

Wagner, Charity L.

From: Val [diane501@sbcglobal.net]
Sent: Tuesday, August 14, 2007 10:17 AM
To: Wagner, Charity L.
Cc: Andy Friend; jbrunner@oaklandnet.com; pberlin@oaklandnet.com; officeofthemayor@oaklandnet.com
Subject: Letter in Support of More Monitored Security Cameras Around BART Transit Village
Follow Up Flag: Follow up
Flag Status: Red

Dear Ms. Wagner,

I am writing in support of that more surveillance cameras which could be monitored by OPD, BART police and community members be installed around all the major corners of the BART station and proposed village. 40th ST. is a major traffic corridor and route to the BART station on both side of Telegraph and it has been referred to by Lt. Green is a major mugging/crime corridor in our neighborhood for several years now. I constantly see broken glass from cars on 40th St., particularly near the Catholic church side of the street.

The Transit village will be a great asset to our community. But for people to come to the village and buy in they must feel they are living in a safe are and a community. Hence it is essential for BART and the City of Oakland to not just invite more residents to the City of Oakland for their tax dollars, but to committ to the protection of the residents coming.

It's my feeling that BART hasn't paid nearly enough attention to the issue of crime around the MacArthur BART station which is a heavily used station in the system. While we pay into the BART system we are not getting our return for our patronage. Also, MacArthur BART as you are probably aware is a transfer point too to the different BART lines so it's an especially important area.

40th Street more and more is becoming a heavily used street but there is not enough security or presence in the early morning or late evening hours on the Martin Luther King side of the station. In my opinion, far more cameras should be installed in this area. And if the community and the OPD and BART officers are interested and willing to monitor them, then they would be an extremely valuable tool.

Over the years our community and neighborhood has been able to put crime out of business at the large Housing Authority project located midway on the 900 block of 40th St. If you drove past you would not be aware that a large crime-plagued project once existed there.

We can do the same thing with the MacArthur BART station given the willingness and high energy of the West Street Watch members to rid their neighborhood and community of crime in my opinion. They have already victoriously addressed the issue of the AI's Liquor Store. I hope you will committ to working with our community on this important tool for crime fighting efforts used by committed communities around the country. Thanks for your attention to this matter.

Sincerely,
Val Eisman
872 42nd St.
Oakland, CA 94608

Wagner, Charity L.

From: Val [diane501@sbcglobal.net]
Sent: Tuesday, September 11, 2007 9:58 AM
To: Wagner, Charity L.
Cc: jmeeks@oaklandnet.com; jbrunner@oaklandnet.com; gpatton@oaklandnet.com; Dias, Lynette; Andy Friend
Subject: Re: Letter in Support of More Monitored Security Cameras Around BART Transit Village

Charity, thank you for your response. I have now moved from Oakland. I, remain concerned and committed however to those in my former neighborhood who are unable to move to a safer city.

Cameras are effective if monitored. Monitoring is the whole key and I hope you will seriously consider this their incorporation in your project design and the surrounding area. Please see the link to article below entitled SF Airport Makes Use of Surveillance Tech

<http://www.sfgate.com/cgi-bin/article.cgi?f=/c/a/2007/08/19/BA17RKROH.DTL&hw=cameras+crime&sn=010&sc=523ng>

Sincerely,
 Val Eisman

----- Original Message -----

From: Wagner, Charity L.
To: Val
Cc: gpatton@oaklandnet.com ; Dias, Lynette
Sent: Tuesday, September 11, 2007 9:37 AM
Subject: RE: Letter in Support of More Monitored Security Cameras Around BART Transit Village

Hello Val,

Thank you for your message regarding the MacArthur BART Transit Village Project. I've also recently received a message from Andy Friend on be-half of Westside Watch and NOFLAC regarding increased security and crime prevention at and around the BART station. As I mentioned in an e-mail to Andy Friend, increasing security for BART patrons, future residents and surrounding community members is a key feature of the proposed project. The project applicant is considering CPTED (Crime Prevention Through Environmental Design) techniques throughout the project design process.

Currently, the project applicant is working on submittal of a Preliminary Development Plan application to be reviewed by City Departments, including Oakland Police Department. Once submitted, the project plans will be posted on-line at the City's major projects website:
<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/macarthur.html>. The most recent set of schematic renderings are now posted on this webpage.

Yes, I am committed to working with you and other community members to implement good planning practices with development of the MacArthur BART Transit Village. Lastly, I would like to apologize for this tardy response to your e-mail. I've just recently returned to the office after a 3-week vacation. Please feel free to contact me with questions or additional project comments.

Best, Charity

Charity Wagner
 rrmdesigngroup

10 Liberty Ship Way, Suite 300
Sausalito, CA 94965
P: (415) 331-8282 ext. 201 | F: (415) 331-8298
www.rrmdesign.com

From: Val [mailto:diane501@sbcglobal.net]
Sent: Tuesday, August 14, 2007 10:17 AM
To: Wagner, Charity L.
Cc: Andy Friend; jbrunner@oaklandnet.com; pberlin@oaklandnet.com; officeofthemayor@oaklandnet.com
Subject: Letter in Support of More Monitored Security Cameras Around BART Transit Village

Dear Ms. Wagner,

I am writing in support of that more surveillance cameras which could be monitored by OPD, BART police and community members be installed around all the major corners of the BART station and proposed village. 40th ST. is a major traffic corridor and route to the BART station on both side of Telegraph and it has been referred to by Lt. Green is a major mugging/crime corridor in our neighborhood for several years now. I constantly see broken glass from cars on 40th St., particularly near the Catholic church side of the street.

The Transit village will be a great asset to our community. But for people to come to the village and buy in they must feel they are living in a safe are and a community. Hence it is essential for BART and the City of Oakland to not just invite more residents to the City of Oakland for their tax dollars, but to committ to the protection of the residents coming.

It's my feeling that BART hasn't paid nearly enough attention to the issue of crime around the MacArthur BART station which is a heavily used station in the system. While we pay into the BART system we are not getting our return for our patronage. Also, MacArthur BART as you are probably aware is a transfer point too to the different BART lines so it's an especially important area.

40th Street more and more is becoming a heavily used street but there is not enough security or presence in the early morning or late evening hours on the Martin Luther King side of the station. In my opinion, far more cameras should be installed in this area. And if the community and the OPD and BART officers are interested and willing to monitor them, then they would be an extremely valuable tool.

Over the years our community and neighborhood has been able to put crime out of business at the large Housing Authority project located midway on the 900 block of 40th St. If you drove past you would not be aware that a large crime-plagued project once existed there.

We can do the same thing with the MacArthur BART station given the willingness and high energy of the West Street Watch members to rid their neighborhood and community of crime in my opinion. They have already victoriously addressed the issue of the Al's Liquor Store. I hope you will committ to working with our community on this important tool for crime fighting efforts used by committed communities around the country. Thanks for your attention to this matter.

Sincerely,
Val Eisman
872 42nd St.
Oakland, CA 94608

Wagner, Charity L.

From: A Friend [ajfriend@hotmail.com]
Sent: Tuesday, September 11, 2007 9:44 AM
To: Wagner, Charity L.
Cc: gpatton@oaklandnet.com; Dias, Lynette; edric kwan
Subject: RE: [WSWatch] MacArthur Transit Village Security

Good Morning Charity,

Thank you for your reply. I have forwarded it to our group and we will be providing letters with specific requests to you soon, including recommendations from OPD. We also have members who are and will be intimately involved with this project.

Please provide me with any appropriate project updates and i will distribute to our members. Thanks again for your response and willingness to work with us.

Andy Friend

Board Member & Co-Founder of West Street Watch & NOFLAC
ajfriend@hotmail.com

Subject: RE: [WSWatch] MacArthur Transit Village Security
Date: Tue, 11 Sep 2007 09:19:48 -0700
From: cwagner@rrmdesign.com
To: ajfriend@hotmail.com
CC: gpatton@oaklandnet.com; ldias@rrmdesign.com

Hello Andy,

Thank you for your message regarding the MacArthur BART Transit Village Project. I am pleased to hear that you, as well as WSW and NOFLAC, are interested in participating in the planning process for this project. Yes, increasing security for BART patrons, future residents and surrounding community members is a key feature of the proposed project. The project applicant is considering CPTED (Crime Prevention Through Environmental Design) techniques throughout the project design process. I look forward to your detailed suggestions for the project, and will certainly forward them onto to the project applicant.

Currently, the project applicant is working on submittal of a Preliminary Development Plan application to be reviewed by City Departments, including OPD. Once submitted, the project plans will be posted on-line at the City's major projects website:
<http://www.oaklandnet.com/government/ceda/revised/planningzoning/MajorProjectsSection/macarthur.html>.
The most recent set of schematic renderings are now posted on this webpage.

Lastly, I would like to apologize for this tardy response to your e-mail. I've just recently returned to the office after a 3-week vacation. Please feel free to contact me with questions or additional project comments, and thanks again for your message with the attached materials on West Street Watch.

Best, Charity

Charity Wagner
rrmdesigngroup
10 Liberty Ship Way, Suite 300

4/21/2008

Sausalito, CA 94965
P: (415) 331-8282 ext. 201 | F: (415) 331-8298
www.rrmdesign.com

From: A Friend [mailto:ajfriend@hotmail.com]
Sent: Monday, August 13, 2007 12:29 PM
To: Wagner, Charity L.
Cc: wswatch@yahoogroups.com; James Meeks; Jane Brunner; Paul Berlin; David Kozicki; nancy nadel; opd@yahoogroups.com
Subject: RE: [WSWatch] MacArthur Transit Village Security

Dear Charity Wagner,

My name is Andy Friend and I am a Co-Founder and Board Member of West Street Watch and the North Oakland Flatland Leadership Action Committee (NOFLAC). I am writing to you regarding the MacArthur Transit village and its critical role in public safety for our community. As you may be aware, the location of the future transit village is in a 'transitional' neighborhood where crime is the overriding concern in our community. We are already very aware of the fact that the current MacArthur Bart station, according to Lt. Berlin of the Oakland Police Department, allows easy access and escape for criminals from outside of our area. We are already very aware of the dangers we face when we need to use this Bart station as many members of our community and even our specific organization have been assaulted and/or robbed within the immediate vicinity of the MacArthur Bart station. Cars parked on the streets in the immediate area of the MacArthur Bart station have their windows broken and are robbed on a regular basis. I personally have seen many illegal acts including drug sales and use, public intoxication and violent outbursts at the Bart station.

We look forward to the MacArthur Transit Village being built and believe it can be a catalyst for change and provide many benefits to our community, but we also feel that this major development must be planned properly and responsibly when it comes to the safety of transit village residents, visitors and neighbors. We strongly urge you to involve the active participation of the OPD in planning preventative and proactive security measures. For example, we are in strong support of the use of crime cameras as a tool that OPD can use to review, respond to and investigate crimes. However this is simply one of many security measures that can be taken.

We look forward to working with you to ensure that the upcoming MacArthur Transit Village Project is planned and constructed with public safety as priority. For your reference, I have attached a West Street Watch Brochure for you to learn more about our group. I can assure you that we will be very involved in this project to ensure our community voices are heard. West Street Watch will be following up shortly with another letter detailing specific suggestions and requests for this project.

Thank you,

Andy Friend

Co-Founder and Board Member of West Street Watch and NOFLAC.
ajfriend@hotmail.com

To: WSWatch@yahoogroups.com
From: ekwan@ci.fremont.ca.us
Date: Mon, 13 Aug 2007 10:15:05 -0700
Subject: [WSWatch] MacArthur Transit Village Security

Good Morning WSWers!

All letters (or e-mails) of support and/or concerns about safety on the future MacArthur Transit Village should be sent to the project planner Charity Wagner at clwagner@rrmdesign.com. If you support surveillance cameras linked to the internet which are accessible to the public and OPD like the ones on MLK/40th and MLK/Apgar, please emphasize that need in your e-mail and cc our WSW listserve. Remember that it is important that OPD plays a role in reviewing the locations of the cameras so that the cameras provide maximum support to OPD. Thank you.

edric.

>>> 'Kleinbaum, Katherine (Kathy)' <KKleinbaum@oaklandnet.com> 8/13/2007 9:59 AM >>>
Edric,

The MacArthur Transit Village project will not be going for the planning commission for approvals until next Spring. Those approvals will be for a preliminary development plan, and not for specific buildings, However, at that point in time, letters of support would be helpful with the camera caveat attached.

The project planner is currently an outside contract planner. Her name is Charity Wagner and she can be reached at clwagner@rrmdesign.com.

Kathy Kleinbaum
City of Oakland
CEDA, Redevelopment Division
250 Frank Ogawa Plaza, Suite 5313
Oakland, CA 94612
Ph: (510) 238-7185
Fax: (510) 238-3691

-----Original Message-----

From: Edric Kwan [<mailto:ekwan@ci.fremont.ca.us>]
Sent: Monday, August 13, 2007 8:55 AM
To: Kleinbaum, Katherine (Kathy)
Cc: diane501@sbcglobal.com; Berlin, Paul; WSWatch@yahooogroups.com
Subject: Fwd: Re: [oakland10y] RE: [WSWatch] Re: RESPONSE: City Plan for crime cameras on MLK?

Hi Kathy, just something to really consider when the MacArthur Transit village conditions of approval are established and when the construction documents are being prepared. I know it's still early since the project is in the EIR phase but none the less, please keep in mind that security is a concern with neighbors and multiple cameras are requested to be installed. I'm hoping that OPD will have the opportunity to review the project and determine locations of such cameras and other crime reducing measures that can be enveloped with the project. Please let me know when is the appropriate time for our community members to begin sending letter of support w/ requests for cameras. Who is the project planner and his/her contact information? Thanks for your continued help. edric.

EDRIC KWAN, P.E.
Development Associate Civil Engineer
Community Development Department
39550 Liberty Street, P.O. Box 5006
Fremont, CA 94537-5006

Phone: (510) 494-4768, Fax: (510) 494-4721

>>> 'Val' <diane501@sbcglobal.net> 8/11/2007 8:07 PM >>>

Kevin, thank you for this vital information. It's really important that the MacArthur bArt station along 40th St. be secured on both sides. It is unconscionable that the citizens of our city must take their lives into their hands coming and going to work and using public transportation of the MacArthur BART station plus associated buses along the route.

It's obviously we won't have enough walking officers for awhile although I still hope redevelopment monies might purchase one but the cameras would be great. Thanks, keep us all posted.

Thank you Lt. Berlin for your ongoing, amazing dedication to our community.
Val Eisman

----- Original Message -----

From: Kevin Dwyer

To: WSWatch@yahoogroups.com ; larry_e_rice@hotmail.com

Cc: officeofthemayor@oaklandnet.com ; nnadel@oaklandnet.com ;

pberlin@oaklandnet.com ; JBrunner@oaklandnet.com ; phsully@aol.com ;

ZWald@oaklandnet.com ; citymanager@oaklandnet.com ; cityochang@aol.com ;

delafuente@oaklandnet.com ; dbrooks@oaklandnet.com ; thayes.oak@juno.com ;

jrusso@oaklandcityattorney.org ; jquan@oaklandnet.com ; 101550@msn.com ;

Oaklandkev65@hotmail.com ; ajfriend@hotmail.com ; lazara1217@hotmail.com ;

tk@tksvc.com ; jk@maxstrength.com ; ekwan@ci.fremont.ca.us ;

PSA1@yahoogroups.com ; Oakland10Y@yahoogroups.com

Sent: Saturday, August 11, 2007 7:02 PM

Subject: [oakland10y] RE: [WSWatch] Re: RESPONSE: City Plan for crime cameras on MLK?

Great news.

I do hope that this news is broadcast.....In the recent media storm (Mayor's

press conference, Black Muslim Bakery, CHP coming to Oakland streets, Barbara Lee justifying her support of the 'bakery') many have stressed that community policing and neighborhood involvement is crucial. This recent news

from Larry Rice is evidence that groups like WOPAC, WSW, NOFLAC AND THE OPD HAVE A CONTINUING AND ONGOING RELATIONSHIP; these relationships are bearing fruit. Citizens are stepping up to work for a safer Oakland--while the mayors and congresswomen try to deny or justify their previous support for the Black Muslim Bakery.

Please get this good news out to those that need to hear it.

And hats off especially to Edric Kwan, Larry Rice and Lt. Berlin for their extra efforts on this particular project....let the cameras start rolling.

Kevin Dwyer

-----Original Message Follows-----

From: 'Edric Kwan' <ekwan@ci.fremont.ca.us>

Reply-To: WSWatch@yahoogroups.com
 To: 'Larry Rice' <larry_e_rice@hotmail.com>
 CC: <wswatch@yahoogroups.com>
 Subject: [WSWatch] Re: RESPONSE: City Plan for crime cameras on MLK?
 Date: Thu, 09 Aug 2007 08:46:20 -0700

Thank you Larry, the WOPAC members, and Lt. Berlin for the wonderful news! It's great to see one of NOFLAC's crime reduction measures (Oakland Virtual Police Program) to have a citywide coordinated camera surveillance system moving forward. edric.

>>> 'Larry Rice' <larry_e_rice@hotmail.com> 8/9/2007 7:43 AM >>>
 Lt. Berlin made a presentation to the WOPAC last night (Wednesday, August 8th). The WOPAC then voted unanimously to authorize the City Council to spend \$200,000 of West Oakland redevelopment money to fund the purchase of ten cameras and to pay for DSL for those cameras for one year, as well as to fund WiFi cards for officers so they can view through the cameras from their laptops. The cameras would be placed at locations within the West Oakland Project Area to be determined by OPD. Per Lt. Berlin, these particular types of cameras would be placed on street poles, have their own internal hard drives, and can be moved if/when the need arises, but a judge's consent appeared to be necessary to replace them. The community will be able to view through the cameras via the internet; Lt. Berlin's vision was to have community volunteers assist in monitoring hot spots using the cameras.

You may recall the West Oakland Project Area overlaps part of the West Street Watch target area. The WO Project Area is bordered on the north by 40th Street, on the west by Emeryville, and on the east ends just west of MLK (abuts the MacArthur/Broadway/San Pablo project area). The western strip on MLK from Cafe Dejena to Burley's is in MacArthur/Broadway/San Pablo, while both sides of MLK south of Burley's are in the West Oakland Project Area. A map of the project area is available at oaklandnet.com.

>From: 'Edric Kwan' <ekwan@ci.fremont.ca.us>
 >To: larry_e_rice@hotmail.com
 >CC: ajfriend@hotmail.com, jk@maxstrength.com, pberlin@oaklandnet.com
 >Subject: Fwd: [WSWatch] RE: City Plan for crime cameras on MLK?
 >Date: Wed, 8 Aug 2007 13:26:37 -0700
 >
 >Hi Larry, can you tell me more about these 8 cameras? Locations? Do you
 >need community support sent to your Redevelopment staff person (Wendy
 >Simon
 >wlsimon@oaklandnet.com)? The Redevelopment staff person (Kathy Kleinbaum)
 >for the M/B/SP PAC can probably provide her experience with the camera
 >specs and contractors used. This is exciting news! edric.
 >
 > >>> 'Berlin, Paul' <pberlin@oaklandnet.com> 8/7/2007 1:21 PM >>>
 >I am negotiating with WOPAC to purchase 8 cameras. I have no info on
 >Gilmore.
 >
 >pb
 >
 >
 >
 >
 >From: A Friend [mailto:ajfriend@hotmail.com]

>Sent: Tuesday, August 07, 2007 7:42 AM
 >To: Annie Sloan; Jane Brunner; James Meeks; Marcus Johnson; nancy nadel;
 >Paul Berlin
 >Cc: wswatch@yahoogroups.com
 >Subject: City Plan for crime cameras on MLK?
 >
 >Good Morning,
 >
 >This was a quote out of todays SF Chronicle.
 >'Gilmore, whose congregation has 200 members, is skeptical that the city's
 >plans to install video cameras along the Martin Luther King corridor will
 >be an adequate replacement for the lack of police patrols.'
 >
 >Can anyone tell me about this? The only 2 cameras along MLK that I am
 >familiar with are due primarily to West Street Watches efforts...is there
 >something more going on? We certainly hope so....
 >Andy Friend
 >
 >ajfriend@hotmail.com
 >
 >
 >
 >
 >See what you're getting into...before you go there See it!
 >

Tease your brain--play Clink! Win cool prizes!
http://club.live.com/clink.aspx?icid=clink_hotmailtextlink2

<< OVPBadge.jpg >>

<< NOFLACLOGO.JPG >>

A new home for Mom, no cleanup required. All starts here.
http://www.reallivemoms.com?ocid=TEXT_TAGHM&loc=us

SPONSORED LINKS

[True crime streets of la](#) [Market street](#) [Crime](#)
[Market street inn](#) [Market street at reston town center](#)

Your email settings: Individual Email|Traditional
 Change settings via the [Web](#) (Yahoo! ID required)
 Change settings via email: [Switch delivery to Daily Digest](#) | [Switch to Fully Featured](#)
[Visit Your Group](#) | [Yahoo! Groups Terms of Use](#) | [Unsubscribe](#)

Find a local pizza place, movie theater, and more....then map the best route! [Find it!](#)

More photos; more messages; more whatever – Get MORE with Windows Live™ Hotmail®. NOW with 5GB storage. [Get more!](#)

Wagner, Charity L.

From: Edric Kwan [ekwan@ci.fremont.ca.us]
Sent: Wednesday, September 12, 2007 8:41 AM
To: melissa@mcgrathproperties.com; Wagner, Charity L.
Subject: MacArthur Transit Village
Attachments: WSW Brochure Color 082107.pdf

Charity & Melissa, E-mail resent w/out grant proposal (too large for your e-mail systems). edric.

>>> Edric Kwan 9/12/2007 8:27 AM >>>
Good Morning Joe, Rob, and Melissa,

It was nice to meet you at last night's pre-CPC meeting to preview the project's concept plans. I had to rush off to another community meeting so I did not have a chance to say goodbye.

Please take our neighborhood's concerns regarding security seriously. We request security cameras linked to the internet to be used by community watch groups, Oakland NCPC's, and OPD as a community policing tool. See <http://75.10.247.22:1088/en/AViewer.html> for one of the two cameras that we installed on Apgar and MLK that was funded with redevelopment money. Two other development projects have committed and are conditioned to install similar cameras. These link above are currently being extensively used by WSW and OPD to capture evidence for arrests. Thus far, one arrest for drug dealing has been formalized and an apartment tenant is in the process of being evicted for dealing drugs. I am very hopeful that your development will prevent crime; however, other developments utilizing CPTED techniques like those on San Pablo still are facing many prostitution problem and other crime reducing tools like the cameras would have been beneficial. Let's ensure that your future homeowners and the neighbors can feel safe knowing that your project does what it can to fulfill the security needs of the community. Further details as well as other security suggestions will be provided in the near future through our formalized letter of support to the project.

I look forward to seeing this wonderful project develop. Please see attached WSW brochure and grant proposal for the camera on Apgar/MLK and let me know if WSW can provide any assistance. Thank you again.

Edric Kwan
West Street Watch Co-Founder

EDRIC KWAN, P.E.
Development Associate Civil Engineer
Community Development Department
39550 Liberty Street, P.O. Box 5006
Fremont, CA 94537-5006
Phone: (510) 494-4768, Fax: (510) 494-4721

Wagner, Charity L.

From: Marla Wilson [mwilson@greenbelt.org]
Sent: Wednesday, December 05, 2007 4:48 PM
To: dbrooks@oaklandnet.com; jqvan@oaklandnet.com; pkernighan@oaklandnet.com; idelafuente@oaklandnet.com; cityochang@aol.com; officeofthemayor@oaklandnet.com; Nancy Nadel; Ireid@oaklandnet.com; jbrunner@oaklandnet.com; amudge@coxcastle.com; mzayasmart@sf.wrtdesign.com; suzie@yhla.net; Blake.Huntsman@seiu1021.org; sandi.galvez@acgov.org; michaelcolbruno@clearchannel.com; dboxer@gmail.com
Cc: gpatton@oaklandnet.com; Wagner, Charity L.; cityclerk@oaklandnet.com
Subject: MacArthur BART Transit Village - SUPPORT
Attachments: MacArthur BART Transit Village Endorsement Letter.pdf

Mayor Dellums and Members of the Oakland City Council and Planning Commission:

Enclosed, please find Greenbelt Alliance's letter of endorsement for the MacArthur BART Transit Village development proposal. If you have any questions regarding the nature of our support, please do not hesitate to be in touch. I can be reached at 415-543-6771 ext. 308 or at mwilson@greenbelt.org.

Regards,
Marla Wilson

--

Marla Wilson
Livable Communities Outreach Coordinator
Greenbelt Alliance
631 Howard Street, Suite 510
San Francisco, CA 94105
phone: 415.543.6771 x308
fax: 415.543.6781
mwilson@greenbelt.org

Since 1958, Greenbelt Alliance has been creating vibrant places and protecting open spaces throughout the San Francisco Bay Area. Join us.
www.greenbelt.org



Wednesday, December 5, 2007

Mayor Ron Dellums
And City Councilmembers,
Planning Commissioners
Oakland City Hall
One Frank H. Ogawa Plaza
Oakland, CA 94612

RE: MacArthur BART Transit Village – SUPPORT

Dear Mayor Dellums and Members of the City Council, Planning Commission:

Greenbelt Alliance, the Bay Area's land conservation and urban planning organization, endorses the MacArthur BART Transit Village development proposed by MacArthur Transit Community Partners, LLC. Our Compact Development Team's (CDT) careful review of this project revealed the addition of mixed-use development oriented around pedestrians and transit riders to be a gain for this neighborhood and for the City of Oakland. The CDT evaluated MacArthur BART Transit Village using an established set of guidelines designed with the goal of promoting compact infill development patterns and livable, transit-accessible communities with a wide range of housing options for families of all sizes and income levels.

Among the various benefits of this proposed development are those included with the environment and climate change in mind. Not only will this developed be certified as "green" through the U.S. Green Building Council's LEED Rating System, making it one of an elite few, but it will also be compact enough to maximize the opportunity presented by this site. The addition of over 600 new homes on this will mean that 600 Oakland families will have superb access to the MacArthur BART station. As this is a key transfer point on the BART line, and given the numerous shuttles and AC Transit lines that serve this station, these residents will be able to easily live a transit-oriented lifestyle. This community will be mixed-use as well, thoughtfully planned to include a grocery, daycare, and other neighborhood-serving retail that will dramatically reduce unnecessary car use for current and future residents of this area. The site plan also streamlines station pick-ups and drop-offs, making the station function better and relate to the neighborhood more effectively.

As you know, the Bay Area remains one of the most expensive housing markets in the nation. This means that most families cannot afford the median-priced home. In fact, according to research from 2004, an Oakland resident earning minimum wage would have to work a whopping 129 hours per week just to afford a one-bedroom apartment priced at fair market rent. This same research indicates that the homeownership rate in Oakland lags behind the statewide rate and the nationwide rate.¹ This is because teachers, nurses, firefighters, architects, and others cannot afford to live near where they work. Over half of Bay Area cities have an inclusionary housing ordinance, requiring new development to include affordable homes, but Oakland is regrettably still not among these ranks. It is especially laudable that MacArthur Transit Community Partners has committed to renting 104, or 17%, of the homes in this development at

MAIN OFFICE • 631 Howard Street, Suite 510, San Francisco, CA 94105 • (415) 543-6771 • Fax (415) 543-6781
SOLANO/NAPA OFFICE • 1652 West Texas Street, Suite 163 Fairfield, CA 94533 • (707) 427-2308 • Fax (707) 427-2315
SOUTH BAY OFFICE • 1922 The Alameda, Suite 213, San Jose, CA 95126 • (408) 983-0856 • Fax (408) 983-1001
EAST BAY OFFICE • 1601 North Main Street, Suite 105, Walnut Creek, CA 94596 • (925) 932-7776 • Fax (925) 932-1970
SONOMA/MARIN OFFICE • 555 5th Street, Suite 300B, Santa Rosa, CA 95401 • (707) 575-3661 • Fax (707) 575-4275
info@greenbelt.org • www.greenbelt.org

below-market rates, despite not being required to include any affordable homes. Since low-income families are more likely to be transit-dependent and less likely to own multiple cars, this is an ideal location to boost Oakland's stock of affordable homes.

The area surrounding the MacArthur BART station is plagued by concerns about criminal activity. The vast surface parking lot is a magnet for crime—and also gives far too generous a footprint to parking in a key transit-adjacent location. As a result, many nearby residents feel unsafe walking in this area at night. In working with the developer, residents have identified safety improvements as a primary outcome they hope to achieve. The good news is that smart urban design has proven benefits when it comes to enhancing public safety. MacArthur Transit Community Partners has worked cooperatively and proactively with the community to address their concerns by adding ground-floor retail and pedestrian-friendly streetscapes throughout the project. By employing an “eyes on the street” approach to site design, the developer has ensured that the resulting area will be far safer than the area currently is.

Moving forward, Greenbelt Alliance encourages the developer to provide multiple carshare pods within the project and to offer ample secure bicycle parking at the BART station. Additionally, it is our hope that the developer will provide free or discounted transit passes to residents of the new homes, as is being studied in the project's Access Plan.

In closing, we encourage the City Council's approval of MacArthur BART Transit Village as a means of protecting open space through the promotion of livable, pedestrian-friendly communities.

Regards,

/s/

Marla Wilson
Livable Communities Outreach Coordinator

CC:
LaTonda Simmons
Charity Wagner
Gary Patton

¹ National Low Income Housing Coalition, *Out of Reach 2003: America's Housing Wage Climbs*.

Wagner, Charity L.

From: Ruth Treisman [ruthiescafe@yahoo.com]
Sent: Thursday, December 06, 2007 10:14 AM
To: Wagner, Charity L.
Subject: MacArthur Transit Village

Dear Charity,

As we discussed on the telephone, I am sending you a brief outline of the history of my dealings with the various people and agencies involved in the MacArthur Transit Village, as well as my current concerns.

1999: Closed escrow on the building at 505-40th Street; found out within a month or so that the proposed transit village would be built, and was told, "Your building will probably be torn down."

2000 to present: was presented with three offers, possibly from three different developers, none of which even came close to what I had paid for and invested in the building. When I suggested the amount that would actually compensate me (in July of 2006) it was rejected because it was more than property is currently worth in the area. It is not, however, worth more than it will be worth once the project is completed, based on what the developers told me that they will be asking per square foot.

I have several concerns, since it appears that I will not be selling the building to the developers, and they are a combination of my position as a property owner and neighborhood resident.

As a neighborhood resident, I am happy to see development in an area that I have generally characterized as a "desert," with few services and fewer interesting places to shop, to spend time, to buy basic necessities, much less to browse for anything truly interesting. I bought the building in order to attempt to remedy that by opening a cafe and deli, but have not yet accomplished that, mainly because the building itself required a lot of maintenance, including evicting problem tenants, and replacing them with stable residents. I am now in the process of continuing with my "dream," a neighborhood gathering place for cultural activities.

However I am extremely concerned, again as a neighbor, that the current parking problem will be exacerbated tremendously by the reduction of parking spaces from 600 to 300. There is already a struggle that takes place daily for neighborhood parking, and this will simply make it impossible to park near enough to the BART station to feel safe (for BART patrons), or to park close to one's own home (for neighbors). One or the other will be impacted in a negative way, depending on the decisions about parking permits.

As a property owner, I am both for and against the project: I am for it as a way to begin to bring that area into fruition, as I have also been attempting to do myself, with limited success (I did eliminate the drug dealers in my building, which had a positive effect). I am extremely distressed by it, however, as the current configuration gives me a tremendous amount of light and air around the apartments, which are on the second and third floors, and have nothing around them or near them, as well as light that comes into the windows at the ground level on the south and west sides of the building.

At present, there is only one adjacent building, which is one story tall, and only impacts my building for about 25 or thirty feet from the sidewalk at Telegraph Avenue to the west. The rest of the area above and behind it is open space, as is all of the area to the south and west in general. The proposed height limits of the buildings to the south and west of my building, whether five stories or even three stories, will impact in a very negative way on the amount of light, as well as the feeling of openness.

This is a permanent condition, which, once built, will probably not change in my lifetime. The fact that I have put all my efforts (and all my money) into the building for the past nine years means that to me, much more than anyone else, the design is paramount to my ability to continue to make a living.

Most of the apartments have been rented for the past year, and will continue to be rented as long as people are comfortable there, but it is hard to imagine people being comfortable in the four apartments that will be completely surrounded by a construction site only a few feet from each and every one of their windows. There are also two more apartments that will be impacted, but not as much, since they have more windows on the Telegraph side than towards the construction site.

A simple change in the design, to make the open space that is proposed for the complex between my property and the transit village, rather than making the buildings close to mine, and the open space elsewhere, would satisfy me completely as to the changes in light and air.

Another somewhat less desirable change (less desirable to me and probably to the developers) would be to make the portion of the apartment buildings closest to the property line only one story tall, with a sort of "stairstep" design. It would be less desirable to me, simply because it is less appealing than what I have now, but I would accept it as an alternative to nothing...nothing meaning either no development at all, or no change in the current proposed development!

I hope you will be able to pass on my concerns to Design Review Committee. They are concerns that in some cases only affect me and my future (changes in the desirability of the rental apartments, and my ability to market them effectively), and in some cases will affect the neighborhood in terms of parking. Certainly we all know that things change, and that progress is preferable to total disintegration of a neighborhood. That is why I cannot say that I am against the project, even though it is problematic for me. I simply want the project to go forward in a way that does not destroy what I have been working towards, the betterment of an Oakland neighborhood.

Thank you for your cooperation.

Yours truly,
Ruth Ellen Treisman

Wagner, Charity L.

From: Ruth Treisman [ruthiescafe@yahoo.com]
Sent: Monday, December 10, 2007 1:50 PM
To: Wagner, Charity L.
Subject: MacArthur Transit Village Project

Dear Charity,

This is a copy of the letter I sent to the Design Review Committee members:

Dear

I have been the owner of a three-story building located at the corner of 40th Street and Telegraph Avenue in Oakland for nearly nine years. The MacArthur Transit Village Project will impact me directly in two ways, both good and bad.

The good part: it will almost certainly help to develop the neighborhood in a positive way, with more retail shops and services, and good residential design. Naturally, as I have other property in the area, and have lived nearby since 1991, this is a good thing for me and for all of my neighbors.

The only really bad part, for me, is that the design will impact on eight of my eleven apartments, as well as one of my commercial spaces, by eliminating all of the sunlight that currently comes in from the south and west sides of the building every afternoon and evening, and eliminating all or almost all of the light for the entire day as well.

There are only three apartments that do not depend on the south and west sides of the building for most or all of their light, and that will make most of the building much less desirable to live in.

Because my building was built in 1918, it is well-built and well worth keeping (I have spent most of the past eight years attempting to restore it to its former condition), but it was built right on the current property line. That means that the proposed setback of five feet from the property line will be exactly five feet from most of the windows for six of the eight apartments, and not much more for the other two.

This not only eliminates light, it also eliminates privacy. Currently, there is no one and nothing for blocks, allowing for maximum privacy in the bedrooms, bathrooms, kitchens and living rooms of the third floor and second floor apartments on the south half of the building, as well as privacy in the living rooms of the two other apartments that have windows on the west.

The light and privacy are a lot of what makes my building so appealing to potential tenants, and may make it impossible to rent, thereby reducing the number of rentable units in the area. Currently the views from most of the windows on the south side are of trees and downtown Oakland in the distance, and lots of sky, and on the west side, trees right outside the bedroom and living room windows. These trees and part of the BART parking lot, and are scheduled to be eliminated, and replaced with buildings, which will be extremely distressing to some of my tenants.

I am not an architect, and do not really know exactly what can be done to redesign the project, but I am confident that there are people who can help with this situation.

Thank you for your consideration in this matter.

Yours truly,
Ruth Ellen Treisman

Wagner, Charity L.

From: Ruth Treisman [ruthiescafe@yahoo.com]
Sent: Monday, December 10, 2007 11:41 AM
To: Wagner, Charity L.
Subject: RE: MacArthur Transit Village

Dear Charity,

Thank you for all your help. I have the information you had Celia prepare for me, and have had a chance to look at it.

Some of my tenants asked to send emails directly to the people on the Design Review Committee. Can you send me their emails?

Thanks again.

Yours truly,
Ruth Ellen Treisman

--- "Wagner, Charity L." <clwagner@rrmdesign.com>
wrote:

> Good morning Ruth,
>
> I have printed your letter for distribution to the Design Review
> Committee at the meeting on December 12, 2007.
>
> Also, as discussed over the phone yesterday afternoon, I have attached
> plans for you to see the relationship of your building to the proposed
> project. This is NOT the entire plan package, because the entire file
> is too large to email. I have attached pages of the proposed plans so
> you can see proposed building heights, the site plan, and the
> elevations on Telegraph Ave and 40th Street. You will see the project
> proposes a 5-foot setback from the property line that is shares with
> your property.
> I am working with the City's webmaster to get the entire plan package
> on-line. I will let you know when it is available, so you can have an
> opportunity to view the entire plan package.
>
> I can be reached in the office today at 415-331-8282.
>
> Thank you, Charity
>
> Charity Wagner
> City of Oakland, Contract Planner
>
>
>
> -----Original Message-----
> From: Ruth Treisman [mailto:ruthiescafe@yahoo.com]
> Sent: Thursday, December 06, 2007 10:14 AM
> To: Wagner, Charity L.
> Subject: MacArthur Transit Village
>
> Dear Charity,
>
> As we discussed on the telephone, I am sending you a brief outline of
> the history of my dealings with the various people and agencies
> involved in the MacArthur Transit Village, as well as my current
> concerns.
>
> 1999: Closed escrow on the building at 505-40th Street; found out
> within a month or so that the proposed transit village would be built,

> and was told, "Your building will probably be torn down."
>
> 2000 to present: was presented with three offers, possibly from three
> different developers, none of which even came close to what I had paid
> for and invested in the building. When I suggested the amount that
> would actually compensate me (in July of 2006) it was rejected because
> it was more than property is currently worth in the area. It is not,
> however, worth more than it will be worth once the project is
> completed, based on what the developers told me that they will be
> asking per square foot.
>
> I have several concerns, since it appears that I will not be selling
> the building to the developers, and they are a combination of my
> position as a property owner and neighborhood resident.
>
> As a neighborhood resident, I am happy to see development in an area
> that I have generally characterized as a "desert," with few services
> and fewer interesting places to shop, to spend time, to buy basic
> necessities, much less to browse for anything truly interesting. I
> bought the building in order to attempt to remedy that by opening a
> cafe and deli, but have not yet accomplished that, mainly because the
> building itself required a lot of maintenance, including evicting
> problem tenants, and replacing them with stable residents. I am now
> in the process of continuing with my "dream," a neighborhood gathering
> place for cultural activities.
>
> However I am extremely concerned, again as a neighbor, that the
> current parking problem will be exacerbated tremendously by the
> reduction of parking spaces from 600 to 300. There is already a
> struggle that takes place daily for neighborhood parking, and this
> will simply make it impossible to park near enough to the BART station
> to feel safe (for BART patrons), or to park close to one's own home
> (for neighbors). One or the other will be impacted in a negative way,
> depending on the decisions about parking permits.
>
> As a property owner, I am both for and against the
> project: I am for it as a way to begin to bring that area into
> fruition, as I have also been attempting to do myself, with limited
> success (I did eliminate the drug dealers in my building, which had a
> positive effect). I am extremely distressed by it, however, as the
> current configuration gives me a tremendous amount of light and air
> around the apartments, which are on the second and third floors, and
> have nothing around them or near them, as well as light that comes
> into the windows at the ground level on the south and west sides of
> the building.
>
> At present, there is only one adjacent building, which is one story
> tall, and only impacts my building for about 25 or thirty feet from
> the sidewalk at Telegraph Avenue to the west. The rest of the area
> above and behind it is open space, as is all of the area to the south
> and west in general. The proposed height limits of the buildings to
> the south and west of my building, whether five stories or even three
> stories, will impact in a very negative way on the amount of light, as
> well as the feeling of openness.
>
> This is a permanent condition, which, once built, will probably not
> change in my lifetime. The fact that I have put all my efforts (and
> all my money) into the building for the past nine years means that to
> me, much more than anyone else, the design is paramount to my ability
> to continue to make a living.
>
> Most of the apartments have been rented for the past year, and will
> continue to be rented as long as people are comfortable there, but it
> is hard to imagine people being comfortable in the four apartments
> that will be completely surrounded by a construction site only a few
> feet from each and every one of their windows. There are also two
> more apartments that will be impacted, but not as much, since they

> have more windows on the Telegraph side than towards the construction
> site.
>
> A simple change in the design, to make the open space that is proposed
> for the complex between my property and the transit village, rather
> than making the buildings close to mine, and the open space elsewhere,
> would satisfy me completely as to the changes in light and air.
>
> Another somewhat less desirable change (less desirable to me and
> probably to the developers) would be to make the portion of the
> apartment buildings closest to the property line only one story tall,
> with a sort of "stairstep" design. It would be less desirable to me,
> simply because it is less appealing than what I have now, but I would
> accept it as an alternative to nothing...nothing meaning either no
> development at all, or no change in the current proposed development!
>
> I hope you will be able to pass on my concerns to Design Review
> Committee. They are concerns that in some cases only affect me and my
> future (changes in the desirability of the rental apartments, and my
> ability to market them effectively), and in some cases will affect the
> neighborhood in terms of parking.
> Certainly we all know that things change, and that progress is
> preferable to total disintegration of a neighborhood. That is why I
> cannot say that I am against the project, even though it is
> problematic for me. I simply want the project to go forward in a way
>
=== message truncated ===

Wagner, Charity L.

From: Amanda Robins [troublelervsme@yahoo.com]
Sent: Monday, February 04, 2008 6:14 PM
To: Wagner, Charity L.; kkleinbaum@oaklandnet.com
Cc: Rashaad Butler; Deborah Robins
Subject: What BART is hiding from commuters: MacArthur BART commuters fight to retain 300 parking spaces! TIME SENSITIVE

Hello Charity and Kathy,

I am writing to you as a new tenant from 509 40th Street, the building directly connected to the BART parking lot. I would like to strongly encourage your planning to leave the patch of trees next to our building as a way of separation of the two buildings. I myself do not drive so am not concerned so much about the construction over the lot - although I will inquire what the hours are going to be during construction because of sound? I think it is important for the city to leave nature in place when possible and also feel that the buildings do not need to be so crammed that the trees must be eliminated. When I signed the lease to move in, I was told about this construction and want to feel as if I have a say in what happens right outside of my window.

I feel the new building may be an asset to the neighborhood as it needs a more developed, live-in community and I am interested to see what changes come from this. I am asking for you to look at this from a more practical, humane view - I am not a tree hugger and won't be chaining myself up anytime soon, but feel there can still be a little nature left in our neighborhood.

Please get back to me and let me know you have received this. I work until very late (at the Boys & Girls Clubs in SF) and will not be able to attend the meetings about this development... I simply am asking for my word to be heard.

Kindly,
Amanda

Wagner, Charity L.

From: Deborah Robins [deborah.robins@sbcglobal.net]
Sent: Tuesday, February 05, 2008 8:35 AM
To: Wagner, Charity L.; ruthiescafe@yahoo.com; Amanda Robins
Cc: Rashaad Butler; Deborah Robins; kkleinbaum@oaklandnet.com; Dias, Lynette
Subject: RE: What BART is hiding from commuters: MacArthur BART commuters fight to retain 300 parking spaces! TIME SENSITIVE

Dear Charity,

I was cc'ed on this e-mail, so I'll put my two cents in as well. I'm a West Oakland neighbor of this proposed development, and wonder how you can read over your response to Amanda below and not cringe at what you've laid out here--

Removal of mature trees, long and noisy working/pile-driving hours, M-F AND Saturday, if needed-- and, it is no consolation to people on 3 sides of the building who enjoy and benefit from the beauty and shade of those mature trees, that you're leaving trees on Telegraph Avenue, most of the apartments have windows on the other three sides of the building!

If I owned that building, I would be very upset to see the beauty of the property I have nurtured for many years (and extensive renovations and updating have been done to make this a wonderfully preserved old building!), to see the rental values be significantly diminished to do construction noise and dust/air and noise pollution, and the desecration of landscaping which made the units appealing to tenants to begin with.

At the very least, it would appear that the landlord should be given some kind of stipend to compensate the tenants as an inducement for them to stay (many of them have said they would move out, under the circumstances), and to compensate the building owner for what may be up to, what? two years? of lost rentals.

I think we all agree that this development will be a nice upgrade for the neighborhood, and we're all for that. However, there is such thing as the right to quiet enjoyment of one's own domicile, and if that is disturbed in such a major way, people must be compensated, and considerations must be made before greedily removing those very things that make Oakland a desirable residential metro area-- GREENERY.

I believe the landlord has asked only that this project push itself another 20 or so feet away from her property, so she and the tenants can, at least, continue the enjoyment of those mature trees, and let the trees stand as a buffer zone between them and a lengthy, unsightly construction ordeal.

Thanking you in advance for taking this SERIOUSLY, it is important to all of us.

Sincerely,

Deborah Robins
President, Nut Hill Productions, Inc.
A not for profit media organization in Oakland 510-547-8300

--- "Wagner, Charity L." <clwagner@rrmdesign.com>
wrote:

> Amanda - Thank you for your message. Your comments about construction
> noise and maintaining existing trees are important, and we will
> consider these in our review and your email message will be included
> in the package for review by decision makers.
>
>
>

> You are correct that the most all of the trees would
> be removed as part
> of the proposed project. There are a few trees along
> Telegraph Avenue
> that would be maintained and the proposed plans also
> introduce new
> landscaping on site. But if I understand your
> comment correctly, it
> sounds like you are interested in maintaining mature
> trees.

>
>
> In terms of construction hours, the City limits
> construction to 7:00 am
> and 7:00 pm Monday through Friday, except that
> extreme noise generators
> (like pile driving) are limited to 8:00 am and 4:00
> pm Monday through
> Friday. No construction is allowed on Sundays;
> however, the City does
> allow applicants to request that some construction
> activities be allowed
> on Saturdays and these requests are reviewed on a
> case-by-case basis.

>
>
> Again, thank you for your comments and please feel
> free to contact me
> with questions.

>
>
> Best, Charity

>
>
> Charity Wagner

>
> <<http://www.rrmdesign.com>> Consulting Planner, City
> of Oakland

>
> rrmdesigngroup

>
> 415-331-8282

>
>
> _____
> From: Amanda Robins
> [mailto:troublelervsme@yahoo.com]
> Sent: Monday, February 04, 2008 6:14 PM
> To: Wagner, Charity L.; kkleinbaum@oaklandnet.com
> Cc: Rashaad Butler; Deborah Robins
> Subject: What BART is hiding from commuters:
> MacArthur BART commuters
> fight to retain 300 parking spaces! TIME SENSITIVE

>
>
> Hello Charity and Kathy,

>
>
> I am writing to you as a new tenant from 509 40th

> Street, the building
> directly connected to the BART parking lot. I would
> like to strongly
> encourage your planning to leave the patch of trees
> next to our building
> as a way of separation of the two buildings. I
> myself do not drive so
> am not concerned so much about the construction over
> the lot - although
> I will inquire what the hours are going to be during
> construction
> because of sound? I think it is important for the
> city to leave nature
> in place when possible and also feel that the
> buildings do not need to
> be so crammed that the trees must be eliminated.
> When I signed the lease
> to move in, I was told about this construction and
> want to feel as if I
> have a say in what happens right outside of my
> window.
>
>
>
> I feel the new building may be an asset to the
> neighborhood as it needs
> a more developed, live-in community and I am
> interested to see what
> changes come from this. I am asking for you to look
> at this from a more
> practical, humane view - I am not a tree hugger and
> won't be chaining
> myself up anytime soon, but feel there can still be
> a little nature left
> in our neighborhood.
>
>
>
> Please get back to me and let me know you have
> received this. I work
> until very late (at the Boys & Girls Clubs in SF)
> and will not be able
> to attend the meetings about this development... I
> simply am asking for
> my word to be heard.
>
>
>
> Kindly,
>
> Amanda
>
>

Wagner, Charity L.

From: Ruth Treisman [ruthiescafe@yahoo.com]
Sent: Tuesday, February 05, 2008 9:29 PM
To: Wagner, Charity L.
Subject: Excerpts from my letter of March 15, 2006

Dear Charity,

I was very surprised to hear you say that you had no memory of my request for compensation for lost rents.

I stated it fairly clearly in the letter that was included with the letter from my attorney last March.

His email to Natalie Fay stated that he had faxed the rather lengthy letter (both his comments and mine), had mailed them to her, and in an attempt to be extremely thorough, had also sent them to her by email on March 15, 2006.

I still have the original email that was forwarded to me, with the attached file, so I will include the relevant parts:

Excerpts from my letter of March 15, 2006 to Natalie Fay:

"Therefore, if the project is to move forward, I would like to ask for three specific things:

1. Rethink the parking situation, and add rather than subtract BART parking, as well as adding adequate parking for the residents and customers of the new (and old) mixed-use properties.
2. Compensate my lost rental income during the periods of loss; this may include (although not be limited to) the period for the nine months prior to any actual construction (as my leases are for one-year periods), as well as the period during and immediately after the construction itself, until it is clear that it no longer impacts on my ability to attract good tenants.
3. Plan the structures so that the public space, roadway, walkway, etc., are located around my building, so that the tallness of the five-story buildings is somewhat less of a problem, and redesign the buildings, so that the tallest parts are somewhat removed again, by creating a sort of stair-step pattern, with the lowest part (perhaps one story) immediately closest to the public space around my property, and then gradually getting taller as the distance increases.

These three factors would greatly reduce my opposition to the project as it is currently presented, and would probably be better for the neighborhood as a whole.

Thank you for your kind attention to these matters of the environmental impact on the neighborhood."

Today (February 5, 2007) very little has changed. I still want the public parking to remain at a minimum of 600 spaces, I still want to have a thirty-foot space between the new buildings and my older one, and I still want compensation for the lost rental income that will certainly become a problem as the date of the project looms closer. What has changed somewhat is that I think I will probably prefer a more uniform height of the buildings as one sees them along Telegraph Avenue, rather than the "stair-step" look I was advocating a year ago, but with a large green space between my building and the new complex.

I don't really care what sort of green space it is--whether you keep the current mature trees on the west side or plant new growth of any type--I care much more about having the space between the buildings, and the greenery of any sort to look at from my building, rather than a blank wall in close proximity that cuts off the sunlight, the light, the air, and the view, both on the south side of my building and the west side, which currently has greenery.

Yours truly,
Ruth Ellen Treisman

Wagner, Charity L.

From: William Manley [bmanleynow@yahoo.com]
Sent: Tuesday, March 04, 2008 10:45 PM
To: Wagner, Charity L.
Cc: jbrunner@oaklandnet.com; boardofdirectors@bart.gov
Subject: Comments on DEIR for MacArthur BART Transit Village -- Case Nbr ER0006-04

A few comments about the proposed project.

Generally in favor of overall design. .

It is how BART stations should have been designed from the outset.

I vigorously applaud
the reduction in the parking spaces reserved for BART.

This is a transit village, and as such it should be geared toward pedestrian, bicycle, and mass transit.

That said, I recognize that many patrons are accustomed to plentiful and free/low cost parking, no matter how much it increases costs of BART and the public generally who don't come there by car.

So I think retaining 300 spaces for BART parkers is a generous compromise.

The parking should pay for itself. This may be impossible in the short term, but should be kept in mind as a long-term principle. But minimally, the rates for parking should be comparable (if not higher) to West Oakland. This accomplishes two key functions:

Helps reduce costs of this very expensive facility.

Helps reduce demand on this scarce resource.

I

According to information presented in the public presentation of the draft EIR, the City of Oakland will contribute \$32 million to the project, half of which will be for the parking facility. That's \$16 million for 300 spaces, or about \$53,000 for each space. This is a tremendous subsidy to drivers that undercuts use of bicycles, busses and carpooling. Even nominal interest on this money would be \$2500/year per space, to say nothing of amortized construction costs, security and maintenance.

Another key measure that should be implemented is the unbundling of parking from the residential and commercial units. Given the ample public transit that will be available from this site, it is highly likely that a large number of the new residents of the transit village will opt not to own a car, yet archaic zoning guidelines prescribe over 1000 spaces be dedicated to the 600 residences. Those spaces - if so many are indeed required - should be collocated and with general BART and retail parking so that they may be available for use by BART or retail patrons. They should be available to residents for rental (or maybe purchase) by residents, but residents SHOULD NOT BE REQUIRED to buy or rent them.

The unbundling can significantly lower the cost of renting or buying units, and can provide a more flexible, market-based approach to addressing parking demands.

These areas are key to the success of the project. Accordingly I ask that the final project have

- no more than 300 spaces dedicated for BART usage
- price parking to help offset costs to the City and BART
- unbundle the parking from the residential components to make more available for BART and Retail patrons and lower the costs of the housing overall

Thank You
William D. Manley
4132 Gilbert St.
Oakland, CA 94611

Wagner, Charity L.

From: Roy Alper [royalper@sbcglobal.net]
Sent: Tuesday, March 11, 2008 5:49 PM
To: Wagner, Charity L.
Subject: MacArthur Transit Village

Dear Ms. Wagner,

I understand that you are the contract planner for the Planning Department working on the MacArthur Transit Village. I live four blocks from the site and will be able to see the project from the second floor of my house when it is finally constructed after decades of false starts. It can't happen soon enough, as far as I am concerned.

You should be aware that there is an organized campaign going on to complain about the site. It is fair to say that there are people in the neighborhood who do not want the project to be built, and have opposed most other projects as well. But the overwhelming majority of Temescal neighbors support the project and understand the value of increased density along Telegraph Avenue and particularly at the BART station. A year or so ago, dueling petitions by supporters and opponents of higher density development along Telegraph resulted in twice as many signatures supporting higher density than opposing. For property and business owners along Telegraph, over 80% support more dense housing development.

As to points raised by the opponents' campaign:

1. I fail to see how the addition of hundreds of housing units at the BART station will increase traffic congestion in the neighborhood. The residents of the Transit Village will certainly walk and not drive to BART – that's why they will want to live there. And any additional cars on Telegraph, 40th or MacArthur in the off-peak periods can be easily handled without any congestion.
2. The loss of parking may cause some people who currently drive to BART to park on neighboring streets, but that has been solved near other BART stations by residential parking permit programs. The opponents do not mention the scourge of crime that currently affects the area around 40th and Telegraph and which causes many in the neighborhood to drive instead of walk to BART for their personal safety. With over 1,000 new residents living there, I would expect the petty criminals to move elsewhere and that those of us in the neighborhood will feel safe to walk to BART.
3. The 85 trees that will be removed do almost nothing to shield the current below grade parking lot, which is quite a blight on the neighborhood. I can't imagine the City will not require good landscaping and tree planting in the new development to replace the trees; nor can I imagine a developer of such a large project ignoring the value of having many good new trees in the new development.
4. I can't speak to whether some apartments in the poorly maintained apartment building at the corner of 40th and Telegraph will lose some sunlight due to the development. It is certain, however, that they will lose their view of the parking lot and freeway interchange and instead be looking at a new and attractively designed building. And they will have the benefit of the new buildings buffering their apartments from the very substantial noise generated at that location by the freeway and BART.

I was disappointed that the project was downsized by eliminating the 22 story buildings that were originally proposed, as I would have been able to see those buildings from my house instead of the freeway ramps. Anymore downsizing will only further reduce the importance of the project in improving our neighborhood. I urge you to recommend approval of the EIR and approval of the proposed transit village.

Roy Alper

Wagner, Charity L.

From: kasakatz [kasakatz@yahoo.com]
Sent: Monday, March 17, 2008 9:56 AM
To: Wagner, Charity L.
Subject: Please respect historic building

Dear Ms. Wagner,

It is my understanding that the MacArthur BART Transit Village design as it stands today will block the light to the side windows of the historic building at the corner of Telegraph and 40th.

We are sparing that building due to its aesthetic and historic value. This value is diminished if many or most of the rooms lose their sunlight and air flow.

There are many ways to leave space around that building. Bicycle or pedestrian access to the transit village could be created. Green space could be added. I leave the specifics to the architects.

I believe the owner and residents of the building should not suffer the loss of light and air. But more importantly, I believe this building should be able to offer a quality living opportunity. If the apartments decline, the residents willing to live there could become a problem for residents of the transit village and the greater area.

Thank you,

Seth Katz
member, Broadway/MacArthur/San Pablo Redevelopment Project Area Committee member, Greater Mosswood Neighborhood Association

Looking for last minute shopping deals?
Find them fast with Yahoo! Search. <http://tools.search.yahoo.com/newsearch/category.php?category=shopping>

Wagner, Charity L.

From: Jason Gardner [townsat@sbcglobal.net]
Sent: Monday, March 17, 2008 10:50 AM
To: Wagner, Charity L.
Subject: In support of the MacArthur BART transit village design

Dear Charity Wagner --

Your email address was posted on the Temescal Families newsgroup as the contact person for comments on the EIR for the MacArthur BART transit village. I've been following the development process for the last seven years and wanted to voice my strong support of the current design as presented in the Preliminary Development Plan pdf. It's a great design -- exactly what our neighborhood needs to reduce blight, make the BART station safe, and decrease the regional environmental impact of adding new residents to our urban neighborhood.

Please count my voice of support for the project as currently envisioned.

Best,

Jason Gardner
545 43rd St.
Oakland, CA 94609

Wagner, Charity L.

From: Ken [k150@yahoo.com]
Sent: Wednesday, March 12, 2008 9:19 PM
To: Wagner, Charity L.
Cc: Jane B - Oakland Council; Karen Hester Ultra
Subject: In support of MacArthur BART transit village plans

Dear Charity Wagner, Contract Planner,

I am a Temescal resident who firmly believes in sustainable, mixed use/transit oriented development. With gas rising \$1/gal every few years, there will soon be very few car drivers going through the station. I will definitely not miss the parking lot sewer--precious urban space should not be wasted on parking. At least put it deep underground!

It's been way too long for there not to be highrise housing/shopping built into and adjacent MacArthur BART Station. If this was India, Japan, Singapore, China, parts of Europe... or San Francisco, that's what we'd have already.

Suggestions for alleviating NIMBY concerns:

1. put together urban tree canopy plan for replacing/saving trees
2. cut traffic congestion with dedicated Bus Rapid Transit lanes--long overdue!
3. have adjacent neighborhoods implement paid residential parking permit programs, like other parts of Oakland, Berkeley
4. lost parking: add more carshare pods to BART stations and throughout neighborhoods, whether thru nonprofit City Carshare, corporate Zipcar, or neighborhood DIY. add more public amenities so that people will want to want, instead of drive
5. include 20% affordable housing to those multitudes who earn <\$60k/year. (rentals, small units Japan-style: 2DK, 2LDK, etc.)
6. include a grocery/co-op like Berkeley Bowl on the ground floor.

I and my immediate neighbors fully support your plans. I just wish the development were a bit taller, Berkeley/Tokyo/NYC style. I also hope it will feature rooftop gardens, tennis, and views of the bay.

Thank you for your time and consideration.

Sincerely,

Kenneth Ott
350 49th St.
510-557-9150

Looking for last minute shopping deals?
Find them fast with Yahoo! Search. <http://tools.search.yahoo.com/newsearch/category.php?category=shopping>