



WEST OAKLAND BART TRANSIT-ORIENTED DEVELOPMENT

Mandela Station Community FAQ

Questions from community members answered from the project's Conditions of Approval – with unresolved questions flagged for follow-up with the development team.

Prepared May 2026 · COAs: PLN18490-REV02 (Nov. 4, 2020) & DET25-0027 (Apr. 1, 2025) · Produced by City People for 7th Street Thrives

This document organizes questions raised by community members in recent email threads and matches each to the relevant language in the project's Conditions of Approval (COAs). Questions not addressed in the COAs are collected at the bottom for follow-up with the development team. COA references appear in purple bold throughout.

SECTION 1

Tree Removal & Landscape

Why are trees being removed – and which ones?

Asked by: Clara Weinstein (WOEIP), Stefanie Parrott, Jilchristina Vest, multiple community members

Trees are being removed in several locations for different reasons tied to specific construction phases: trees within the T3 building footprint (southwest BART station area) are being cleared to build 240 affordable housing units; trees along 7th Street are being removed as part of required streetscape improvements, including raised Class IV bikeways and bus stop relocations; trees on 5th Street are being removed to remediate lead-contaminated soil; and a small number near the northwest station are being removed for bike storage. The developer has confirmed trees will not be removed until shortly before construction begins in each specific area.

[COA #11] Requires streetscape improvements on 7th Street, Mandela Parkway, 5th Street, and Chester Street – including raised bikeways, 8-foot pedestrian zones, and bus stops – all requiring changes to the existing streetscape.

[COA #17] Requires a final Landscape Plan for City review. Plants must be predominantly drought-tolerant; street trees must comply with the City's Master Street Tree List.

[COA #27] Requires a tree permit under Oakland's Tree Protection Ordinance (OMC Chapter 12.36), and replacement of removed trees per the City Tree Reviewer's requirements.

Why not plant California native trees as replacements? The current planting list has no native species.

Asked by: Stefanie Parrott, Clara Weinstein (WOEIP)

[COA #27c] Specifies that replacement trees shall be from a list of native California species: Sequoia sempervirens, Quercus agrifolia, Arbutus menziesii, Aesculus californica, or Umbellularia californica – or other species acceptable to the City Tree Division.

However, this runs into a practical constraint: the City's approved Street Tree List (updated August 2023) includes only 8 California native species out of roughly 80 total. Of the five species named in COA #27c, only two – coast live oak (Quercus agrifolia) and California buckeye (Aesculus californica) – appear on the City's approved street tree list. The other three (coast redwood, madrone, and California bay laurel) are not on it. For trees outside the public right-of-way, such as those within the BART station, the City street tree list does not apply and the full COA #27c species list is available.

[COA #17] Requires that street trees comply with the City's Master Street Tree List, which limits native options in the public right-of-way to coast live oak and California buckeye. Whether the current planting plan maximizes those available native options is worth raising during Final Development Plan (FDP) review.

How many new trees will be planted, and when?

Asked by: Clara Weinstein (WOEIP)

Per Art May of Keystone Development Group (April 21, 2026 email): current plans show 16 trees in Phase 1 and 47 in Phase 2. Phase 1 trees expected at completion of the affordable housing project (targeted late 2028); Phase 2 targeting fall 2027. These plans have not yet been City-approved and timelines are subject to BART and City approval.

[COA #17b] Requires the approved Landscape Plan be implemented prior to final building permit or a bond/cash deposit be provided in lieu.

[COA #17c] Requires permanent maintenance of all required planting, with the property owner responsible for planting in adjacent public rights-of-way.

What is the warranty period for new trees, and who is responsible for long-term maintenance?

Asked by: Clara Weinstein (WOEIP)

Art May confirmed (April 21 email): street trees in the City's right-of-way are the City's maintenance responsibility, though the developer may assist. A warranty period will apply, but the length "has not been determined."

[COA #17c] Requires ongoing maintenance but does not specify a minimum warranty period. Given concerns about Oakland's underfunded tree services department, this is a gap that needs a clear contractual commitment from the developer entities – not just from Keystone, which acts as a consultant – before construction begins.

Can trees be cut as-needed rather than all at once, especially ahead of a hot summer?

Asked by: Clara Weinstein (WOEIP), Stefanie Parrott

Art May confirmed (April 22 email): trees will only be removed shortly before construction begins in each specific project area.

[COA #26] Requires that tree removal during bird breeding season (Feb 1 – Aug 15) be preceded by a qualified biologist survey. If nesting birds are found, a buffer zone must be maintained until young have fledged.

What will happen to the Blues Walk of Fame plaques on 7th Street?

Asked by: Stefanie Parrott

[COA #72] (Revised per DET25-0027) Explicitly requires that the Blues Walk of Fame plaques be reinstalled along 7th Street as part of Phase 1 horizontal improvements — a binding condition that must be met prior to issuance of the Certificate of Occupancy for the residential tower on T1.

SECTION 2

Transportation, Parking & Bus Access

What happens to bus stops on the south side of the station when construction begins?

Asked by: Clara Weinstein (WOEIP), Sasha Werblin (7th Street Thrives)

[COA #11] Specifies as required horizontal improvements a ~270-ft extended bus stop on eastbound 7th Street at Mandela Parkway and a ~130-ft bus stop on westbound 7th Street just west of Center Street .

[COA #71] Requires the Final Development Plan for horizontal improvements to include a detailed phasing plan ensuring uninterrupted AC Transit service throughout all phases, to the satisfaction of AC Transit, the City, and BART.

[COA #52, Req. #2] Requires changing 7th Street/Mandela Parkway intersection: converting westbound through/right-turn lane to a right-turn/bus only lane and providing a dedicated bus signal phase.

With ~1,000 new residents and fewer parking spaces, where will people park?

Asked by: Jilchristina Vest

The project's reduced parking reflects City transit-oriented development policy, shaped by community advisory process conversations, as acknowledged in the developer's April 22, 2026 community update.

[COA #53] Requires a Traffic Demand Management Plan with a 20% vehicle trip reduction goal for projects creating 100+ new peak hour vehicle trips, including baseline parking conditions in the surrounding neighborhood. Requires yearly compliance reports the first five years post-completion.

[COA #11] Notes parking will be prohibited on the west side of Mandela Parkway between 5th and 7th Streets and on the east side of Chester Street between 5th and 7th Streets.

What is the plan for bike storage at the BART station?

Asked by: Raised in context of tree removal near northwest station area

[COA #11] Requires a bike station on the east side of the existing BART station, under the BART tracks, accommodating at least 500 bicycles.

[COA #70, Phase II] Describes a 600-space bike station with retail under the BART tracks between Development Areas T1 and T4, to be permitted by BART with City review, completed as part of Phase II.

While original plans were to complete the bike station during a later project phase, the project received funding to complete the bike station ahead of schedule. It will be completed during phase I with the T3 affordable housing project.

SECTION 3

Public Art & Community Benefits

Has there been community engagement around the public art requirement? Is there a beautification fund?

Asked by: Marsha Murrington (7th Street NBC)

Sasha Werblin confirmed (May 7, 2026 email) that she has connected with the artist contracted for public art, who wants to engage the 7th Street Thrives community. A meeting with the Business Council Steering Committee was proposed.

[COA #19] Requires public art contributions of 0.5% of residential and 1% of non-residential building development costs, met through on-site art installation or in-lieu fees, prior to Certificate of Occupancy for each phase.

[COA #77] Requires a rotating art exhibit wall on the T3 building facing the BART tracks, with a management plan, contractual agreements, and funding plan. First exhibit was installed prior to Certificate of Occupancy for T3/Phase I. The wall may not go without art for more than 30 days.

The COAs do not include a corridor beautification fund. That is a community benefit that would need to be negotiated separately.

What are the affordable housing commitments, and are affordable units comparable to market-rate units?

Asked by: Raised broadly across email threads

[COA #78] Requires a minimum of 90 units at very low income (<50% AMI), 148 units at low income (60% AMI), and 2 units at 120% AMI – 240 affordable units total, remaining affordable for a minimum of

55 years. Floor area, bedrooms, and amenities must be substantially equal to market-rate units. Affordable units must be built concurrently with market-rate units.

[COA #75] Requires one-third of all affordable units priced below 30% AMI.

[COA #78, Req. #10] States the City will not issue final certificates of occupancy for more than 50% of market-rate units in any phase until all affordable units in that phase receive their certificate of occupancy

SECTION 3

Construction Impacts & Community Engagement

What are the rules around construction hours, noise, and dust?

Asked by: Multiple community members

[COA #42] Limits construction to 7:00 AM – 7:00 PM Monday–Friday (extreme noise limited to 8:00 AM – 4:00 PM) and 9:00 AM – 5:00 PM Saturdays. No construction on Sundays or federal holidays.

[COA #44] Requires a Construction Noise Management Plan before any extreme noise activities, with 14-day advance notice to property owners and occupants within 300 feet.

[COA #45] Requires a designated on-site complaint manager, a large on-site sign with permitted hours and complaint procedures, and a maintained complaint log.

[COA #21] Requires dust control throughout construction, including watering exposed surfaces at least twice daily and wet vacuum street sweeping of adjacent roads at least once per day.

How will fugitive dust be managed during the soil remediation process on 5th Street?

Asked by: David Peters (community meeting, May 7, 2026)

The 5th Street trees are being removed specifically to allow remediation of lead-contaminated soil. The remediation is being conducted separately from SUDA's development work, so some remediation-specific protocols fall outside the project COAs. That said, the COAs establish baseline dust control requirements that apply throughout the construction period.

[COA #21] Requires during all construction: watering of all exposed surfaces at least twice daily (with increased frequency when wind speeds exceed 15 mph), covering all trucks hauling loose materials, wet power vacuum street sweeping of adjacent roads at least once per day, and washing off all trucks and equipment before leaving the site.

[COA #22] Requires minimizing diesel equipment idling to two minutes maximum, maintaining all construction equipment to manufacturer specifications, and using low-VOC coatings compliant with BAAQMD Regulation 8.

[COA #23] Requires either a Health Risk Assessment for diesel particulate matter from construction emissions or equipping all off-road diesel equipment with the most effective Verified Diesel Emission Control Strategies (Tier 4 engines or equivalent).

For lead-contaminated soil specifically: the remediation implementation plan describes protocols for containing and managing excavated material. Community members can access the [Remedial Design Implementation Plan on the DTSC website here](#)

How will the developer ensure broader community outreach beyond existing email lists?

Asked by: Jilchristina Vest, David (Black Liberation Walking Tour), Stefanie Parrott

[COA #64] Requires a survey of community members within one-half mile of the site to identify neighborhood needs and preferences for proposed commercial space.

[COA #66] Requires regular programming of the 7th Street plaza – a minimum of 24 events per year, each at least 3 hours long – with an annual event program submitted to the Bureau of Planning.

The COAs do not specify general outreach protocols beyond these provisions. Requests for door-to-door flyering, physical posting at Mandela Co-op, and wider outreach should be raised directly with the development team.

How does the Mandela Station plan align with OakDot’s 7th Street Connection project and West Oakland Greening Inventory?

Asked by: David (Black Liberation Walking Tour), Marcus Johnson (Prescott Neighborhood Council)

The 7th Street Connection project is a City of Oakland transportation improvement project adopted prior to the Mandela Station development review process. When Mandela Station came through planning approval, the City used the COA process to require the development to implement improvements consistent with that adopted plan along its project frontage.

Specifically, the COAs require two related changes to how 7th Street functions near the BART station. First, the bus stop and loading zone currently located inside the BART station plaza must be relocated to 7th Street, creating a new curbside transit facility on the north side of the station. Second, because relocating the bus stop to the curb displaces the existing on-street bikeway, the COAs require the developer to move that bikeway off the street and onto the sidewalk as an at-grade separated cycle track (called a Class IV bikeway).

[COA #52] Requires the developer to implement the transportation improvements contained in the Transportation Impact Review, including converting the westbound 7th Street/Mandela Parkway approach to a right-turn/bus only lane, modifying signal timing, and installing raised Class IV one-way separated bikeways on both sides of 7th Street between Chester Street and Mandela Parkway.

[COA #11 and #72] Specifies the bikeways as raised Class IV one-way separated facilities on both sides of 7th Street, with a minimum 8-foot pedestrian through zone on the sidewalk between Chester Street and Mandela Parkway.

These improvements must be operational and functional prior to the issuance of the Certificate of Occupancy for the residential tower on T1, **per COA #72**, which requires all improvements on both sides of 7th Street – including sidewalks, loading areas, intersection improvements, and the Class IV cycle track continuation on Mandela Parkway to 5th Street – to be in place before that milestone.

What specific changes resulted from the May 7 community meeting, and what is the status of the bifurcated permit?

Asked by: Clara Weinstein, community members broadly

The May 7 meeting outcome described bifurcating the tree removal permit: re-applying only for trees within the Phase 1 affordable housing footprint (breaking ground June 2026), with a two-year permit, allowing further community input before 7th Street tree decisions proceed.

Gordon Matassa (Tree Services Department) confirmed (May 20 email): Developers have resubmitted a new permit only for the affordable housing development, excluding trees on 7th Street.

SECTION 5

Questions Not Addressed in the Conditions of Approval

The following questions were raised by community members but are not answered in either the 2020 COAs or the 2025 DET25-0027 determination. These should be submitted to the development team for a direct response.

Is there a West Oakland Station-specific BART access study for bus stop relocation?

Asked by: Sasha Werblin (7th Street Thrives), Clara Weinstein (WOEIP)

Not answered in COAs.

Multiple advocates note that bus stop relocation to the north side of the station raises safety concerns with existing 7th Street bike lanes.

What is the specific tree warranty period, and which entity is responsible for establishment watering?

Asked by: Clara Weinstein (WOEIP)

Partially addressed – COA #17 requires maintenance but specifies no minimum warranty period.

Art May confirmed the warranty period "has not been determined." A clear contractual commitment from the developer entities is needed before construction begins.

**WE WILL SHARE LINKS TO COAs IN THE COMING WEEKS.
CHECK [7THSTREETOAKLAND.COM](https://7thstreetoakland.com) FOR UPDATES.**