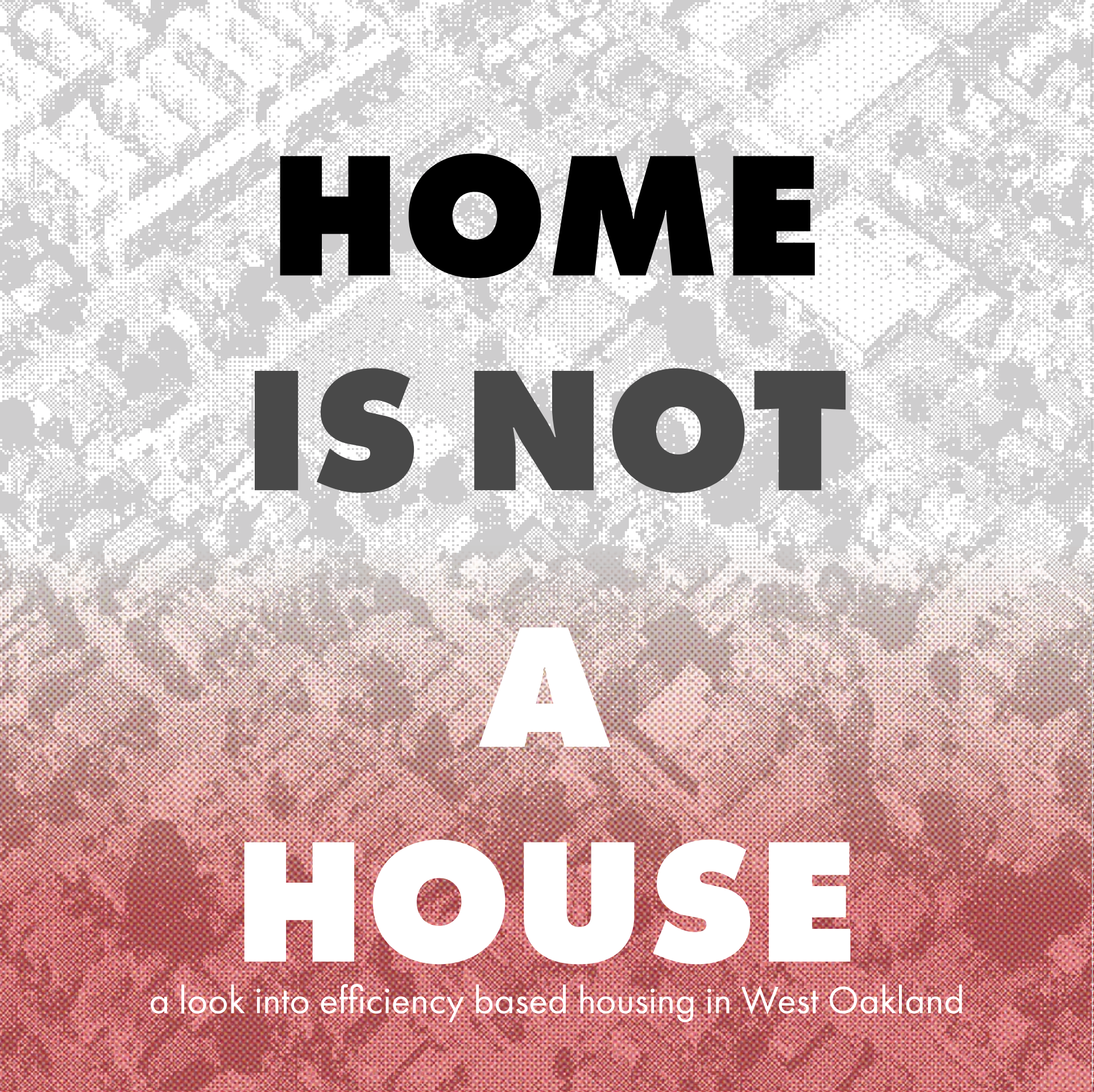




HOME IS NOT A HOUSE

a look into efficiency based housing in West Oakland

WHO GETS TO LIVE HERE?

In West Oakland, historic segregation was enforced through redlining, racially restrictive covenants, and discriminatory lending practices.

These measures confined residents to certain neighborhoods and denied them access to homeownership and investment opportunities. As a result, poverty became concentrated, preventing many from building generational wealth through property, despite the formation of vibrant and self-sufficient communities. Over time, disinvestment and urban renewal further displaced residents, paving the way for today's gentrification and rising housing costs.

"I moved here for the transit and the community, but I didn't realize my rent meant someone else had to leave."

"My grandparents bought this house when no one else would lend to them—now the city calls it 'up-and-coming' and wants us out."

"Oakland's overlapping crises of housing affordability and homelessness have been intensifying for years now and there don't seem to be any solutions within sight. The city's average home price brushed up against \$1 million this year, putting ownership out of reach for most residents."

oaklandside.org 2022



WHO GETS TO CALL WEST OAKLAND HOME?



WHO BENIFITS FROM REDEVELOPMENT?

COMMUNITY

WELCOME TO WEST OAKLAND

WHO GETS TO OWN PROPERTY?

1790

DIVERSITY



WHO BENEFITS FROM DEVELOPEMENT?



The single family home in West Oakland, often a Victorian or craftsman, has long offered stability, outdoor space, and multigenerational living rooted in community identity. New dense housing developments, whether market rate or affordable, aim to address housing shortages by adding more units near transit and jobs. While efficient, they often lack the cultural depth and social ties of older homes. Single family zoning limits density, but unchecked development can drive displacement. As West Oakland changes, the question remains: who is this new housing really for?

"My building has fifty units and I barely know my neighbors, but it's the only place near BART I could afford."

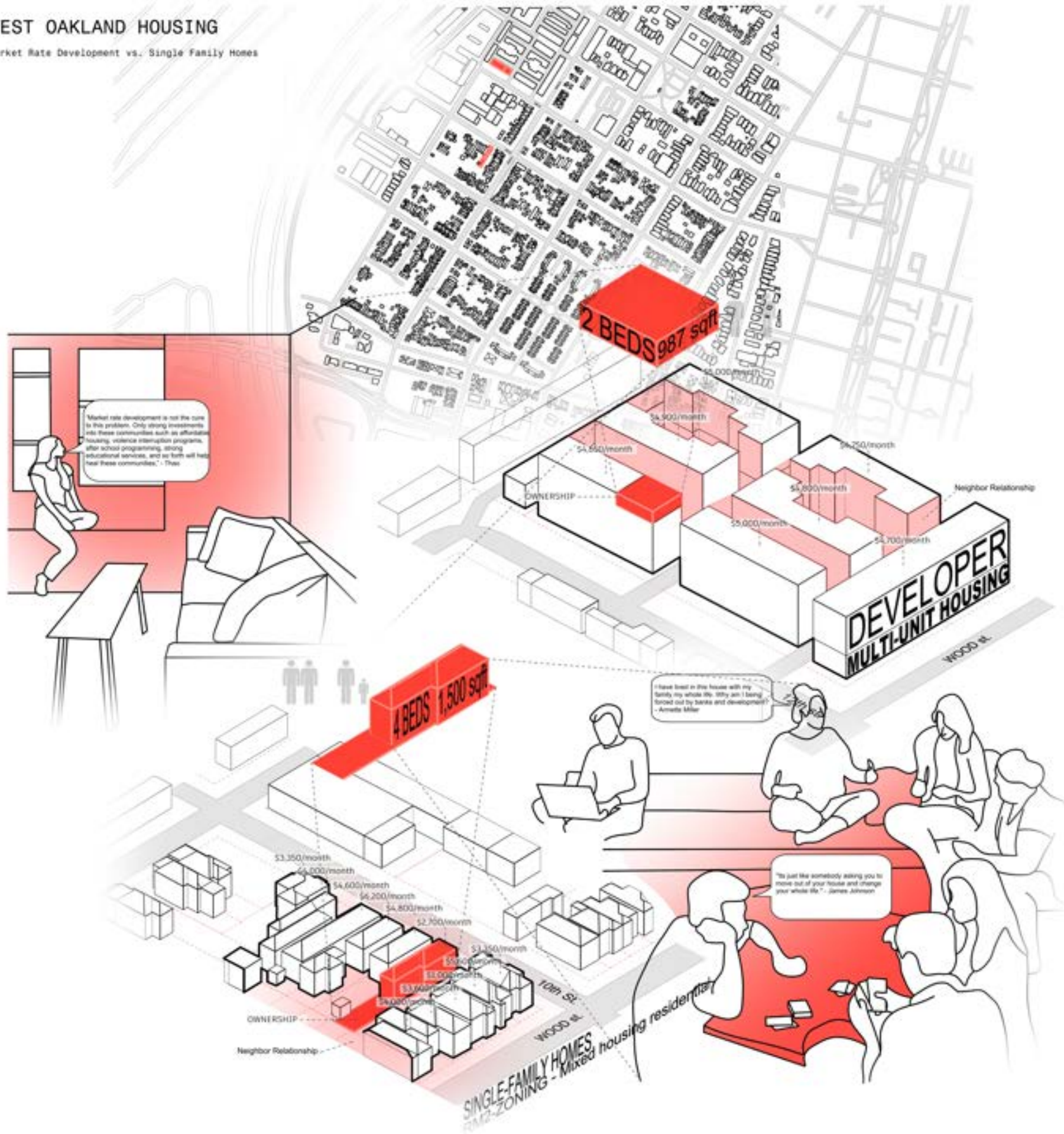
"Growing up in our old house, everyone on the block knew each other—we shared tools, food, and stories."



Background Image: Black Panther Affordable Housing along 7th Street

WEST OAKLAND HOUSING

Market Rate Development vs. Single Family Homes



WHERE DO WE GO FROM HERE?

Transit-oriented developments are designed to bring housing closer to transit hubs like BART, promising easier access to jobs, services, and the broader city. But in practice, these developments often cater to higher-income residents, pricing out those who transit was originally meant to serve. As land near stations becomes more valuable, longtime communities are pushed further out, losing both homes and connectivity. If transit is supposed to equalize access, why does it so often end up reinforcing inequality? Where does development go from here—and who gets to decide?

"When I was a kid, we could hop on the bus or the old AC line and get anywhere—we didn't need a car."

"Now I live near BART, but the rent eats half my paycheck. The train's fast, but what's the point if you're priced out of the city it connects you to?"

"Proximity to BART stations can be a significant factor in determining home and rental prices in Oakland, with properties close to these stations often commanding a premium due to the convenience and accessibility they offer."

doorstead.com 2024

Background Image: Proposed Plan for Mandela Station along 7th Street

MAPPING THE COST OF CONNECTION

How does being near transit affect who can afford to live in Oakland – and who gets pushed out?

Proposed Plan

T1 - 552 Market Rate/High End Residential Units

T4 - 300k sqft. Office/Education

T3 - 240 Affordable Residential Units

The only one includes studio, 1-, 2- and 3-bedroom units ranging from approximately \$450 to \$1,000. It also includes the units with through 60 units for the formerly homeless residents.

ACCESS TO BART STOPS

10 MINUTE WALK
20 MINUTE WALK
30 MINUTE WALK

WEST OAKLAND BART STATION REDEVELOPMENT
MANDELA STATION

2025 TRANSIT LINES

WEST OAKLAND STATION

WEST OAKLAND BART STATION

1938 TRANSIT LINES

HEIGHT = RENT \$

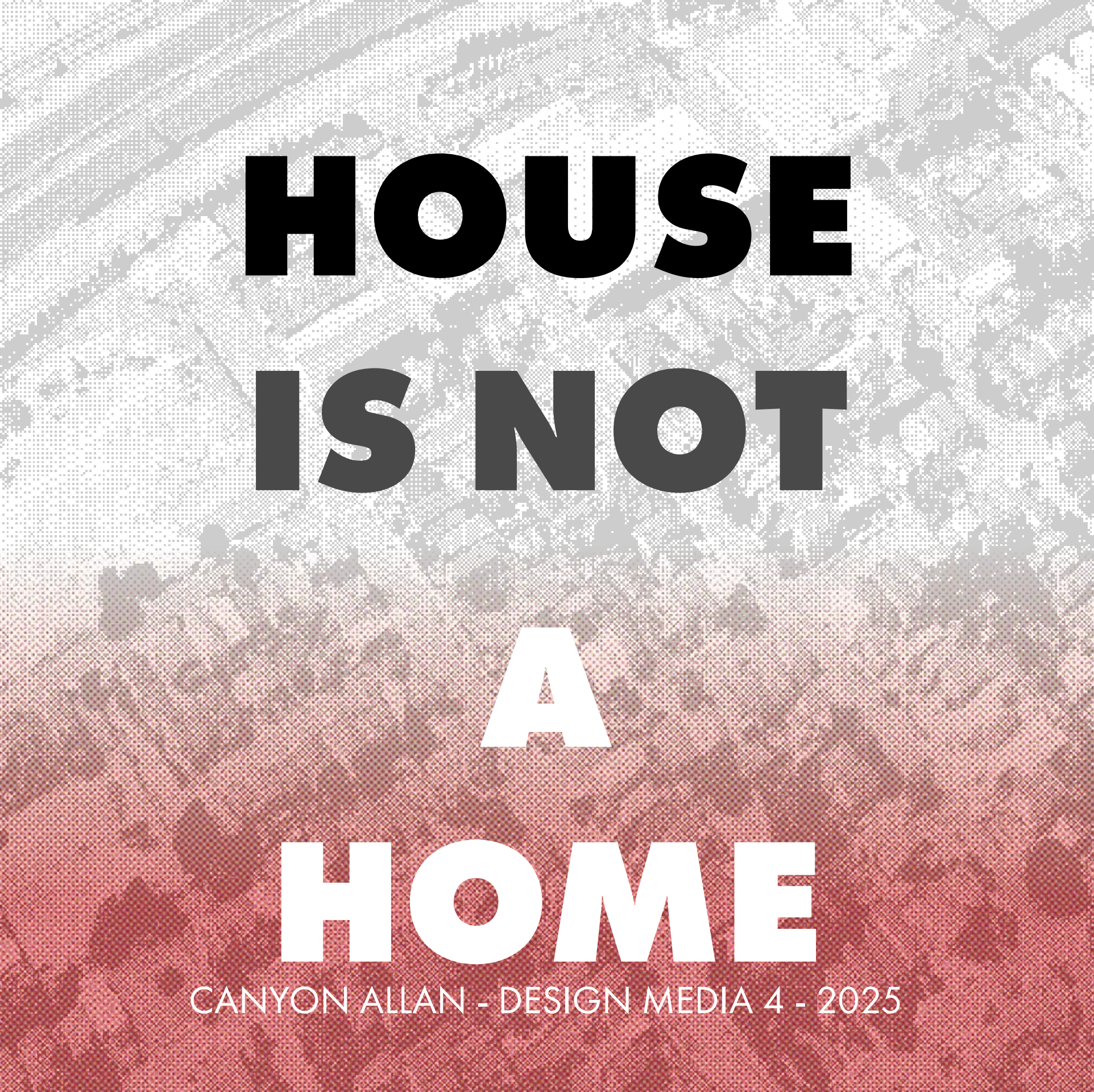
BART LINE
HIGHER INCOME
AVERAGE INCOME
LOWER INCOME

1500 100 50 0

This result of \$48,000 indicates that the bottom third of homes increased significantly in value in the year before the station opened. The average value for bottom tier homes is \$360,425.20 so this is a relatively large and meaningful increase. - Kayla Clark LaRoche on the effect of new Bart stations on housing prices.

What role does the West Oakland BART station play in shaping future development and the risk of housing loss for current residents?

LOCAL TRANS
TRANSBAY INTERURBANS



HOUSE

IS NOT

A

HOME

CANYON ALLAN - DESIGN MEDIA 4 - 2025