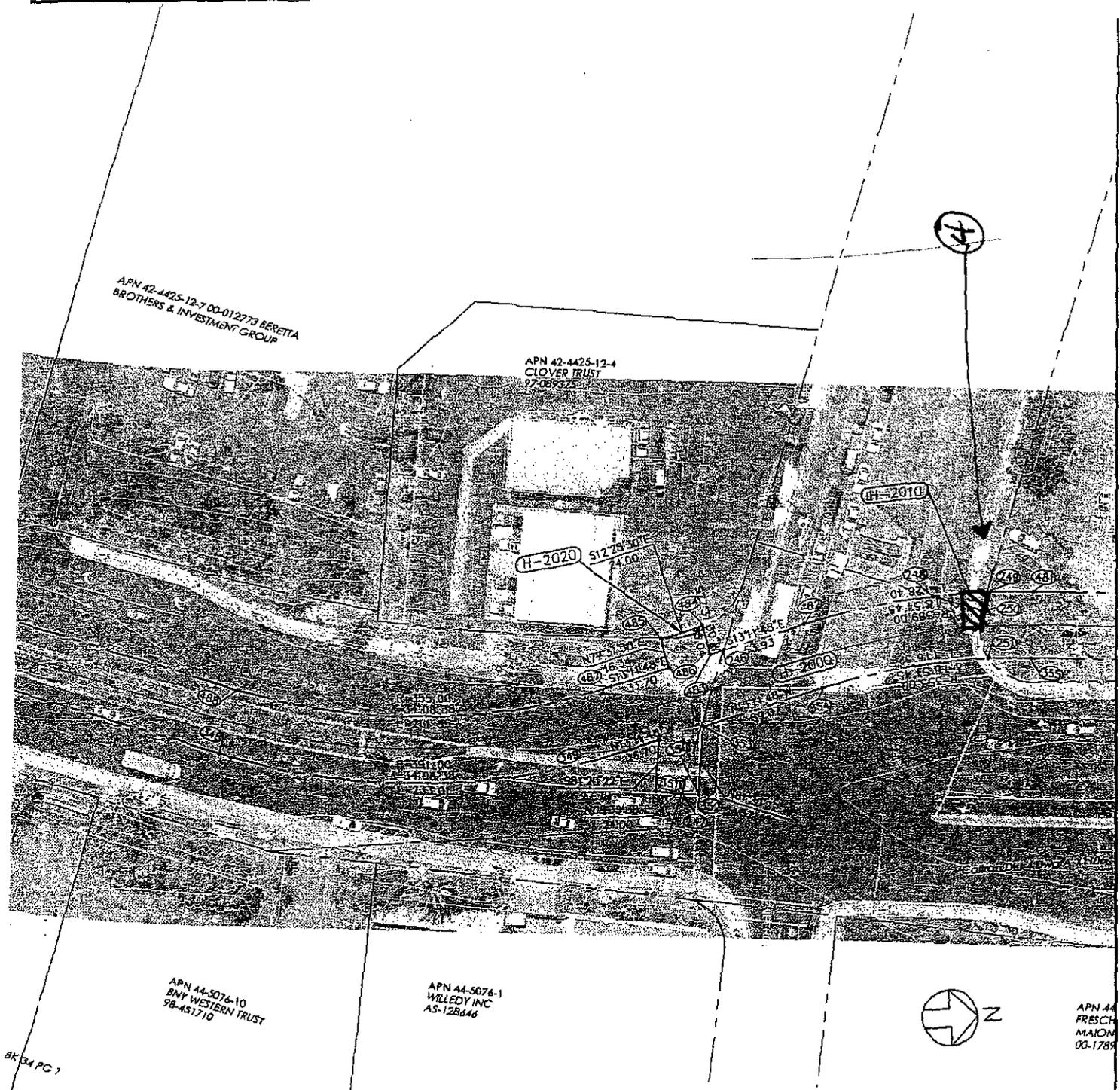
APN 42-4425-12-7 00-012773 BERETTA BROTHERS & INVESTMENT GROUP

APN 42-4425-12-4 CLOVER TRUST 77-089375

APN 44-5076-10 BNY WESTERN TRUST 98-451710

APN 44-5076-1 WILLEDY INC AS-128646

APN 44 FRESCH MAJON 00-1788



PT#	NORTHING	EASTING
9.32	2095206.94	6070979.58
5.12	2095274.19	6070963.81
8.84	2095389.93	6070956.24
8.71	2095393.52	6070920.42
8.80	2095265.97	6070928.76
14.67	2095213.46	6070941.07
13.78	2095209.99	6070925.41
19.26	2095186.56	6070930.59
15.48	2095190.09	6070946.55
2.94	2095157.28	6070954.24
6.55	2094949.32	6070940.18

LEGEND

- NEW PROJECT RIGHT OF WAY LINE
- NEW PERMANENT EASEMENT LINE
- PARCEL BOUNDARY WITHIN OAC R.O.W.
- EXISTING PROPERTY LINE
- EXISTING EASEMENT LINE
- EXISTING RIGHT OF WAY LINE
- ⊕ POINT LISTED IN COORDINATE TABLE
- (H-XXXX) BART ACQUISITION NUMBER - TBA

FRENSICO BAY AREA RAPID TRANSIT DISTRICT

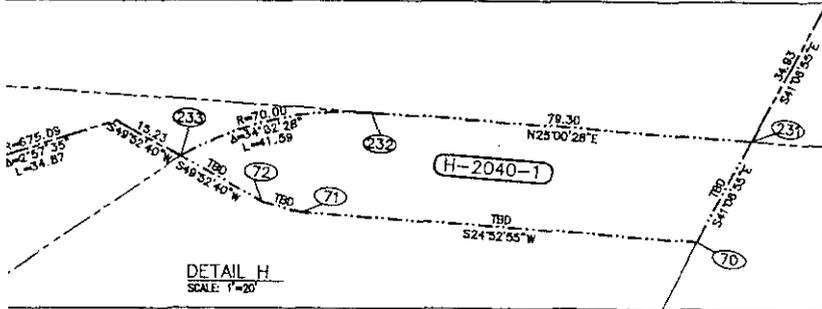
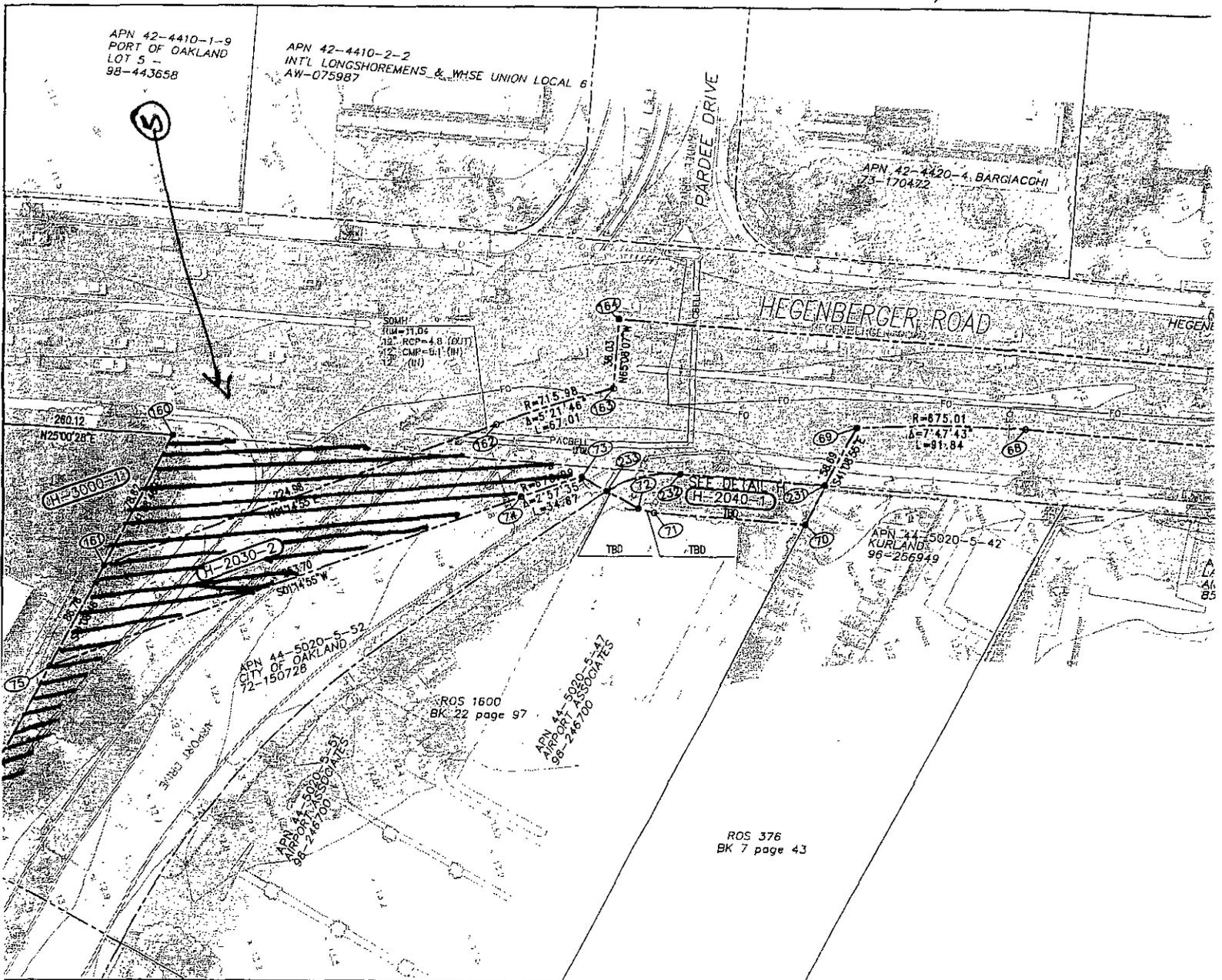
APPROVED _____

OAKLAND AIRPORT CONNECTOR

APPRAISAL DRAWINGS

SHEET 10 OF 16

CADD FILE NO 00004_APPR.dwg	CADD DATE 09APR03
SCALE 1"=40'	
CONTRACT NUMBER 012H-XXX_C007W	ACTIVITY CODE
DWG NO XX-10	REV/PAGE NO 10



PARCEL NO.	GRANTOR	TOTAL OWNERSHIP	R/W	REM.	EXCESS	REMARKS	RECORDATION	
							DATE	INSTRUMENT NO.
H-3000-1	TEAMSTERS UNION	157,272	157,272	-	-	FEE TAKE		
H-2040-1	AIRPORT ASSOCIATES	45,934	2,222	43,712	-	FEE TAKE		
H-2030-2	HEGENBERGER R/W	-	133,003	-	-	PERMANENT EASEMENT		
AREAS SQ. FT. UNLESS NOTED IN ACRES (AC)								

PT#	NORTHING	EASTING
66	2093461.42	6070411.79
67	2093271.24	6070331.44
68	2092851.91	6070137.10
69	2092766.21	6070104.26
70(COORDINATES TO BE DETERMINED PENDING SURVEY)		
71(COORDINATES TO BE DETERMINED PENDING SURVEY)		
72	2092640.10	6070103.03
73	2092617.62	6070076.35
74	2092582.79	6070074.69

REV.	DATE	BY	SUB	APP.	DESCRIPTION	REV.	DATE	BY	SUB	APP.
C	11-21-03	KW			INDUSTRY REVIEW					
B	8-15-03	KW			INDUSTRY REVIEW - DRAFT					
A	5-15-03	KW			75% SUBMITTAL					

DESIGNED:
 DRAWN:
 K. WAGNER
 CHECKED:
 J. SWANSON
 APPROVED:
 J. TERRY
 DATE:
 11/18/03

SAN

R

NOTICE AND DIGEST

AN ORDINANCE AUTHORIZING THE CITY ADMINISTRATOR TO NEGOTIATE AND CONVEY REAL PROPERTY INTERESTS TO BART AS REQUIRED FOR THE OAKLAND AIRPORT CONNECTOR PROJECT WITHOUT RETURNING TO COUNCIL

An ordinance has been prepared authorizing the City Administrator to negotiate and convey real property interests to BART as required for the Oakland Airport Connector Project.