

Community and Economic Development Agency  
Planning & Zoning Services Division

**NOTICE OF PREPARATION (NOP) OF A DRAFT SUPPLEMENTAL OR SUBSEQUENT ENVIRONMENTAL  
IMPACT REPORT**

**OAKLAND ARMY BASE Auto Mall Project**

**JANUARY 19, 2006**

The Oakland Community and Economic Development Agency, Planning and Zoning Division is preparing a Subsequent or Supplemental Environmental Impact Report (EIR) for the project identified below, and we are requesting your comments on the scope and content of the EIR. A previous EIR for the Oakland Army Base Redevelopment Area Redevelopment Plan and Reuse Plan (OARB Redevelopment EIR) was certified in July of 2002 (SCH# 2001082058) and is available at the Planning Division office. That EIR is also available at the following website link:

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

The current project is the implementation of a portion of the Redevelopment Plan and Reuse Plan, but with specific land uses not fully detailed under the OARB Redevelopment EIR. An Initial Study Determination has been prepared to determine whether changes to the project or its circumstances have occurred, or new information has become available that would necessitate preparation of a Supplemental or Subsequent EIR pursuant to Public Resources Code sections 21090 and 21166 and CEQA Guidelines sections 15180, 15162 and 15163. The Initial Study concludes that only traffic/circulation and air quality need to be further studied in a Supplemental or Subsequent EIR; no other impacts will be further studied. The Initial Study is available at the Planning Division office or via the Major Projects website link identified above.

The City of Oakland is the Lead Agency for the project and is the public agency with the greatest responsibility for either approving it or carrying out the project. This notice is being sent to Responsible Agencies and other interested parties. Responsible Agencies are those public agencies in addition to the City of Oakland that also have a role in approving or carrying out the project. Responsible Agencies will rely on the EIR that will be prepared when considering approvals related to the project. When the Subsequent or Supplemental EIR is published, it will be sent to all Responsible Agencies and to others who respond to this Notice of Preparation or who otherwise indicate that they would like to receive a copy. Please send any response you may have regarding this notice to **Elois Thornton**, Planner IV - City of Oakland, Community and Economic Development Agency, Planning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, CA 94612; telephone: (510) 238-6284; E-mail: [eathornton@oaklandnet.com](mailto:eathornton@oaklandnet.com).

Comments on the NOP must be received at the above mailing or email address **on or before Friday, February 20<sup>th</sup>, 2006 at 4:00 p.m.** Please reference case number **ER06-0002** in all correspondence. In addition, comments may be provided at the EIR Scoping Meeting to be held before the City Planning Commission.

**EIR SCOPING MEETING - CITY PLANNING COMMISSION**

**Wednesday, February 15, 2006**

**6:30 p.m.**

**City Hall, 1 Frank H. Ogawa Plaza**

**Hearing Room 1**

**PROJECT TITLE:**

OARB Auto Mall

**PROJECT SPONSOR:**

Oakland Community Development and Economic Development Agency (CEDA)

**PROJECT LOCATION:**

The Project site is located on an approximately 30-acre portion of the former Oakland Army Base and within the Oakland Army Base Redevelopment Area. The site is specifically described as the North Gateway Development Subarea, a roughly triangular site bounded by the East Bay Municipal Utilities District Wastewater Treatment Plant on the north, West Grand Avenue to the south and I-880 on the east. Access to the site is via Wake Avenue from Maritime Street, and West Grand Avenue.

A second project option (Option B) being analyzed in the Initial Study and EIR includes an additional approximately 30 acres of land to the south of West Grand Avenue and east of Maritime Street. This additional option area is also located within the former Oakland Army Base within the Oakland Army Base Redevelopment Area, and is described as the East Gateway Development Subarea. See the attached **Exhibit A – Project Site and Vicinity**.

**EXISTING CONDITIONS:**

The western portion of the project site (approximately 15 acres) is known as the Baldwin Yard and is currently being used for outdoor sorting and storage of gravel and other rock. The eastern portion of the site (approximately 15 acres) is known as the Subaru site and is currently unused and fenced. The expanded Option B area is to the south of West Grand Avenue and includes former Army Base buildings, including the large warehouses which are being used primarily for Port-related storage and logistics activities on an interim basis.

The project site has been identified on the Cortese List of Hazardous Waste and Substance Sites. As allowed under the federal Comprehensive Environmental Responsibility, Compensation, and Liability Act (CERCLA), the former Oakland Army Base, including approximately 15 acres of the Project site and the entire Option B area underwent “early transfer” from the U.S. Army to the City of Oakland, requiring a Finding of Suitability for Early Transfer (FOSET) based upon an approved Remedial Action Plan/Risk Management Plan (RAP/RMP). That Plan defines hazardous material remediation goals, establishes remediation actions and describes health protective measures to be taken. The OARB Redevelopment EIR incorporates by reference and summarizes the RMP/RAP that would apply to the current project and Option B, and would be implemented as development proceeds on these sites.

A Finding of Suitability to Transfer (FOST) was completed in June 2004 for the remaining 15-acre portion of the Project site transferred from the U.S Army Reserves to the City of Oakland.

**PROJECT DESCRIPTION:**

The proposed project involves allowing for use of the North Gateway portion of the Redevelopment Plan Area (approximately 30 acres) for automobile dealerships, with plans to develop five separate, approximately 5-acre sites into 4 or 5 automobile dealerships plus associated roadways and infrastructure improvements.

Option B would include the project as described above with the addition of also allowing for use of an additional 30 acres in the East Gateway portion of the Redevelopment Plan Area. Option B would add three more automobile dealerships on approximately 5-acre parcels, plus a 15-acre site for approximately 150,000 square feet of “big box” retail use, plus associated roadways and infrastructure improvements.

See the attached **Exhibit B – Project, Conceptual Development Plan**.

Pursuant to the requirements of the Bay Conservation and Development Commission’s *Bay Plan*, 15 acres of land within the North Gateway currently designated for Port Priority use as ancillary maritime support (AMS) are proposed to be transferred from the North Gateway area to a site in the Central Gateway area.

The following **Table 1** summarizes the proposed Project and Option B land uses.

| <b>Table 1</b>                                  |                  |                       |               |                                      |                                |
|---|------------------|-----------------------|---------------|--------------------------------------|--------------------------------|
| <b>OARB Auto Mall Project, Land Use Summary</b> |                  |                       |               |                                      |                                |
| <u>Parcel</u>                                   | <u>Use</u>       | <u># of Buildings</u> | <u>Floors</u> | <u>Total Floor Area<br/>(sq.ft.)</u> | <u>Parcel Size<br/>(acres)</u> |
| <b>Project, North Gateway</b>                   |                  |                       |               |                                      |                                |
| A   | Auto dealership  | 1                     | 1             | 40,000                               | 5.1                            |
| B   | Auto dealership  | 1                     | 2             | 160,000                              | 6.0                            |
| C   | Auto dealership  | 1                     | 2             | 120,000                              | 5.5                            |
| D   | Auto dealership  | 2                     | 1             | 40,000                               | 3.8                            |
| E   | Auto dealership  | 1                     | 1             | <u>30,000</u>                        | 3.9                            |
| Loop Road                                       |                  |                       |               |                                      | <u>5.7</u>                     |
|   | <b>subtotal</b>  | <b>6</b>              |               | <b>390,000</b>                       | <b>30</b>                      |
| <b>Option B, East Gateway</b>                   |                  |                       |               |                                      |                                |
| F   | Auto dealership  | 1                     | 1             | 20,000                               | 5.4                            |
| G   | Auto dealership  | 1                     | 1             | 15,000                               | 4.0                            |
| H   | Auto dealership  | 1                     | 1             | 15,000                               | 4.0                            |
| I   | “Big Box” retail | 1                     | 1             | <u>150,000</u>                       | 12.0                           |
| Loop Road                                       |                  |                       |               |                                      | <u>4.6</u>                     |
|   | <b>subtotal</b>  | <b>4</b>              |               | <b>200,000</b>                       | <b>30</b>                      |
| <b>Total</b>                                    |                  | <b>10</b>             |               | <b>590,000</b>                       | <b>60.0</b>                    |

In order to approve the Project, the following actions by the City may be necessary:

- Oakland Base Reuse Authority (OBRA) approval of an amendment to the OARB Reuse Plan to reflect the proposed land use change,
- Bay Conservation and Development Commission (BCDC) approval of re-designation of Ancillary Maritime Support uses from the North Gateway to the Central Gateway,
- Oakland Redevelopment Agency (ORA) issuance of Disposition and Development Agreements and any related documents as necessary for the individual developments,
- Planning Commission approval of Design Review, conditional use permits, variances, subdivision applications and/or other land use approvals required for individual development applications, and
- Administrative approval of subsequent demolition, grading and building permits, infrastructure improvements, and environmental remediation activities.

The project as proposed (auto sales use within the North Gateway area) is consistent with the current General Plan, Redevelopment Plan and zoning designations for the site as either a permitted or conditionally permitted use. However, the City may choose to take the following additional actions:

- City Council approval of a General Plan amendment,
- Oakland Redevelopment Agency (ORA) approval of an amendment to the OARB Area Redevelopment Plan to reflect the General Plan amendment, and
- City Council re-zoning of the Project site to provide a “better fit” with the General Plan amendment.

The City may choose to take this an opportune time to amend the General Plan and the Redevelopment Plan and to re-zone portions of the OARB (including the project site) for the purpose of planning for and zoning the former OARB consistent with the adopted OARB Reuse Plan. These General Plan and Redevelopment amendments and rezoning actions were fully contemplated pursuant to implementation of the OARB Reuse Plan and evaluated in the OARB Redevelopment EIR. They are not required, but may conveniently be processed together with the proposed project.

**PROBABLE ENVIRONMENTAL EFFECTS:**

As detailed in the Initial Study Determination, the proposed project and/or Option B would result in potentially significant air quality and traffic/transportation impacts. All other environmental effects were adequately analyzed in the previous OARB Redevelopment EIR. The EIR for this project will limit its discussion to air quality and traffic impacts, and no other impacts will be further studied in the EIR.

January 19, 2006

File No. ERO6-0002

  
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Elois Thornton  
Planner IV

Attachments

Exhibit A – Project Site and Vicinity

Exhibit B – Project Concept

# Exhibit A Project Site and Vicinity

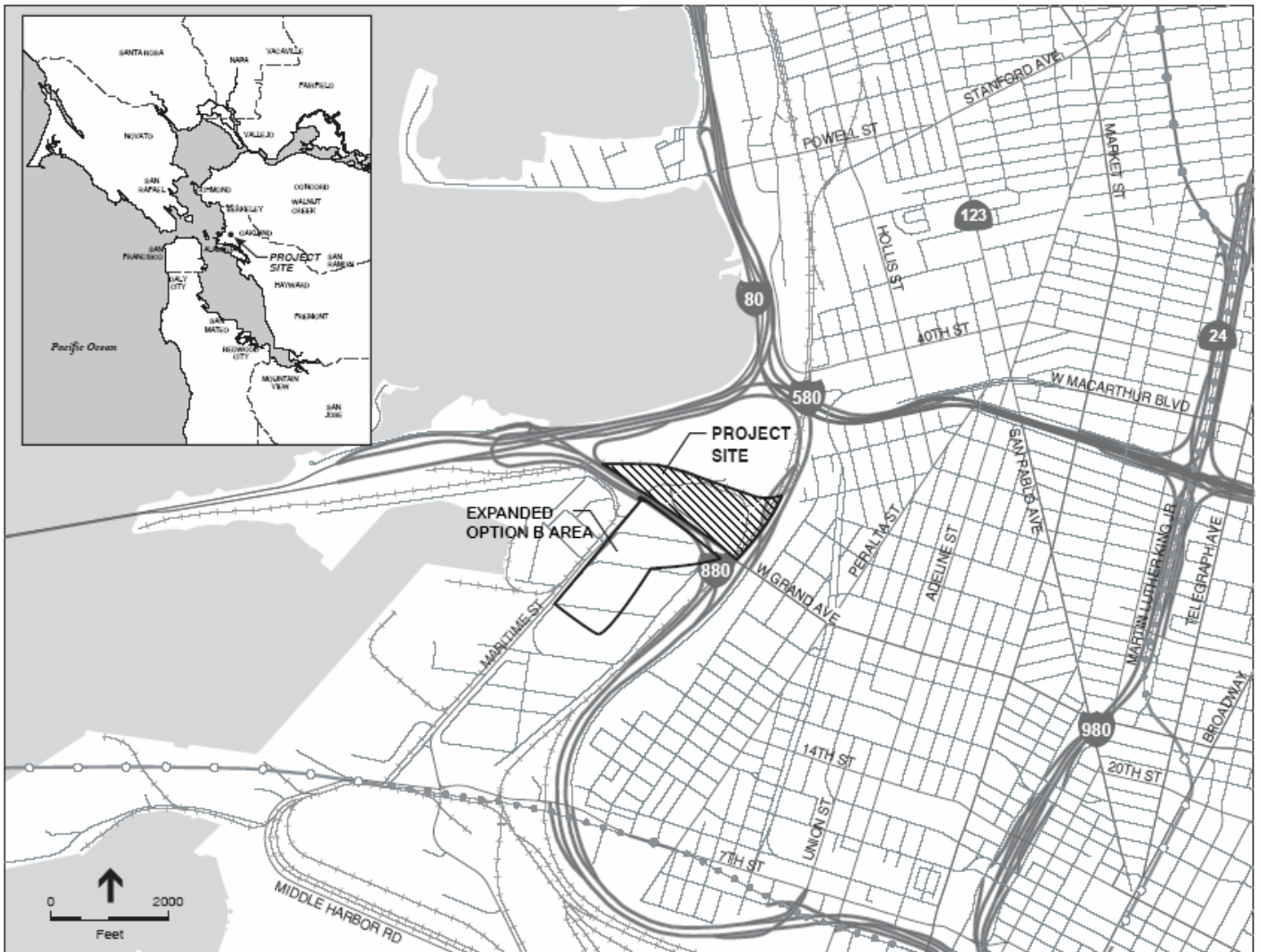


Exhibit B  
Conceptual Development Plan - Project

