

## II. SUMMARY

### A. PROJECT UNDER REVIEW

This EIR has been prepared to evaluate the potential environmental effects of the MacArthur Transit Village project. The project site includes the BART parking lot, the BART plaza, Frontage Road between West MacArthur Boulevard and 40<sup>th</sup> Street, and seven privately-owned parcels. The MacArthur Transit Village Project seeks to redevelop and revitalize an underutilized site in Oakland to create a vibrant transit village that provides pedestrian-oriented, mixed-use development (residential, commercial and community services) that enhances the character of the neighborhood and improves access to (for all travel modes) and ridership of BART.

The 8.2-acre project site is located in North Oakland, within the block bound by 40<sup>th</sup> Street, Telegraph Avenue, West MacArthur Boulevard, and State Route 24 (SR-24), as shown in Figure I-1. The project would include five buildings with up to 675 units of high-density multi-family housing, up to 44,000 square feet of neighborhood-serving commercial, and 5,000 square feet of community space or childcare facility space. Approximately 17 percent of the units (20 percent of total market-rate units) would be below market-rate (affordable), with the remainder of the units being market-rate condominiums. The project includes approximately 700 residential, commercial and community use parking spaces and 300 BART patron parking spaces. The proposed project is described in detailed in Chapter III, Project Description.

### B. SUMMARY OF IMPACTS AND MITIGATION MEASURES

This summary provides an overview of the analysis contained in Chapter V, Setting, Impacts, Standard Conditions of Approval, and Mitigation Measures. CEQA requires a summary to include discussion of: (1) potential areas of controversy; (2) significant impacts; (3) cumulative impacts; (4) significant irreversible and unavoidable impacts; and (5) alternatives to the proposed project. Each of these topics are summarized below.

#### 1. Potential Areas of Controversy

Letters and verbal comments received on the Notices of Preparation (NOP) (February 15, 2006 and June 13, 2006) raised a number of topics that the commentors wanted addressed in the EIR, including transportation, parking, air quality, noise, visual resources, storm drainage and water quality, utilities and infrastructure impacts that may result from the proposed project. In addition, some of the comments offered in the NOP comment letters addressed the merits of the project itself and not the potential adverse environmental

impacts that are the subject of this EIR. Verbal comments offered by those in attendance at the CEQA Scoping Sessions, held on February 28, 2006 and March 15, 2006, included many of the comments offered in writing as comments on the NOP. Copies of the NOPs and written comment letters are included in Appendix A.

## 2. Significant Impacts

Under CEQA, a significant impact on the environment is defined as "...a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance."<sup>1</sup> Implementation of the proposed project has the potential to result in adverse environmental impacts related to transportation. Transportation impacts would be significant without the implementation of Standard Conditions of Approval and mitigation measures, but, with the exception of two intersections (#3 and #22), would be reduced to a less-than-significant level if the Standard Conditions of Approval and mitigation measures noted in this report are implemented. Impacts are anticipated to be less than significant for all other environmental topics.

## 3. Alternatives to the Proposed Project

Chapter V includes the analysis of three alternatives to the proposed project to meet the requirements of CEQA to analyze a range of reasonable alternatives to the project that would feasibly attain most of the project's basic objectives and avoid or substantially lessen any of the significant effects of the project. The three project CEQA alternatives analyzed in Chapter V include:

- The **No Project/No Build Alternative**, which assumes the continuation of existing conditions within the project site.
- The **Existing Zoning Alternative**, which assumes development in accordance with the existing zoning (C-28 and R-70) and General Plan land use designation (Neighborhood Center Mixed-Use). The Existing Zoning Alternative would include demolition of all existing buildings and the BART parking lot and remediation of hazardous materials on-site. Development under this alternative would include 530 dwelling units, 44,000 square feet of commercial space (this may include a community space) and approximately 1,015 parking spaces (including 300 exclusive BART parking spaces). Development would consist of five new buildings (including a parking garage). Structures within the existing C-28 zone (properties adjacent to MacArthur Boulevard and Telegraph Avenue) would have a maximum height of 55 feet and structures within the R-70 zone (properties currently developed with the BART parking lot) would have a maximum height of 40 feet. This alternative would include new access/circulation improvements and BART plaza improvements.

---

<sup>1</sup>14 California Code Regs. 15382; Public Resources Code 21068.