

# MacArthur BART Transit Village



## Schedule - EIR & PDP Application

- **2007**
  - **October 2007** – Preliminary Development Plan Submittal
  - **November 2007** – Design Review Committee Meeting
  - **December 2007** – Circulation of Draft EIR
  - **December 2007** – Public Comment Period Begins
- **2008**
  - **January 2008** – 45 Day Public Comment Period Ends
  - **January 2008** - Planning Commission Hearing on Draft EIR
  - **March 2008** – Planning Commission Review of PDP
  - **April 2008** (tent.) – City Council Meeting

2006 Plan Community Comments/Concerns	2007 Plan MTCP Changes
Shuttle Access	Exclusive Shuttle Drive
Garage Location	Moved access to MacArthur Blvd.
BART Plaza	New Design & Improved Access
Bicycle Circulation	Increased access points
Pedestrian Access	Improved internal connections
Scale of Development	Blocks in proportion to existing neighborhood
Community Space & Child Care	Maintain potential space for both
Successful Retail	Well placed along Village Drive & Telegraph Ave.
Impact of BART Parking on Neighborhood Streets	Residential Parking Permit Program with ¼ mile radius

## September 2007

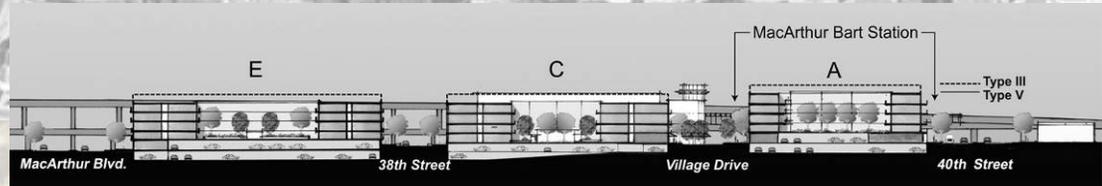
### Low Rise Development (update)

- **Residential Units: 580-635 units total**  
Market rate Condominiums: 483-529 units  
Affordable Rental: 90-106 units
- **Retail: 34,000-39,000 sq. ft.**
- **Community Center/Child Care: 5,000 sq. ft.**
- **BART Parking: 300 cars**
- **Height of residential buildings:**  
50 to 75 feet
- **Structured Parking:**  
Residential: 580-635 cars  
Non-Residential: 30-70
- **On-Site Street Parking: 45 cars**
- **Residential Parking Permit Program**

# October 2006 Scheme

September 19, 2007

Highway 24



# Current Scheme - Street Level Plan

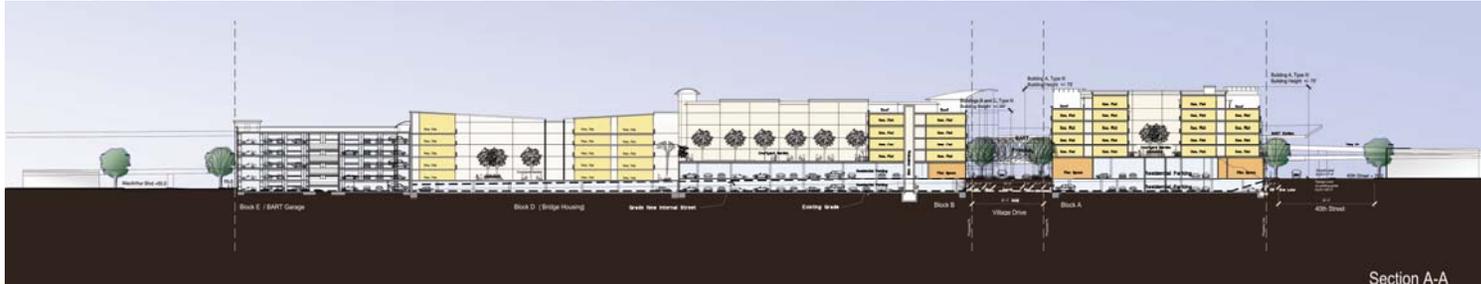
Highway 24



Section A-A

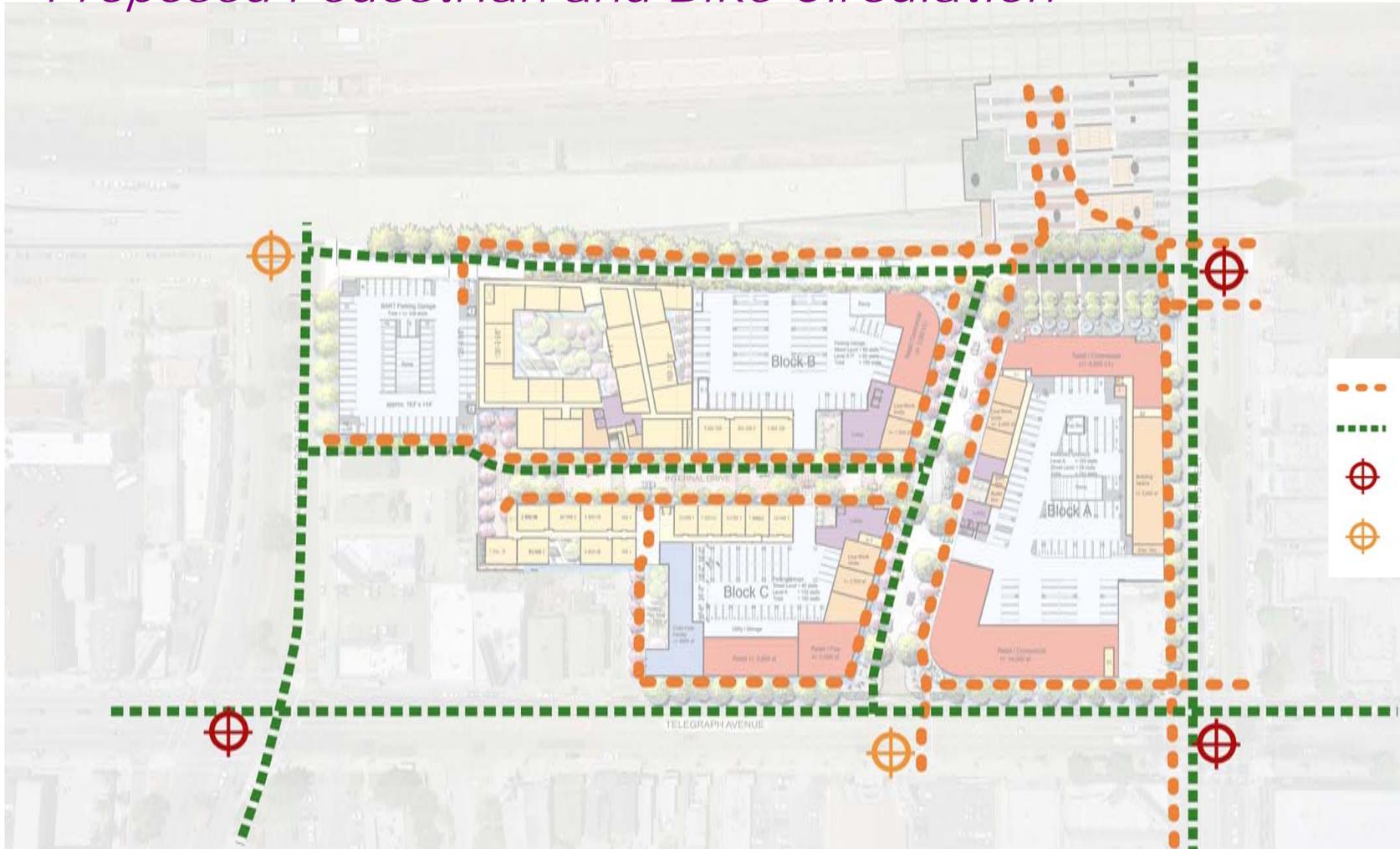
# Typical Upper Level Plan

Highway 24



Section A-A

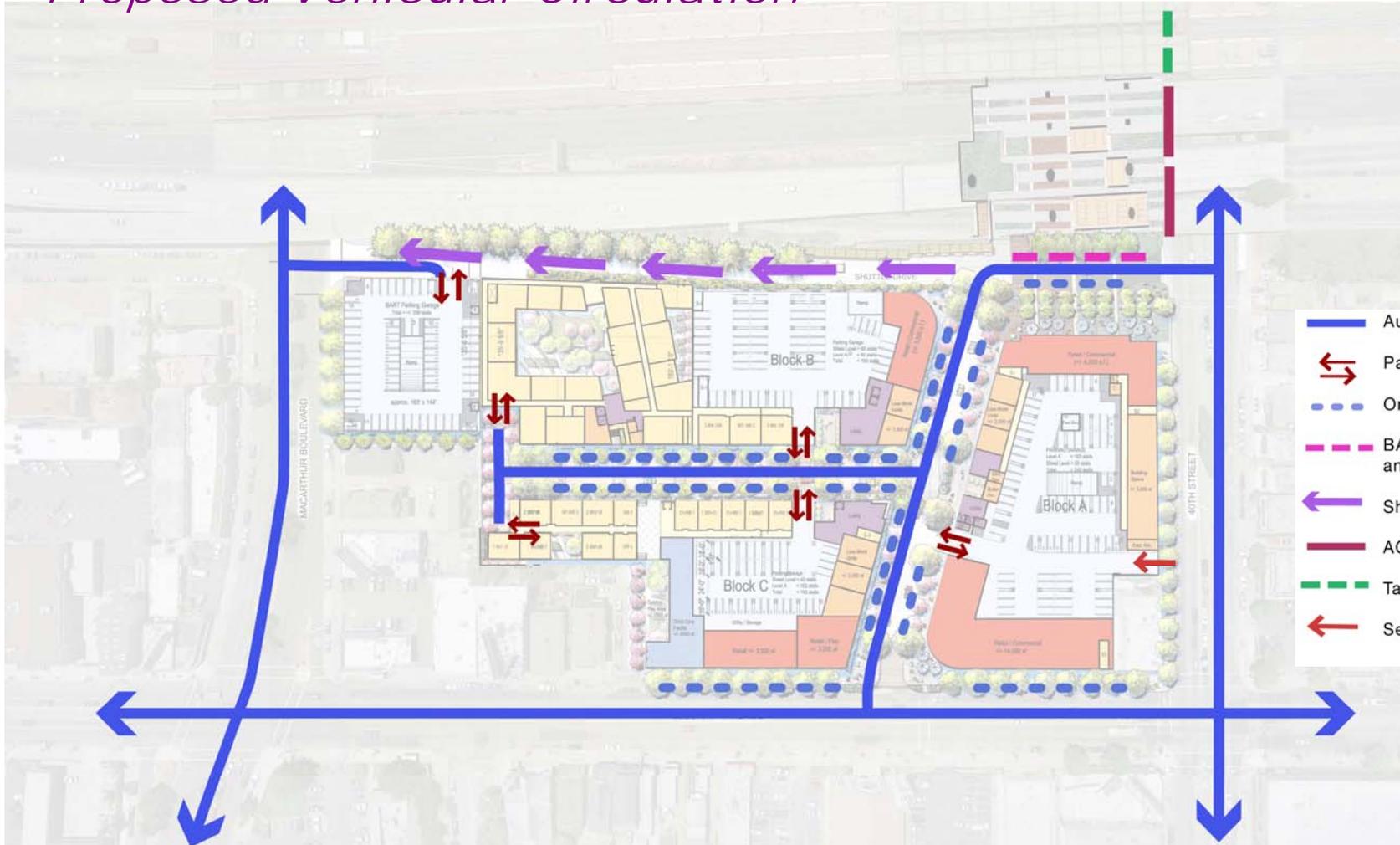
# Proposed Pedestrian and Bike Circulation



- Pedestrian
- Bike
- ⊕ Existing Traffic Signal
- ⊕ Proposed Traffic Signal



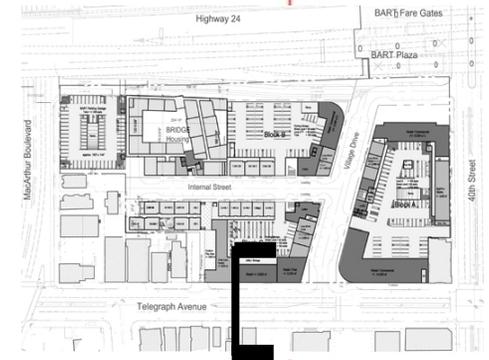
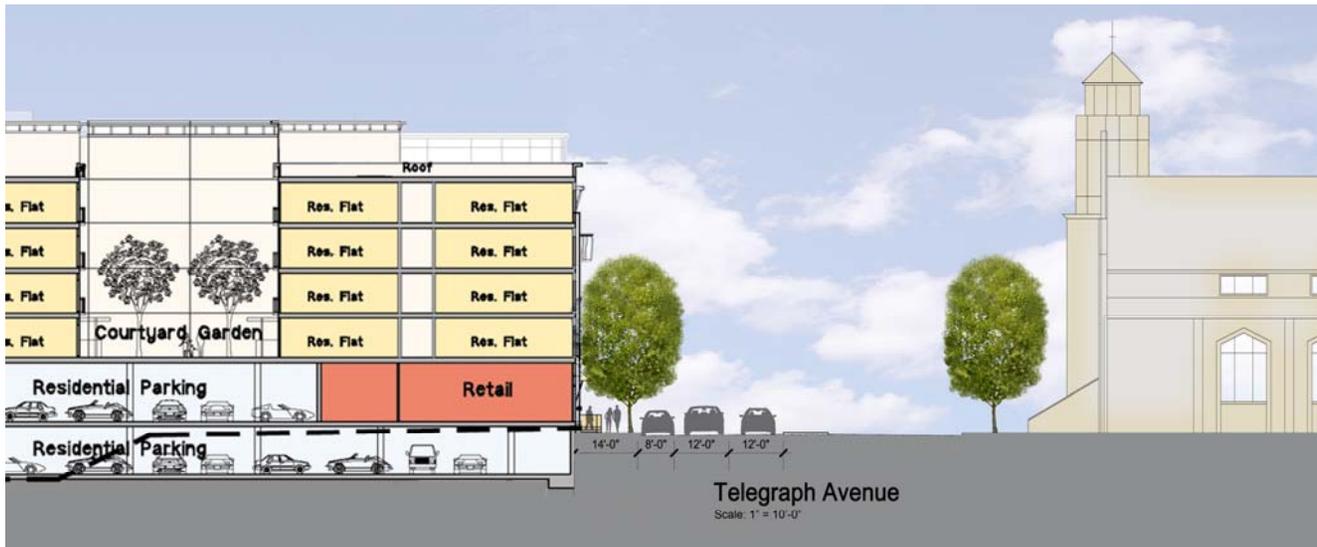
*Proposed Vehicular Circulation*



- Auto
- ↔ Parking Access
- - - On-Street Parking
- - - BART Patron Pick-up and Drop-Off
- ← Shuttle Bus (One Way)
- AC Bus
- - - Taxi
- ← Service Access



## Edges: Telegraph Avenue



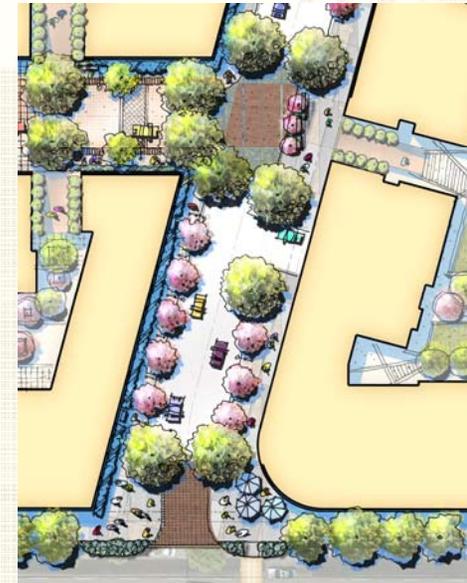
- Commercial Edge
- Height varies from to 4 to 6 stories



# Landscape Concepts



**Transit Plaza**  
urban  
welcoming  
safe  
inviting planting

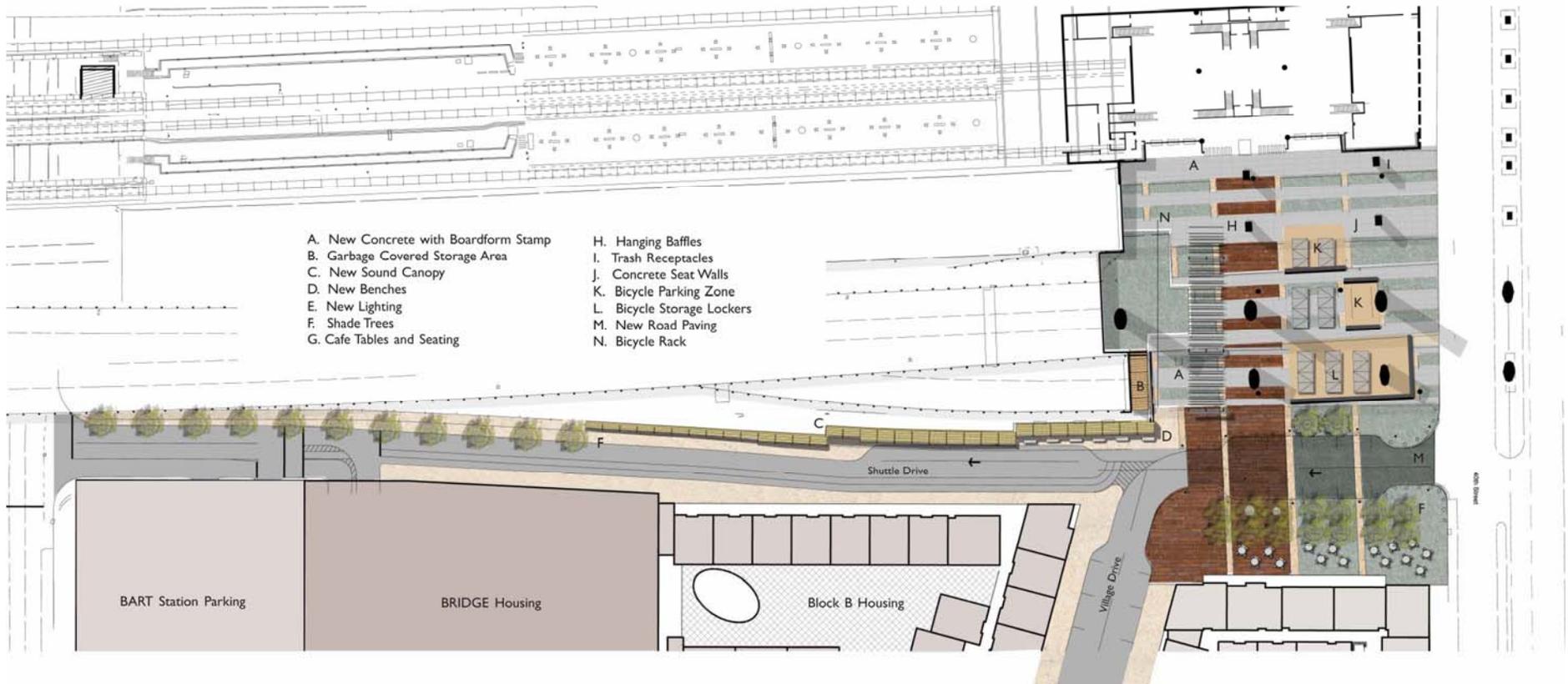


**Internal Drive**  
Pedestrian friendly scale  
warm  
residential



**Village Drive**  
urban  
commercial  
tree-line  
pedestrian friendly  
engaging  
safe

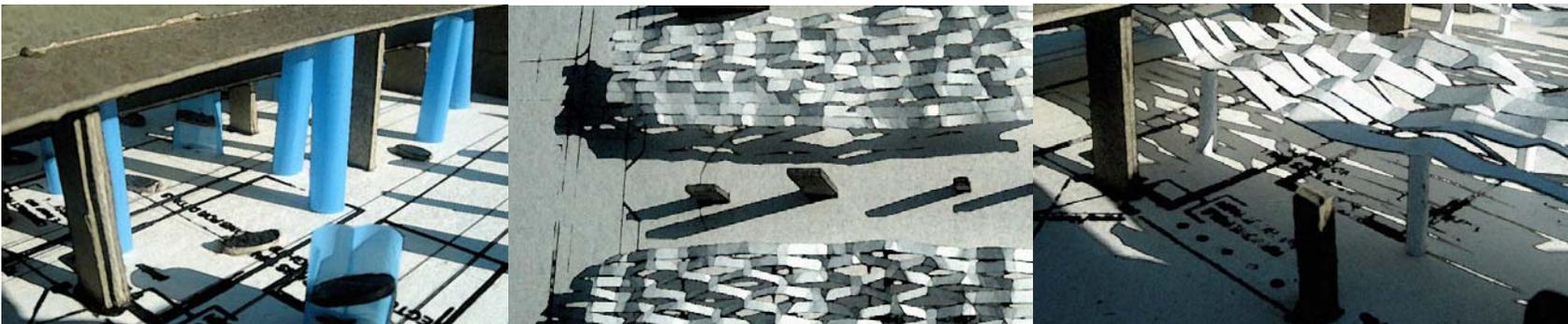
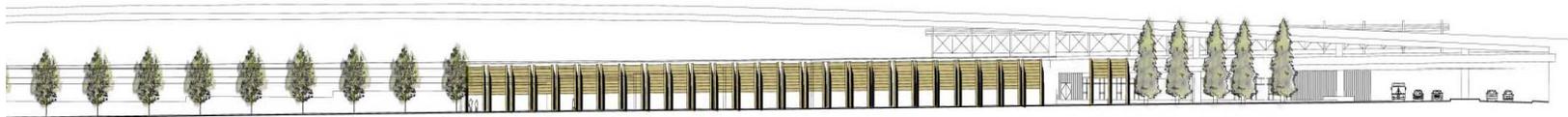
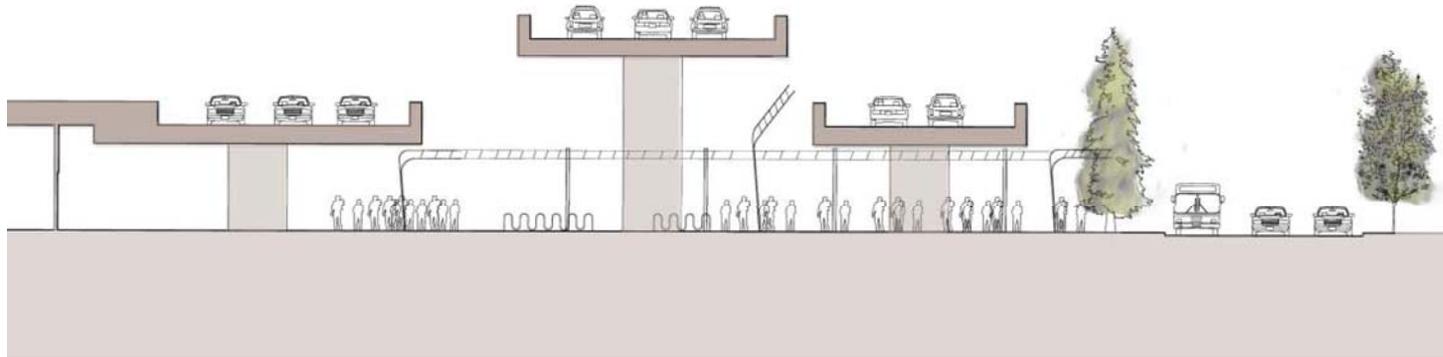
# BART Plaza Design



**HOOD DESIGN**

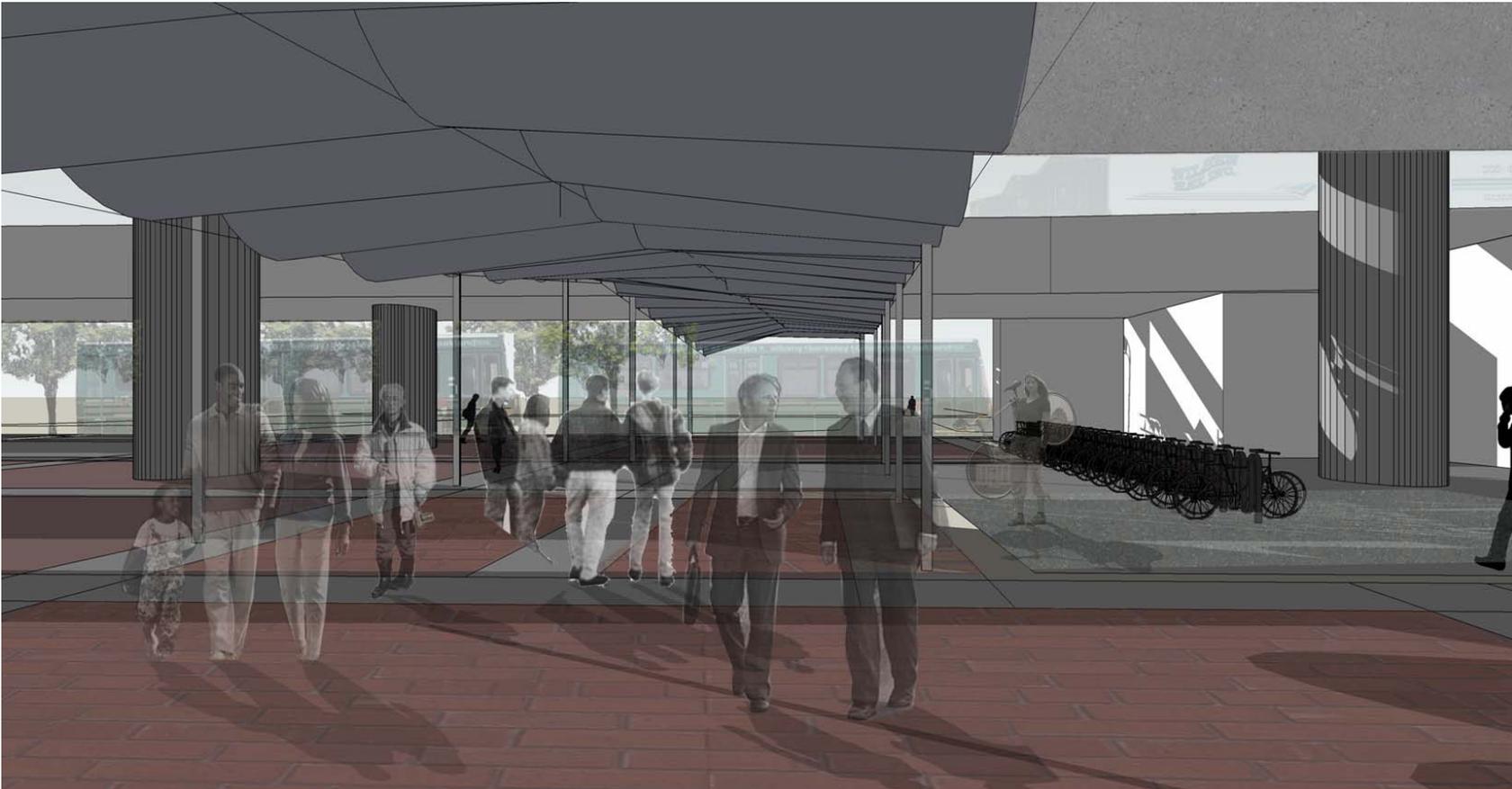
URBAN LANDSCAPE AND SITE ARCHITECTURE

# BART Plaza Design



**HOOD  
DESIGN**

*BART Plaza Design*

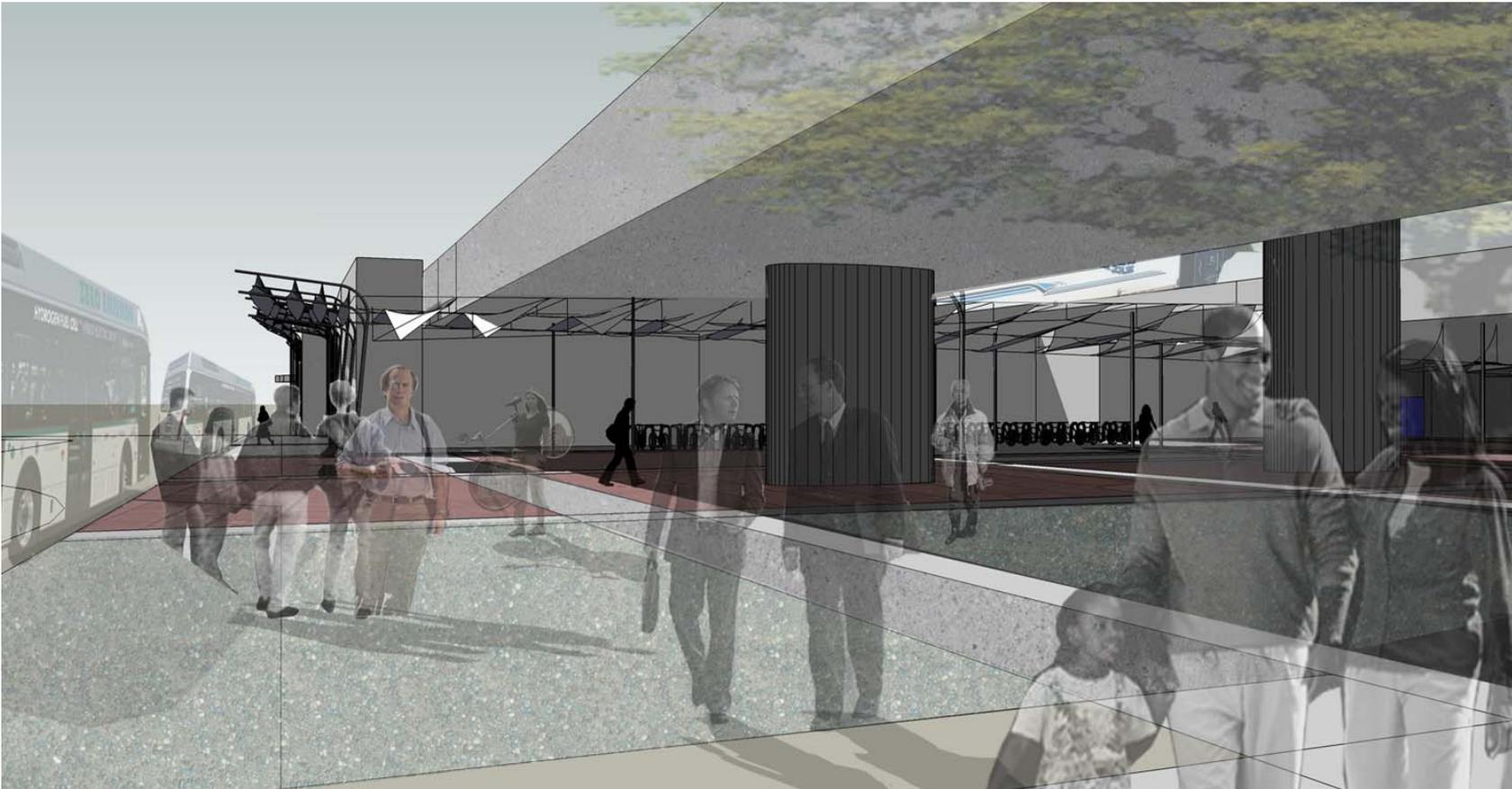


**HOOD  
DESIGN**



*BART Plaza Design*

September 19, 2007



**HOOD  
DESIGN**

# Site Safety and Security



**good sight-lines for entrances and access**

**'eyes-on-the-street' residential building overlooking public street.**



**well lit pathways, and public spaces**



**attractive and vandal-resistant site furniture**



**increased pedestrian activity. good sight-lines for entrances and access**



**well designed and strategically located signage for clear way-finding**



**increase pedestrian-level street lighting with ground floor retail spaces**



**alternative well-lit and frequently traveled night route for connection between proposed BART garage and the station**