

CITY OF OAKLAND



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Community and Economic Development Agency
Planning & Zoning Services Division

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REVISED NOTICE OF PREPARATION (NOP) OF A DRAFT ENVIRONMENTAL IMPACT REPORT MacARTHUR TRANSIT VILLAGE PROJECT

The Oakland Community and Economic Development Agency, Planning and Zoning Division, is preparing a Draft Environmental Impact Report (EIR) for the project identified below, and is requesting comments on the scope and content of the EIR. The EIR will include a discussion of potential environmental effects for each of the environmental topics included in Appendix G of the California Environmental Quality Act (CEQA) Guidelines, thus the City has not prepared an Initial Study. The City of Oakland is the Lead Agency for the project and is the public agency with the greatest responsibility for either approving the project or carrying it out. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies, besides the City of Oakland, that also have a role in approving or carrying out the project. Responsible Agencies will receive a copy and use this EIR when considering approvals related to the project. Responsible Agencies include the San Francisco Bay Area Rapid Transit District (BART), as well as other public agencies. Response to this NOP and any additional questions or comments should be directed in writing to: Charity Wagner, Contract Planner, Community and Economic Development Agency, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; 510-672-5886 (phone); 510-238-6538 (fax); Charity.Wagner@lsa-assoc.com. Comments on the NOP must be received at the above mailing or email address **on or before July 13, 2007**. Please reference case number ER060004 in all correspondence.

PROJECT TITLE: MacArthur Transit Village Project

PROJECT LOCATION: The project site is located in North Oakland, within the block that is bound by 40th Street, Telegraph Avenue, West MacArthur Boulevard, and Highway 24, as shown in Figure 1. The project site includes the BART parking lot, the BART Plaza, Frontage Road between West MacArthur Boulevard and 40th Street, and seven privately owned parcels. These seven parcels are anticipated to be acquired as part of the project. It is also noted that several parcels on the block are not included in the project area, as shown in Figure 2, including the parcel on the southwest corner of 40th Street and Telegraph Avenue, parcels that front on Telegraph Avenue (between Apgar Street and West MacArthur Boulevard), and three parcels on West MacArthur Boulevard. The project would also include access improvements to the MacArthur BART station.

EXISTING CONDITIONS: The project site is approximately 8.4 acres and is comprised of the MacArthur BART parking lot, the MacArthur BART plaza, Frontage Road, and seven privately owned parcels. The BART parking lot, a surface parking lot with approximately 600 parking spaces, occupies the majority of the project site. There are several structures included in the project site that front on Telegraph Avenue and West MacArthur Boulevard. These structures vary in height, and contain residential and commercial uses. Parcels that comprise the project site are not included in the Hazardous Waste and Substances Sites (Cortese) List; however, other hazards or hazardous waste, not included in the Cortese List, may be located on the project site.

PROJECT SPONSOR: MacArthur Transit Community Partners, LLC

PROJECT DESCRIPTION: The proposed MacArthur Transit Village project would include five buildings with up to 675 high-density multi-family housing units. These units would include below market rate rental units equal to 20 percent of the market rate units constructed as part of the project. For example, if 562 market rate units are constructed, 113 below market rate units would be included in the project, for a total of 675 units. Additionally, the project would include up to 34,000 square feet of ground-floor neighborhood serving retail and 5,000 square feet of community space.

All buildings would be between 55 to 65 feet above ground depending on the location of the building within the project site. Commercial square footage would be dispersed throughout the project site, including ground floor space fronting on West MacArthur Boulevard, Telegraph Avenue, and 40th Street. The BART parking lot would be set back against the freeway along West MacArthur Boulevard. Figure 3 shows a conceptual site plan and drawing of the proposed project.

The project would include 700 to 775 residential, retail and community use parking spaces and 300 BART parking spaces. BART currently has approximately 600 spaces dedicated for exclusive BART parking purposes. The project would reduce exclusive BART parking by approximately 50 percent. Full replacement of BART commuter parking will also be analyzed as part of the EIR.

The proposed project also includes several public infrastructure upgrades, including a new public street through the site off of Telegraph Avenue, a proposed traffic light at West MacArthur Boulevard and the Garage Entry Drive, the renovation of the existing BART entry plaza, intermodal improvements, a new intermodal area, and a new public plaza adjacent to the retail space. The potential impact of a Residential Parking Permit Program, as proposed by the project sponsor, will also be evaluated within the EIR.

This project has been revised and changed since the original NOP was circulated in February/March 2006. The table below outlines the differences between the 2006 project and the currently proposed project (2007 Project).

Table 1: Comparison of 2006 Project to Current Project (2007 Project)

	2006 Project	2007 Project
Number of Units	800 Units	Up to 675 Units
Commercial/Community Space	30,000 square feet	Up to 39,000 square feet
Total Parking Spaces	1,330 spaces	1,000 – 1,075 spaces
Exclusive BART Parking Spaces	300 spaces	300 spaces
Maximum Height	22 Stories	6 Stories
Residential Parking Permit Program	YES	YES

Actions/approvals by the City or Redevelopment Agency that may be necessary for this project include without limitation: rezoning; design review, conditional use permit; development agreement; tree removal; grading; and an owner participation agreement.

The Draft EIR will also examine a reasonable range of alternatives to the project, including the CEQA-mandated No Project Alternative and other potential alternatives that may be capable of reducing or avoiding potential environmental effects.

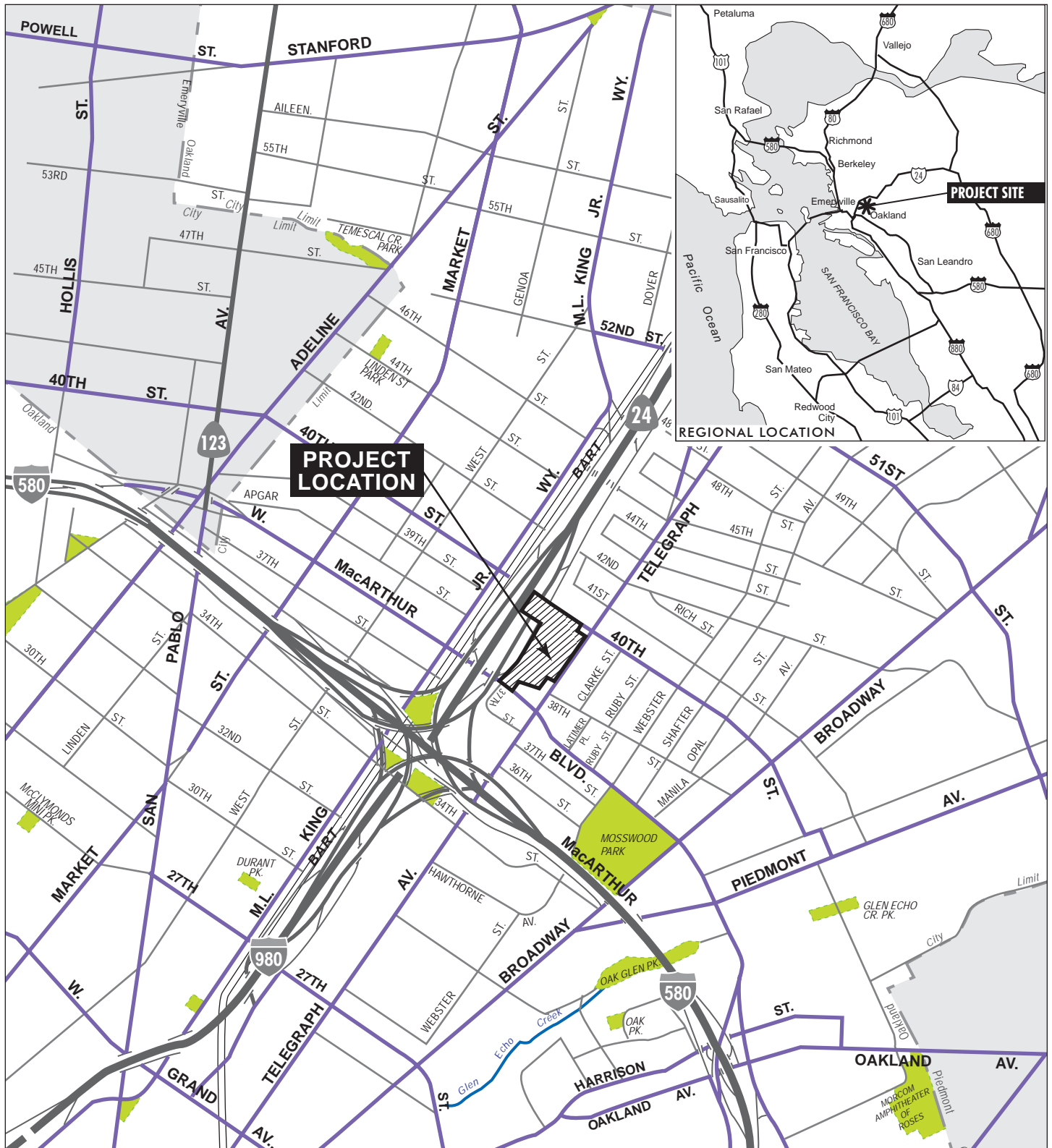
Information for the proposed project can be found at the following website:

<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/macarthur.html>

June 13, 2007
File Number ER060004

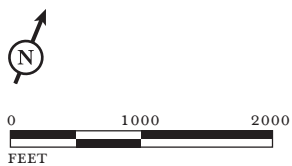
Gary Patton
Environmental Review Officer

Attachments
Figure 1: Project Location and Regional Vicinity Map
Figure 2: Project Site Map
Figure 3: Conceptual Site Plan and Drawing



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FIGURE 1



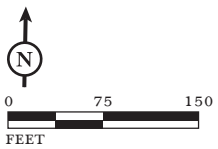
LEGEND
 PROJECT AREA

MacArthur Transit Village Project
 Project Location and
 Regional Vicinity Map



FIGURE 2

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LEGEND

-  PROJECT AREA
-  BART PLAZA
-  PARCEL LINES

MacArthur Transit Village Project
Project Site Map

SOURCE: CITY OF OAKLAND, 2006.

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FIGURE 3

*MacArthur Transit Village Project
Conceptual Site Plan
and Drawing*

SOURCE: CITY OF OAKLAND, 2007.
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