

Location:	MacArthur Transit Village Parcel B (APNs 012 102501100 and 012 102501200) (see map)
Assessor's Parcel Numbers:	012 102501100 and 012 102501200)
Proposal:	Construct final stage (Phase V) of the MacArthur Station Project which includes: development of Parcel B with a 24-story tower (260 feet tall) with up to 402 residential units, 13,000 square feet of ground-floor commercial space, and up to 262 parking spaces.
Applicant:	Boston Properties
Contact Person:	Aaron Fenton (415) 772-0714
Owner:	BART, MacArthur Transit Community Partners, LLC
Case File Number:	DA10204, PUD06058-R01, PUD06058-R01-ER01, PUD06058-R01-PUDF01, TPM10561, T1600091
Planning Permits Required:	Revision to PUD, Final Development Plan for Parcel B of the MacArthur Station Project, Tentative Parcel Map, amendment to Development Agreement to allow increased height.
General Plan:	Neighborhood Center Mixed Use
Zoning:	S-15 Transit-Oriented Development Zone
Environmental Determination:	A detailed CEQA Analysis was prepared for this project which concluded that the proposed project satisfies each of the following CEQA Guideline provisions: 15183 - Projects consistent with a community plan, general plan, or zoning; 15183.3 – Streamlining for Qualified in-fill projects; 15164 – Addendum (to MacArthur Transit Village EIR); and/or 15168 & 15180 – Program EIRs and Redevelopment Plans. Each of which provides a separate and independent basis for CEQA compliance The CEQA Analysis document may be reviewed at the Planning Bureau offices at 250 Frank Ogawa Plaza, 2 nd Floor or on-line at http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157 (see #50).
Historic Status:	There are no Potential Designated Historic Properties located on the project site.
Service Delivery District:	Service District 2
City Council District:	1
Date Filed:	June 30, 2016
Status:	2 previous Design Review Committee public hearings; the project will be considered by the City Council at a future public hearing.
Action to be Taken:	Recommendation to City Council
Staff Recommendation:	Take public testimony, close the public hearing and recommend approval of the Project to the City Council.
Finality of Decision:	No final decision will be made on the project at this time; recommendation to City Council, only.
For Further Information:	Contact the case planner Catherine Payne at (510) 238-6168 or cpayne@oaklandnet.com

SUMMARY

The purpose of this item is to seek a recommendation from the Planning Commission regarding Parcel B of the MacArthur Station Project (formerly known as the MacArthur Transit Village) Planned Unit Development (PUD). Any Planning Commission recommendation will be forwarded to the Oakland City Council for consideration in making a decision regarding the application. The current proposal is for a revision to the PUD and Final Development Permit, as well as a Tentative Parcel Map and an amendment to Development Agreement to allow increased height, for a 24-story tower with up to 402 dwelling units, 10,000 square feet of ground-floor commercial uses and up to 262 parking spaces. The Design Review Committee (DRC) previously reviewed this project at their regularly scheduled meetings on August 10, 2016 and October 19, 2016. The proposed project has been revised in response to comments received from the DRC.

Staff recommends approval of the proposed project because it would add a significant number of residential units, including a substantial number of affordable units, to Oakland's currently limited supply of housing.

PROJECT SITE AND SURROUNDING AREA

The MacArthur Station project site encompasses 8.2 acres and is located in North Oakland, within the area bounded by 40th Street, Telegraph Avenue, West MacArthur Boulevard, and State Route 24. The 1.15-acre Parcel B site is bounded by Frontage Road to the west, Village Drive to the north, Turquoise Street to the east, and the Parcel E BART parking garage to the south (see map on page 2). There are a variety of land uses surrounding the site including residential, civic, and commercial uses, as well as State Route 24, and the BART tracks to the west.

The Parcel B site is located within the larger MacArthur Station project site. The closest privately owned parcel (with the exception of parcels located within the MacArthur Station project itself) is a minimum of 250 feet from the proposed project site (approximately the width of a standard city block). Additionally, the southern property line of Parcel B is 330 feet from the opposite side of West MacArthur Avenue, the eastern property line of Parcel B is 360 feet from the opposite side of Telegraph Avenue, and the northern property line of Parcel B is 340 feet from the opposite side of 40th Street (note, the average city block is about 250 feet).

BACKGROUND

Public Review

The proposed project has been presented and considered at two public hearings and four community meetings sponsored by the applicant and the District 2 City Councilmember Dan Kalb.

In terms of public hearings, the DRC reviewed the proposed project at their meetings on August 10 and October 19, 2016. The DRC took public testimony on the merits of the project, provided comments to the applicant and, at the second hearing, directed staff to bring the project to the Planning Commission for consideration of a recommendation to the City Council.

In terms of community meetings, three meetings were held throughout summer 2016, and an additional meeting was held on December 14, 2016, which considered the revised development plans before the Planning Commission at this time.

Comments provided at public hearings and community meetings, as well as in writing, are summarized as follows:

- Supporting Project:
 - Project labor agreement in place.
 - Creates jobs for Oakland residents.
 - Model for future transit-oriented development.
 - More housing provides more opportunities in Oakland for newcomers.
 - Need denser residential development in Oakland and around transit nodes.
 - Like tower; set back from existing neighborhood so won't have much effect on neighbors.
 - Tower would be gateway to Temescal neighborhood.
 - Appropriate and desirable to build towers and high-density development near BART.
 - Project would provide inviting ground-floor retail.
 - Increased multi-family development would support and complement existing residential network.
 - Welcome new ideas and people to neighborhood.
 - Increase in quantity of residential units results in more affordability by providing more supply.
 - Bay Area population will increase over next 25 years; do we want to accommodate that increase where public infrastructure exists or experience more sprawl?
 - Fruitvale Village isn't commercially successful because there is not enough residential development to support it; this proposal provides residential density to support existing and increasing commercial uses.
 - MacArthur BART station is very busy because of its convenient location (and not many passengers drive to/from the station). The proposal takes advantage of this condition.
 - Developer can benefit while providing benefits to the community: reduced reliance on cars; and injection of much-needed housing.
 - Need this project in order to facilitate financing and delivery of other Type 1 development in Oakland (which currently faces financing difficulties here).

- Next to freeway; won't impact neighbors.
- Placing density at BART stations reduces traffic congestion and improves air quality
- Bike-friendly development.
- Context for the proposed project is the freeway, and the project itself; there is no historic context to respect.

- Opposing Project:
 - Should have greater than 20% affordable housing.
 - Too dense.
 - Would overburden BART.
 - Concerns about poor construction and future building failure.
 - Too tall.
 - Not enough parking.
 - Doesn't create long-term jobs.
 - Development seems like an enclave.
 - Will aggravate pollution.
 - Will result in traffic congestion.
 - Will decrease affordability of Oakland.
 - Will only be luxury units.
 - Will affect diversity of neighborhood.
 - Units won't be offered to neighbors.
 - This proposal is contrary to 2008 approvals (seems like bait and switch); doesn't respect project history.
 - Mural Apartments will face garage.
 - Proposal should have a higher number of multi-bedroom units.
 - This will encourage Parcels A and C to propose increasing density/height at those two locations, as well.
 - Community benefits are already included in approved project, and current proposal is not offering any new community benefits beyond what was previously approved.
 - Western side of tower needs visual relief.
 - Doesn't fit East Bay aesthetic or culture.
 - Mosswood neighborhood would be overshadowed by tall buildings.
 - Could encourage inappropriate high-density, tall buildings in the Mosswood neighborhood.
 - Want an entirely affordable project.
 - Don't like design.
 - Proposal would become a gated neighborhood through its verticality.
 - Height would be oppressive.

- Premature to reduce parking requirements.
- Design is not well-integrated into neighborhood.
- Developer is greedy.
- Sets a precedent for dramatic change to an existing low- to moderate-density neighborhood.
- A shorter tower might be acceptable and not provide such a stark contrast to the surrounding neighborhood.
- Public areas (sidewalks) in the vicinity will be shady and dark.
- Should do development infill that is consistent with the surrounding neighborhood.

- Community Benefits Requests:
 - Increase affordability of affordable units (make affordable units available to people earning lower incomes than what is proposed).
 - Increase quantity of affordable units.
 - Further improve West MacArthur Boulevard streetscape and underpass between Telegraph Avenue and MLK, Jr. Way.
 - Further improve 40th Street streetscape and underpass between Telegraph Avenue and MLK, Jr. Way.
 - Commit to provision of community-serving retail uses (such as moderately priced grocery store).
 - Increase monetary contribution to Mosswood Park (beyond \$25,000 required of PUD as part of adopted conditions of approval).

- Other Public Comments:
 - Need Specific Plan for Temescal.
 - Western side of building should have public art piece at grade to animate and enliven Walter Miles Way.

- DRC members:
 - Manus:
 - Would like to see various massing models that were considered before arriving at this specific proposal.
 - TOD projects are an opportunity to develop density.
 - Project looks commercial, not residential.
 - Large building should have lighter colors.
 - Parking levels break connection between retail and residential levels.
 - Western side of building reads as a back alley; even this façade should be fantastic.
 - Mass is large; need greater break-down of the massing.

- Precedent for Type 1 building in Oakland, so make it fantastic.
- Glass should be light-colored and transparent.
- Myres:
 - Would like to see massing options.
 - Need more residential quality.
 - Need to better understand parking screen detailing.
 - Facades are busy: make massing work and then reduce color palette to reveal elegant massing.
 - Likes affordability.
 - Likes labor agreement.
- Written and Verbal Comments Received Separately (see Attachment G): The Bureau of Planning has received correspondence outside of public meetings, including an electronic petition submitted by over 100 respondents. Comments include:
 - Environmental Review:
 - Interest in extended timeframe for public review of environmental review document.
 - Interest in preparation of a new EIR.
 - Opposition to height.
 - Concern about gentrification.
 - Concern about affordability.
 - Concern about effect on affordability in the community.
 - Request for additional community benefits.

PUD Background

The MacArthur Station Project Preliminary Development Plan (PDP) for the Planned Unit Development (PUD) was approved in July 2008 in association with several other approvals, as listed below. The PUD/PDP approval authorizes the development on the entire 8.2 acre site of up to 675 residential units, 49,000 square feet of commercial space, 5,000 square feet of community space, a parking structure for BART patrons, and various infrastructure improvements. The PUD/PDP and Development Agreement establish the approved land uses, density, bulk, massing, and design guidelines for the site.

The approved PDP for the MacArthur Station Project includes the demolition of BART surface parking lots and all existing buildings on the project site to allow for the construction of a new mixed-use, transit village development project. The phased project includes five new blocks that would accommodate a total of up to 675 residential units (including 108 affordable units), 49,000 square feet of neighborhood-serving retail and commercial uses, 5,000 square feet of community space, and a 480-space parking garage for BART patrons. Parking for residential units will be provided within each individual building, and approximately 30 commercial parking spaces would be provided in Building A. The MacArthur Station Project also includes creation of two new streets, which were approved as part of the VTTM and Stage 1 FDP: 39th Street will provide

an east/west connection between Telegraph Avenue and Frontage Road, and Turquoise Street will provide a north/south connection from 39th Street to the southern edge of the project. Frontage Road will be reconfigured to allow continued access by shuttle operators. New sidewalks, bicycle paths, and streetscape improvements will also be constructed.

The project includes five stages of development, each of which is subject to a Final Development Permit (FDP). At this time, FDPs have been approved for four of the five stages of development.

Increased and enhanced access to the BART station is a key component of the approved PUD. 39th Street, the main pedestrian and vehicular access to the project, is envisioned as a lively pedestrian street with shops and service uses that include outdoor displays and seating areas. The existing BART plaza will be renovated and a new public plaza will be provided immediately east of the BART plaza and fare gates. The transit village plaza will include outdoor seating, public art, landscaping, and other activity to provide a sense of arrival to the project, especially for BART patrons as they enter and exit the station. Turquoise Street, which provides access to a majority of the residential units, is envisioned as a neighborhood street. Residential units will front onto Turquoise Street with stoops and front porches.

Original Land Use Entitlements

The original land use entitlements include:

- 1) **EIR:** The City certified an EIR for the MacArthur Station Project (SCH No. 2006022075) on July 1, 2008.
- 2) **S-15 Text Amendment and Rezoning:** The City approved Ordinance No. 12883 C.M.S. amending Section 17.97.170 of the Oakland Planning Code related to the minimum usable open space requirements in the S-15 zone and rezoning the MacArthur Station Project site to S-15 Transit-Oriented Development Zone on July 1, 2008.
- 3) **PUD/PDP:** The City approved a PUD/PDP permit on July 1, 2008 that guides development of the site in five stages.
- 4) **Major Conditional Use Permit:** The City approved a major conditional use permit to allow the S-15 parking requirements to be exceeded and to allow off-street parking for non-residential uses on July 1, 2008.
- 5) **Design Review:** The City approved preliminary design review for the PUD/PDP on July 1, 2008.
- 6) **Development Agreement:** The City approved Ordinance No. 12959 C.M.S on July 21, 2009, enacting a Development Agreement (DA).

Project Delivery

Consistent with the requirements of the PUD, Final Development Permits (FDPs) have been sought (and approved) for each stage of development, as follows:

- 1) **Stage 1 BART Garage and Infrastructure Improvements:** On April 5, 2011, the City approved the Parcel E Parking Structure/Stage 1 FDP to construct the new BART parking structure and all horizontal infrastructure improvements (including streets and sidewalks) and the Vesting Tentative Tract Map (VTTM). This approval allowed an increase in the garage footprint to accommodate additional parking as required by the MS Project Conditions of Approval (COA) and adjustments to the plans for Turquoise Street and 39th Street (previously called Village Drive), and modified the PUD/PDP Illustrative Plan. The City relied on the 2008 certified EIR for the MS Project and determined that no new information or changes in the project or project circumstances required subsequent or supplemental environmental review. Construction of the garage was completed in 2014.
- 2) **Stage 2 Mural Apartments:** On May 17, 2011, the City approved the Stage 2 FDP for the development of Parcel D with 90 affordable residential units and 90 parking spaces. The City relied on the 2008 certified EIR for the MS Project and determined that no new information or changes in the project or project circumstances required subsequent or supplemental environmental review. Construction of Mural Apartments was completed earlier in 2016.
- 3) **Stage 3 and 4:** On May 19, 2015, the Oakland City Council approved the Stages 3 and 4 FDP for development of Parcels A and C1. The Stages 3 and 4 FDP entails the construction of two 6-story mixed-use buildings on Blocks A and C1. Block A would include 286 residential units (eight of which would be affordable), 22,287 square feet of ground-floor commercial and building amenity space, and 254 parking spaces. Block A is one structure although it is designed to look like two separate buildings separated by a landscaped mews. The mews would include landscaping, lighting, lounge seating, and café seating. The Block A west portion of the building includes 92 units and the Block A east portion of the building includes 194 units. Block C1 would include 93 residential units (four of which would be affordable), 2,235 square feet of ground-floor commercial space, and 63 parking spaces. Construction of Stages 3 and 4 is expected to commence before the end of 2017. In 2016, the FDP was revised to allow live/work units and community space for ground-floor retail space (in the event retail tenants cannot be secured for the space), reduce parking, and add a project driveway on Telegraph Avenue.

PROJECT DESCRIPTION

The proposed project (Phase/Stage 5) is a revision to the PUD, a FDP for Parcel B, a TPM for Parcel B, and an amendment to the DA.

FDP for Parcel B

The proposed Parcel B FDP application is for the construction of a 260-foot tall (24-story) tower with up to 402 dwelling units, 13,000 square feet of ground-floor commercial uses and up to 262 parking spaces. The proposal includes 45 affordable units (which complies with the Owner Participation Agreement (OPA), overseen by the City of Oakland Economic and Workforce Development Department, requirement of 20 affordable housing units for every 100 market-rate residential units throughout the overall PUD).

The ground floor includes a large publicly-accessible plaza facing 39th Street and 10,000 square feet of publicly accessible retail and commercial space. The building design includes two lobbies (both located along Turquoise Street), and vehicular access (and loading) from the setback area between the BART Garage and the proposed building. Major features of the design include the following:

- **Size:** The proposed building is approximately 416,000 square feet and includes a 260-foot tower. The project includes 13,000 square feet of ground-floor commercial uses and 402 residential units.
- **Ground-Floor Uses:** The proposed ground floor design includes 13,000 square feet of street-facing commercial uses and a complementary large public plaza facing the length of the 39th Street frontage, two residential lobbies facing Turquoise Street, and parking access and loading on a 30-foot building setback at the property line with the BART garage. Proposed ground floor height in the commercial spaces along 39th and Turquoise Streets is generally at least 15 feet (floor to ceiling). Ground floor treatment includes extensive public-private interface, including storefront glazing and doors and lobby entrances along Turquoise and 39th Streets, vehicular access along the southern side of the building, and landscaped treatment along the Walter Miles Way side of the building.
- **Residential Uses:** The proposed project includes 402 residential units, 45 of which would be affordable.
- **Usable Open Space:** The project would provide over 80 square feet of usable open space per unit, mostly as group usable open space in rooftop gardens. The ground floor plaza includes tree planters and cast-in-place concrete seating areas.
- **Parking and Loading:** The project includes up to 262 parking spaces and two on-site loading spaces. Parking and loading are accessed from the setback located on the south side of the project adjacent to the BART garage.
- **Appearance (including massing and exterior treatments and finishes):** The project is a 260-foot tall highrise building with a generous at-grade public plaza, modulated base, and tower feature. The design has a complex massing with a slender tower and varied heights to provide visual interest and avoid a bulky mass. The top of the tower is sheathed in channel glass to provide lightness and visual depth. The exterior materials and treatments are high-quality and stylistically contemporary, and include pattern variation and extensive openings to support a residential scale and appearance.

Revision to PUD

The application for the proposed Parcel B development includes a revision to the adopted PUD to allow for an increase in the allowable height on Parcel B from 80 feet to 260 feet.

**Summary of Current Proposal in Relation to
Approved PUD**

Use	Proposed					2016 Modified Total	2008 EIR Certified Project Total	Difference between 2016 Modified and 2008 Projects
	Parcel B	Parcel A	Parcel C	Parcel D	Parcel E			
Residential	402 DU	287 DU	96 DU	90 DU	0	875 DU	675 DU	+200 DU
Commercial	13,000 SF	22,287 SF ^f	1,202 SF ^f	0	5,200 SF	41,689 SF	44,000SF	-2,311 SF
Community	0	0	5,000 SF ^f	0	0	5.0 KSF	5,000 SF	0

Notes: DU = Dwelling Units, KSF = 1,000 square feet.

Construction of buildings on Parcel D and E have been completed.

TPM

The proposed TPM reconfigures the site in order to merge two parcels into one, move parcel lines to accommodate a sidewalk on Walter Miles Way, and allow for a one-lot condominium.

Amendment to DA

The proposed project includes a request to amend the DA to allow for the increased height on Parcel B. The DA is a negotiated agreement between the applicant and the City of Oakland. As such, the City is taking the opportunity to negotiate a community benefits package in exchange for the increased height allowance requested by the applicant. It should be noted that the project includes the substantial community benefit of 100 percent financing of 41 affordable housing units within the project (affordable to 80 percent area mean income). At this time, staff proposes the following community benefits package for Planning Commission consideration:

Community Benefit Package (Recommended by Staff)

Community Benefit	Value
<i>Already Included in Project (non-negotiable):</i>	
100% Financing of 41 affordable units (80% AMI)	\$15,128,400*
Contribution to Pedestrian Streetlighting (TTBID)	\$95,000
<i>Additional items proposed by staff (negotiable):</i>	
Transportation and Capital Improvement Impact Fee	\$509,500 (357 du)**
Contribution to Mosswood Park	\$500,000
Apply tenant and service contractor local-hire req's	indeterminate
Total Value:	\$16,232,900
Change from existing community benefits:	+\$1,104,500

- * Order of magnitude assumption based on recent analysis of 12th Street remainder parcel and similar projects
- ** 357 = total # of market rate units in 2017 proposed project

The proposed community benefits package includes features already proposed by the project, as well as additional line items intended to achieve current community goals and objectives. The project currently offers approximately \$15 million in independently financed affordable housing units and contribution to the Telegraph Avenue pedestrian lighting project. In addition, staff proposes approximately \$1 million contribution toward established goals and projects, including application of the recently adopted impact fees, a contribution to Mosswood Park, and a commitment to local business and hiring practices for the life of the project. These projects and goals are in line with established City policy and projects designed to support the community.

GENERAL PLAN ANALYSIS

The Parcel B site is located in the Neighborhood Center Mixed Use (NCMU) land use designation of the Oakland General Plan, and is designated as a "Transit-Oriented Development District," as well. The intent of the NCMU designation is to "identify, create, maintain and enhance mixed use neighborhood commercial centers. These centers are typically characterized by smaller scale pedestrian oriented, continuous street frontage with a mix of retail, housing, office, active open space, eating and drinking places, personal and business services, and small-scale educational, cultural or entertainment uses. Future development within this classification should be commercial or mixed uses that are pedestrian-oriented and serve nearby neighborhoods, or urban residential with ground floor commercial" (Page 149, Land Use and Transportation Element of the General Plan).

The maximum allowable NCMU residential density is 125 dwelling units per gross acre, and the maximum commercial Floor Area Ratio (FAR) is 4.0. The PDP/PUD and Phases 1, 2, 3 and 4 were found to be consistent with the General Plan in that they each helped the City achieve the intent of the site's General Plan designation as the development will increase the amount of mixed-use neighborhood commercial with the proposed commercial and residential development and will provide and/or support smaller scale pedestrian-oriented, continuous street frontage with a mix of retail, housing, office, active open space adjacent to the MacArthur BART Station on a site which was previously all surface parking.

Phase 5 (the proposed Project) allows for development of neighborhood-serving commercial and urban residential uses on a portion of this site which was previously occupied by surface parking, consistent with the intent and desired character of the NCMU land use designation and the approved PUD which was found to be consistent with the General Plan. The Phase 5 FDP proposal, as part of the larger PUD, results in a residential density of one unit per 385 gross square feet of land area across the site (equal to 125 dwelling units per 1.25 gross acre) and a less than 1.0 FAR and is therefore substantially consistent with the General Plan.

Applicable General Plan policies that apply to this project include the following (with staff compliance analysis included below each policy in *italicized text*):

Land Use and Transportation Element (LUTE)

Objective N1: Provide for healthy, vital, and accessible commercial areas that help meet local consumer needs in the neighborhoods.

The increased residential density and ground-floor commercial intensity of the proposed project would support and complement the popular and expanding Temescal neighborhood pedestrian-oriented retail streets.

Objective N3: Encourage the construction, conservation, and enhancement of housing resources in order to meet the current and future needs of the Oakland community.

The proposed project would provide for 200 additional dwelling units beyond the current project approvals. Existing agreements with the City of Oakland, including the DA and the Owner Participation Agreement would ensure that at least 20 percent of the overall PUD unit count across the entire MacArthur Station project site qualifies as affordable, as shown on the following chart:

Total Existing & Proposed Units	Mural	Parcel A	Parcel C	Parcel B (Original)	Parcel B (Additional)	Total	% Affordable
Market Rate Units	0	278	94	147	210	729	100%
Affordable Units	90	9	2	4	41	146	20.03%
Total Units per Parcel	90	287	96	151	251	875	

Objective N6: Encourage a mix of housing costs, unit sizes, types, and ownership structures.

The proposed project would provide for 200 additional dwelling units beyond the current project approvals. Existing agreements with the City of Oakland, including the DA and the Owner Participation Agreement would ensure that at least 20 percent of the overall PUD unit count qualifies as affordable. The project will include a range of unit types, from studio to three-bedroom units.

Objective N8: Direct urban density and mixed use development to locate near transit or commercial corridors, transit stations, the Downtown, waterfront, underutilized properties where residential uses do not presently exist but may be appropriate, areas where this type of development already exists and is compatible with desired neighborhood character, and other suitable locations.

The proposed project increases the density and intensity of residential and commercial land uses immediately adjacent to a high-volume transit node that includes a heavily-used BART station and numerous AC Transit bus lines, hospital shuttles and the Emery-Go-Round. The proposed project is also just one block away from Telegraph Avenue, a major commercial corridor.

Objective N9: Promote a strong sense of community within the City of Oakland, and support and enhance the district character of different areas of the city, while promoting linkages between them.

The proposed project supports a contemporary transit-oriented development concept of high-density development at major transit nodes, such as a BART station. The proposed project is part of the larger MacArthur Station Project, which will eliminate a large surface parking lot with a major redevelopment including high-density residential (affordable and market rate), commercial and replacement public parking uses. These new residents will provide further support for existing businesses and create demand for new businesses that serve existing and new residents. The MacArthur Station Project also creates a new pedestrian network of streets throughout the former parking lot site, creating physical connections that will increase the livability of the existing neighborhood.

Objective N10: Support and create social, informational, cultural, and active economic centers in the neighborhoods.

The proposed project includes a generous public plaza fronting the ground floor retail space. The plaza would complement the BART station and the commercial use, as well as the residential uses in the area, providing an attractive outdoor gathering area.

Objective I/C1: Expand and retain Oakland's job base and economic strength.

The proposed project expands commercial area, thereby increasing employment opportunities. In addition, the increased residential density would support existing and expanded commercial uses in the area. Due to the proposed project's increased size, its construction will create more construction jobs and opportunities for local residents for a period of more than two years. Once completed, the proposed project will generate significantly greater property taxes than the existing BART parking lot, strengthening Oakland's tax base.

Objective I/C3: Ensure that Oakland is adequately served by a wide variety of commercial uses, appropriately sited to provide for competitive retail merchandising and diversified office uses, as well as personal and professional services.

The proposed project includes increased ground floor commercial space, expanding opportunities for increased and diversified commercial uses in the area.

Objective T2: Provide mixed use, transit-oriented development that encourages public transit use and increases pedestrian and bicycle trips at major transportation nodes.

As a high-density residential mixed-use project immediately adjacent to a BART station, the proposed project is intentionally designed to maximize and encourage use of public transit (BART, AC Transit, hospital shuttles and the Emery-Go-Round in particular).

Objective T6: Make streets safe, pedestrian accessible, and attractive.

The proposed project is part of the larger MacArthur Transit Village PUD, which includes extensive circulation improvements intended to support safety and an attractive streetscape. Examples include improvement of the MacArthur Boulevard and Telegraph Avenue intersection, and improvements to 40th Street, including curb ramp improvements and street tree installation.

City of Oakland Housing Element (2015-2023)

The City of Oakland Housing Element includes the following applicable policies:

Policy 1.7 Regional Housing Needs: The City of Oakland will strive to meet its fair share of housing needed in the Bay Area region.

Action 1.7.1 Accommodate at Least 14,765 New Housing Units

Designate sufficient sites, use the City's regulatory powers, and provide financial assistance to accommodate at least 14,765 new dwelling units between January 2014 and June 2023.

This sum represents the City's share of the Bay Area region's housing needs as estimated by the Association of Bay Area Governments (ABAG). The City will encourage the construction of at least 6,919 units for very low-, low-, and moderate-income households.

The proposed project provides a substantial number of new market-rate (357) and affordable dwelling (45) units toward meeting regional housing goals. The proposed project's height increase is what allows it to provide more market rate and affordable dwelling units than originally proposed for Parcel B.

Policy 3.2 Flexible Zoning Standards: Allow flexibility in the application of zoning, building, and other regulations.

The proposed project takes advantage of the flexibility allowed in the PUD regulations to relax development standards to encourage integrated development design (Oakland Planning Code section 17.142.100 (G)).

Policy 7.3 Encourage Development That Reduces Carbon Emissions: Continue to direct development toward existing communities and encourage infill

development at densities that are higher than—but compatible with-- the surrounding communities. Encourage development in close proximity to transit, and with a mix of land uses in the same zoning district, or on the same site, so as to reduce the number and frequency of trips made by automobile.

The proposed project is a high-density residential mixed-use project located at a regional transit node for BART and AC Transit. As discussed throughout this report, the project is taller than the surrounding context, but is adequately separated from existing development (except for the PUD in which it is located) to not result in an incompatibility.

Broadway/MacArthur/San Pablo Redevelopment Plan

The adopted Broadway/MacArthur/San Pablo Redevelopment Plan includes the following applicable goals:

Goal 1: Stimulate in-fill development and land assembly opportunities on obsolete, underutilized and vacant properties in the Project Area.

The proposed project would complete the planned MacArthur Transit Village, developing the last vacant parcel created from the former MacArthur BART station surface parking lot.

Goal 4: Improve transportation, public facilities and infrastructure throughout the Project Area.

The proposed project would place active land uses, including a public plaza and groundfloor commercial uses, immediately adjacent to a BART station, contributing to the convenience, safety and appeal of the station and the immediately surrounding neighborhood.

ZONING ANALYSIS

The proposed Parcel B FDP is a requirement of the PUD adopted in June 2008. The PUD approval included a rezone of the entire site to the S-15 Transit Oriented Development Zone (S-15 Zone), and the adoption of design guidelines specific to the PUD. The intent of the S-15 Zone is to "create, preserve and enhance areas devoted primarily to serve multiple nodes of transportation and to feature high-density residential, commercial and mixed-use development to encourage a balance of pedestrian-oriented activities, transit opportunities, and concentrated development; and encourage a safe and pleasant pedestrian environment near transit stations by allowing a mixture of residential, civic, commercial, and light industrial activities, allowing for amenities such as benches, kiosks, lighting, and outdoor cafes; and by limiting conflicts between vehicles and pedestrians, and is typically appropriate around transit centers such as BART stations, AC Transit centers and other transportation nodes" (Planning Code Sec. 17.100.010). As determined in 2008, the project was consistent with the S-15 Zone. The current proposal is a change from what was approved in the 2008 rezone and PUD.

The current proposal is consistent with the underlying zoning and PUD in that the project includes the same land uses as were previously approved (residential and ground-floor commercial land uses). However, the currently proposed project includes significant changes to the approved project, including increased height and residential density, as well as increased commercial intensity:

- **Density:** The proposed project includes increasing the number of dwelling units (du) on Parcel B from 150 (as allowed in the PUD) to 402, an increase of 252 du. Although this is a significant change on Parcel B and would require a revision to the PUD, it is within the allowable S-15 density across the entire PUD site. As discussed above, due to the exclusion of Parcel C-2 from the MacArthur Station Project, the overall unit count will only increase by 200 units.
- **Height:** The proposed project includes increasing the building height on Parcel B from up to 80 feet to 260 feet. Neither the underlying S-15 zoning regulations nor the PUD allow for a building height of 260 feet. However, the City of Oakland regulations allow for relaxation of height limits for PUDs to encourage integrated development design (Oakland Planning Code section 17.142.100 (G)). Increased height is a change to the approved PUD (and design guidelines) and therefore requires a revision to the PUD.
- **Commercial Intensity:** The proposed project includes an increase in ground-floor commercial use, from 5,500 to up to 13,000 square feet. This is within the maximum allowable 4.0 FAR and is consistent with the goals and objectives of the PUD to provide a walkable neighborhood with ground-floor commercial amenities.

The following discussions and tables detail the compliance of the Parcel B FDP with the applicable Oakland Planning Code and PUD requirements. The PUD approval prescribes many of the standards, but states for those standards that are not addressed the S-15 Zone standards are

applicable. It should be noted that the City has adopted revisions to the S-15 Zone standards since the 2008 approval; however, the DA vested the approval and as a result the version of the S-15 Zone that was adopted in 2008 in association with the project is applicable.

**Parcel B (2016)
Regulatory Analysis Matrix (S15 Zoning and 2008 MTV PUD)**

Standard	Requirement	Requirement Source	Parcel B Approved (2008)	Parcel B Proposed (2016)	Change	2016 Compliance Notes
Land Use	<ul style="list-style-type: none"> • Residential • Commercial 	S15, PUD	<ul style="list-style-type: none"> • Residential • Commercial 	<ul style="list-style-type: none"> • Residential • Commercial 	None	Complies
Residential Density	150 du	PUD	150 du/Site B	402 du/Site B	252 du	Revision to PUD required
	>1500 du (1 du/225 sf of 8 ac PUD site area)	S15	675 du/PUD area = 1 du/529 gsf	927 du/PUD area = 1 du/385 gsf	252 du	Within allowable density; Complies with S15
Commercial Intensity	5,500 sf min.	PUD	5,500 sf min.	13,000 sf	+4,500 sf	Complies (exceeds min. std)
	4.6 acres (4.0 FAR)	S15 (and NCMU)				
Setbacks	0' (10' stepback from top of adj buildings)	PUD	NA	<ul style="list-style-type: none"> • Parcel G: 30' • Frontage: 0' • 39th: 10' • Turquoise: 0' 	NA; Building setback from BART pkg = >10'.	Complies
	0'	S15				
Height	80'	PUD	Up to 80'	260'	180'	Revision to PUD required
	90'	S15				PUD regulations allow relaxation of height to exceed zoning; Complies
Open Space	NA	PUD	NA	32,500 sf (80 sf/du)	NA	Complies
	75 sf (min)	S15 (2008)				
Parking						
Res. Pkg.	Up to 1pk/du	PUD		262		Complies

	201 (.5 pk/du)	S15				Complies
Com. Pkg.	0	S15				Complies
Loading	1 (1 res/0 com)	OMC 17.116.120 & .140		2		Complies
Bike Pkg.	125 (res/com)	OMC		Bike storage provided		Complies
Recycling				Recycling area provided		Complies

**Parcel B (2016)
PUD Design Guidelines Analysis Matrix**

Guideline	Guideline Text	Compliance	Compliance Description
Guideline A4.1	Blocks B, C, and D along the frontage road should have clearly defined, well-lit and visible frontage along the street level to promote security and safety.	Complies	Retail frontage extends +/- 55 feet south from 39 th street before giving way to a landscaped and decorative amenity intended to visually enhance, and acoustically soften the pedestrian experience at shuttle bus stops on Walter Miles Way. Lighting will complement decorative elements and enhance public safety and security.
Guideline A4.2	Due to visibility from the freeway and the BART platform, the architecture of each of the blocks along the frontage road (at street level and upper levels) shall be designed with an architectural gesture fitting with this location through bold fenestration patterns, roof forms and façade articulation.	Complies	Façade facing freeway and BART platform is composed of several distinct sections. The base of the building includes the landscaped and decorative feature wall described above. The Mid-Rise section will include recessed residential windows of various sizes as well as a two-story glazed volume allowing views into and out from communal activity areas approximately level with the BART platform. Above the Mid-Rise section, the Tower will be a visible from surrounding neighborhoods and possibly serve as a landmark for

Guideline	Guideline Text	Compliance	Compliance Description
			<p>the BART station entrance and Transit Village. Parking at the 2nd, 3rd and 4th floors will be hidden behind a decorative screen that will be partially covered by landscape elements from below.</p>
Guideline A4.3	<p>The buildings along this edge have the most flexibility in heights and variations (approximately 65' to 80') in form within the project.</p>	<p>Does Not Comply absent revisions to PDP</p>	<p>Tower exceeds allowable height; Project includes several distinct terraces and stepped roof heights to relate to adjacent structures including new residential buildings, BART garage, and elevated freeway.</p>
Guideline A4.4	<p>Provide artistic metal grills and pedestrian scale lighting along the garage edge to provide maximum visibility to promote security.</p>	<p>Complies</p>	<p>Parking floors will be hidden behind a decorative screen that will be partially covered by landscape elements from below. Lighting will complement decorative elements of façade and enhance public safety and security.</p>
Guideline A4.5	<p>The architectural composition of the building areas visible to the freeway and BART platform should be designed with bold forms and building materials to promote a sense of arrival at this important civic place within the City.</p>	<p>Complies</p>	<p>A two-story glazed volume allowing views into and out from communal activity areas approximately level with the BART platform. Above the Mid-Rise section, the Tower will be visible from the surrounding neighborhood and possibly serve as a landmark for the BART station entrance and Transit Village. Landscaped terraces at various levels will be visible from BART platform and provide additional visual amenity.</p>
Guideline A5.1	<p>The scale of architecture along Village Drive should transition from the more contextual neighborhood scale along Telegraph Avenue building to the larger, more regional scale of the highway and BART station.</p>	<p>Complies</p>	<p>The project is composed of several distinct architectural massing components and includes several distinct terraces and stepped roof heights to relate to adjacent structures including new Residential buildings, BART garage, and</p>

Guideline	Guideline Text	Compliance	Compliance Description
			elevated freeway. Above the Mid-Rise section the Tower will be a visible from surrounding neighborhoods and possibly serve as a landmark for the BART station entrance and Transit Village.
Guideline A5.2	Building height shall transition from the more contextual neighborhood scale along Telegraph Avenue to more regional scale toward the Highway 24 and the MacArthur BART Station (approximately 60' to 85').	Does not Comply absent revisions to PDP	Tower exceeds allowable height. Project includes several distinct terraces and stepped roof heights to relate to adjacent structures including new Residential buildings, BART garage, and elevated freeway.
Guideline A5.3	Each of the corners of the buildings should respond architecturally to their unique position on the site.	Complies	Project provides active ground floor community serving retail at both corners on 39 th street. At the eastern corner (39 th and Turquoise) the height is terraced to be complimentary to new residential projects planned for Parcels A and C1 while helping to transition from neighborhood scale to the regional scale of the tower on the western corner that serves as a landmark for the BART station and development as a whole from surrounding neighborhoods.
Guideline A5.4	Any ground floor uses fronting on Village Drive must have commercial/retail storefronts at the ground level. Façade transparency of the ground floor space should range from 50% to 75%.	Complies	Entire frontage facing 39 th street at ground floor will be retail storefront with very high façade transparency.
Guideline A5.5	Provide a minimum window recess of 2-3 inches for all storefront and residential windows at the ground floor and upper levels.	Complies	Ground floor retail storefront is predominately glazed. Windows at the upper levels are a combination of inset windows and modular window wall panels.

Guideline	Guideline Text	Compliance	Compliance Description
Guideline A5.6	Avoid white or beige window frames. Dark colors result in a more urban character that is appropriate to this location.	Complies	Two colors of grey will be used at window frames and mullions.
Guideline A5.7	Provide a substantial building base with quality materials to enhance the retail frontage and provide distinctive attractive signage and canopies for the retail tenants, and building lobby locations.	Complies	The bottom tier of the building facing 39 th street is composed exclusively of retail frontage. Glazed storefronts with large operable sections doubling as canopies integrated with signage will enhance the pedestrian experience.
Guideline A5.8	Use a variety of architectural details such as decorative railings, pot shelves, canopies, and decorative lighting to reinforce the human scale elements of the proposed mixed use development.	Complies	Glazed storefronts with large operable sections doubling as canopies integrated with signage, feature lighting, stone and concrete block paving, benches, and planters in the public plaza will enhance the pedestrian experience.
Guideline A5.9	Use high quality durable materials, especially at the base of the buildings, to create a strong connection for where the building meets the street, a strong connection to the pedestrian realm and to enhance the neighborhood retail frontage along Village Drive.	Complies	Glazed storefronts with large operable sections will allow a strong connection between the retail interior and public exterior. A blurring of interior and exterior will increase the activity level and engagement of commuters and neighborhood residents with the retail and public gathering spaces.
Guideline A5.10	The retail space must be a minimum of 15' floor to floor at Block B and C to accommodate in-line retail tenants, and minimum of 18' floor to floor at Block A to accommodate a major retail tenant.	Complies	Retail space has an average height of 18' on the ground floor facing 39 th street.
Guideline A6.1	Consistent with and in response to smaller residential blocks, the architecture of buildings facing the internal street (Block B, C and D) should	Complies	The project is composed of several distinct architectural massing components and includes several distinct terraces and stepped roof heights to relate to adjacent structures

Guideline	Guideline Text	Compliance	Compliance Description
	address the internal street with a variety of massing, roof line and architecture.		including new Residential buildings, BART garage, and elevated freeway. Above the Mid-Rise section, the Tower will be visible from surrounding neighborhoods and possibly serve as a landmark for the BART station entrance and Transit Village.
Guideline A6.2	Building frontages should relate to one another through the use of residential scale elements and articulation such as bay windows, balconies, stoops, as well as narrow vertical modulations – similar to urban row houses.	Complies	Building frontage at the ground level on Turquoise street is predominately retail frontage with floor to ceiling glazed storefronts. Storefronts are organized into 5 distinct bays to break down the length of the building into a scale that better relates to the residential buildings across the street. Additionally this façade features two residential lobbies serving the dwelling units on the floors above.
Guideline A6.3	The proposed roof form should be more varied and articulated than the mixed use building along Telegraph Avenue and 40th Street to respond to the residential nature of this street.	Complies	The Turquoise Street frontage includes several distinct terraces and stepped roof heights to relate to adjacent structures including new residential buildings across the street and adjacent BART garage. Between 85’ tall ‘bookends’ at north and south ends an extensively landscaped and activated terrace increases sunlight penetration to the middle of Turquoise Street and provides a visual amenity for residential buildings across the street.
Guideline A6.4	The pattern of fenestration should also be designed to reflect a more residential scale.	Complies	Fenestration patterns at residences reflect the uses of spaces inside and are sized differently for living rooms and bedrooms. Window locations are carefully varied from floor to

Guideline	Guideline Text	Compliance	Compliance Description
			floor up the building.
Guideline A6.6	Provide variety of color and materials to further reinforce the finer grain residential scale and articulations	Complies	Turquoise street façade includes multiple colors and textures of concrete, weathered metal panels and portal frames, multiple colored screening to parking levels, multiple colors of curtain wall mullions, and significant color and texture in paving and landscaping elements.
Guideline A6.7	Provide clearly defined residential lobbies, entries into residential courtyards and public uses by providing special canopies, signage, lighting and graphics. When possible, group entrances together to create a community activity node.	Complies	Residential lobbies are set 5-7 feet back from the property line to be noticeably different from retail spaces and will be clearly delineated with signage and lighting.
Guideline A6.8	Provide quality durable material at all stoops, landscape walls and lobby entrances. Ground floor units shall have swinging front doors or French doors with some transparency rather than sliding patio doors.	Complies	Lobbies will include full height glazed storefronts with swing doors. Landscape walls will be of high quality materials. Stoops are not included in project.
Guideline A6.9	Provide a minimum window recess of 2-3 inches for all windows at the ground floor and upper levels.	Complies	Ground floor retail storefront is predominately glazed. Windows at the upper levels are a combination of inset windows and modular window wall panels.
Guideline A6.10	Decorative lighting shall be incorporated seamlessly in the building design to enhance the architecture, promote pedestrian safety and support neighborhood security.	Complies	Decorative lighting will be provided at canopies, entrances, and in public plaza to create an attractive and vibrant pedestrian experience.

Guideline	Guideline Text	Compliance	Compliance Description
Guideline PS5	Use alternative paving at strategic locations to enhance the pedestrian experience. Use of alternative paving materials such as stamped concrete, interlocking concrete pavement, and concrete with integrated colors at prominent locations to identify special locations and provide visual interest at the street level (plan sheet L-02)	Complies	Paving materials at Ground floor along 39 th Street and Turquoise Way are concrete block paving, of varying colors and geometries, inspired by the surrounding street grid patterns, to create visual interest at the street level.
Guideline PS6	Design an integrated public improvement scheme including street trees, street lights, traffic signals, street signs, and street landscaping. These amenities should be of high visual quality, have a consistent design theme that fit the design style of buildings within the development, and be consistently provided throughout a site to provide the development an identity and enhance the visual experience of visitors. Provide trees that create an attractive canopy for pedestrians and lights that brightly illuminate pedestrian routes for nighttime security. (plan sheets L-01 to L-06).	Complies	Site design for project includes street trees and landscaping. Street trees are incorporated on 39 th Street and Turquoise Way. Planting zone is located on Walter Miles Way with integrated illuminated glass feature wall.
Guideline SD1	<i>Site Planning & Design</i> <ul style="list-style-type: none"> • Building placement should be sensitive to site topography and should be integrated seamlessly with minimal impact. • Through site and building design, consider the use of building roofs, parking lots, and other horizontal surfaces 	Complies	<ul style="list-style-type: none"> • The project site is a relatively level (0.02% slope from high point to low point), urban site, adjacent to an elevated freeway and across from the MacArthur BART plaza. Retail frontage along 39th Street and Turquoise Way, as well as building entry lobbies are at grade level with direct access to pedestrian and

Guideline	Guideline Text	Compliance	Compliance Description
	<p>to convey water to either distribute it into the ground or collect it for reuse.</p> <ul style="list-style-type: none"> • The project site should be designed to maintain natural storm water flows by promoting infiltration. Techniques and materials such as vegetated roofs, pervious paving, and other measures to minimize impervious surfaces are encouraged. • Impervious paving should be minimized, increasing on-site infiltration, and reducing or eliminating pollution from storm water runoff and contaminants. • Constructed surfaces on the site should be shaded with landscape features and utilize high-reflectance materials and other materials to reduce heat absorption. 		<p>bike circulation pathways.</p> <ul style="list-style-type: none"> • Site and building drainage will connect to a previously approved existing system for the overall development. Planting and landscaping on ground floor plaza and multiple roof terraces at Levels 5, 10, and 14 will provide some natural retention. • Vegetated roofs, terraces, and plantings at the ground level will promote infiltration. • Stormwater planters located at the 39th street plaza will additionally assist with infiltration and the reduction of runoff at the ground floor. • The sidewalk along Turquoise Street and the 39th Street Plaza includes street trees, which will provide shade to reduce heat absorption. High-reflectance and other materials for roofing will be explored to reduce the heat island effect.
<p>Guideline SD2</p>	<p><i>Building Design</i></p> <ul style="list-style-type: none"> • Identify opportunities to incorporate salvaged materials and rapidly renewable materials into building design and research potential material suppliers. • Design buildings to maximize interior daylighting and provide for a connection between indoor spaces and the outdoors. Strategies to consider include building orientation, exterior and interior permanent shading devices, and high performance glazing. • Consider use of materials and methods that will reduce heat island effect. This may 	<p>Complies</p>	<ul style="list-style-type: none"> • Interior finishes, exterior cladding, and landscaping materials will be explored as possible materials with recycled content or rapidly renewed materials. • Façade of residential portions of project target 40% for glazing to provide interior daylighting. High performance glazing is incorporated in the project design. Sunshades permanently incorporated into the exterior wall at windows reduce excessive solar exposure for each unit. Occupiable outdoor roof terraces on levels 5 and 14 serve as common amenity space for residents. Ground floor program includes double-height

Guideline	Guideline Text	Compliance	Compliance Description
	<p>include but is not limited to green roofs, roof gardens, use of reflective surfaces and/or photovoltaics.</p>		<p>storefront glazing at retail and residential lobby, with primary retail tenant along 39th Street incorporating operable walls which allow interior space and outdoor plaza to blend. Long axis of building runs north/south so that so that shorter ends of building receive northern and southern exposure, with longer facades on East and West taking advantage of morning and evening sun. Massing of building is organized so that tallest portion of the building is located on the northern end of the project, so all outdoor terraces on levels 5 and 14 will receive sunlight during daylight hours.</p> <ul style="list-style-type: none"> • Green roofs, planters, roof gardens, and high reflective roofing materials will be utilized throughout the project to reduce heat island effect.
<p>Guideline SD3</p>	<p><i>Streetscape/Landscape Design</i></p> <ul style="list-style-type: none"> • Drought tolerant landscaping is encouraged. Plant selection should be based on the climate and environment of the area as well as site characteristics such as exposure, light intensity, soil analysis, site drainage, and irrigation. Proper plant selection based on site characteristics should enhance the plants' likelihood of becoming established on the site and reduce potential incidences of low vigor, excessive maintenance, disease, or death. Native 	<p>NA</p>	<p>All plants selected are drought tolerant and primarily California native species with low-medium water use. Planting has been divided into zones based on sunlight exposure and other site characteristics around the project site.</p> <ul style="list-style-type: none"> • West side of project along Walter Miles Way includes planting zone along 2/3 of façade at Ground Level, as well as additional green zones at Levels 05. North, and East sides of project site include street trees to provide shade at grade along sidewalk. Further trees and plantings are located on

Guideline	Guideline Text	Compliance	Compliance Description
	species are preferred for natural landscapes. • The site should be adequately landscaped to provide shade and protect surfaces including sidewalks, driveways, parking lots, and exterior walls. Where appropriate, plant deciduous trees on the south and west sides of buildings to provide protection from the summer sun. In the winter months, these trees lose their leaves and allow sunlight to provide passive heating and light.		Levels 05, 10, 14. Southern end of site is a vehicular access way and so does not have trees. Shading is provided by the BART garage to the south of this project.

Development Agreement

The Oakland Planning Code includes factors for consideration in negotiating a Development Agreement, as follows:

17.138.060 Factors for consideration.

In reviewing an application for a development agreement, the City Planning Commission and the City Council shall give consideration to the status and adequacy of pertinent plans; any uncertainty or issues about the affected area which may suggest the retention of flexibility; the traffic, parking, public service, visual, and other impacts of the proposed development project upon abutting properties and the surrounding area; the provisions included, if any, for reservation, dedication, or improvement of land for public purposes or accessible to the public; the type and magnitude of the project's economic benefits to Oakland, and of its contribution if any toward a meeting of housing needs; and to any other comparable, relevant factor.

The project applicant is requesting a substantial change to the project, in terms of increased height. Although the project includes a robust contribution to meeting Oakland's need for affordable housing, staff believes that the applicant's request merits additional economic benefits to Oakland. With this in mind, staff has proposed a community benefits package (as outlined in the Project Description above) intended to provide economic benefits in line with the applicant's request. As noted above, the applicant is providing a significant number of independently financed affordable housing units within the income range least served in Oakland (41 units at 80 percent area mean income). Staff believes that the addition of approximately one million dollars

toward meeting established City goals and projects provides a reasonable benefit to Oakland in exchange for the added value increased height will contribute to the subject property.

Compliance with CEQA

The City conducted a detailed evaluation of the proposed project pursuant to CEQA, which concludes that the Parcel B Project qualifies for an addendum, as well as an exemption from additional environmental review, in accordance with Public Resources Code Sections 21083.3, 21094.5, and 21166; and CEQA Guidelines Sections 15162, 15164, 15183, 15183.3, 15168 and 15180. The project would comply with the underlying zoning regulations (including the Planned Unit Development Regulations) and is consistent with the development density and land use characteristics established by the City of Oakland General Plan, and any potential environmental impacts associated with its development were adequately analyzed and covered by the analysis in the 2008 Project EIR, its three previous addenda, in the applicable Program EIRs: the 1998 LUTE EIR, the Broadway/MacArthur/San Pablo Redevelopment Plan EIR, and for the housing components of the proposed project, the 2010 General Plan Housing Element Update EIR and 2014 Addendum, as documented in the current CEQA Analysis (MacArthur Transit Village Project EIR Addendum #4: MacArthur Station – Modified 2016 Project CEQA Analysis). Each of the above provides a separate and independent basis for CEQA compliance. See attached CEQA Findings.

The 2008 EIR, previous addenda, and current Addendum #4, as well as the Program EIRs (LUTE EIR, Housing Update Element EIR, and Broadway/MacArthur/San Pablo Redevelopment Project EIR) have been distributed to the Planning Commission, and are available for review at 250 Frank Ogawa Plaza, Suite 3315, Oakland, CA 94612 during normal business hours and can also be found on the City's website at:

<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157> (see #50 for MacArthur Transit Village EIR and Addenda)

<http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009158>
(Housing Element and Redevelopment Plan EIRs are located here)

KEY ISSUES

Staff has reviewed the proposed MacArthur Transit Village Parcel B plans and has the following comments for Planning Commission consideration:

Building Massing, Height and Appearance

The Parcel B applicant has worked with staff and the DRC to submit a refined development proposal. At this time, the applicant has addressed concerns previously raised by staff and the DRC, as noted in the following discussion.

- **Massing:** Staff finds the overall building massing to be attractive and appropriate, particularly with regards to the lower masses near the property lines and public right-of-ways. In order to achieve a reduction in tower massing, the project design has been revised to increase the massing of the base of the building. The design retains the same overall massing components as originally proposed with increased bulk and height of the components along 39th Street and Turquoise Way. Although bulk is increased at the base of the building, the massing components have been simplified so that the entire building has a more unified and calmer appearance. The increased bulk of the building base continues to be articulated in a manner that avoids a monolithic wall on Turquoise Way.
- **Height:** Staff has reviewed and evaluated concerns regarding the proposed project's height and has found it to be appropriate for the reasons below. While the proposed project is located at a major transit node where the City seeks increased density and development, it would be significantly taller than what is allowed in the underlying zoning district and the existing low-rise character of the surrounding neighborhood. There is growing interest in urbanizing and intensifying development around transit nodes like the MacArthur BART station, and the proposed tower could present an opportunity to move in this direction; however, the project would still set a precedent and should reflect the design quality desired of a very visible precedent-setting landmark. Staff finds the tower to be attractively designed, with a light and transparent top, extensive glazing, and articulation to accentuate the slenderness and lightness of the tower.
 - **Current Plans:** The current plans indicate that the overall height of the tower remains unchanged at 260 feet; however changes to the massing, including reducing the tower mass and increasing and simplifying the base mass, result in overall refinement of the massing and bulk of the project. It should be noted that the currently proposed changes to the building massing are achieved, in part, by reducing the square footage of units.
 - **Tower Massing:** The current plans indicate a reduction in the length of the tower from 192 feet parallel to the Caltrans ROW and Telegraph Avenue to 152 feet (a reduction of 40 feet in tower width). This more slender tower would have a more refined and elegant appearance on the skyline than the previous proposal.
- **Appearance:** The project is a 260-foot tall highrise building with a generous at-grade public plaza, modulated base, and tower feature. The design has a complex massing with a slender tower and varied heights to provide visual interest and avoid a bulky mass. The top of the tower is sheathed in channel glass to provide lightness and visual depth. The exterior materials and treatments are high-quality and stylistically contemporary, and include pattern variation and extensive openings to support a residential scale and appearance.

Ground-floor Plaza

The current landscape plans indicate conceptual groundplane changes that would enhance the experience, and success, of the plaza and adjacent public ROW.

- **Larger Plaza:** The current plans indicate that the building footprint has been set back further from 39th Street than in previous plans. The resulting larger plaza area would feel

more open than under the previous plan. The larger plaza would also create a better connection to the BART plaza across Walter Miles Way, emphasizing land use and transportation connectivity and synergies.

- **Improved Retail Frontage:** The current plans include increased retail space at the corner of 39th Street and Walter Miles Way. This is the corner of the project closest to the BART station entrance. Providing retail uses close to the BART station entrance maximizes use and convenience, and provides a more active area near the station.
- **Sidewalk on Walter Miles Way:** The current plans include a sidewalk along Walter Miles Way on the subject property. The building has been pulled back from the property line to allow for a six-foot wide continuous sidewalk the length of the property. This would result in a more active project frontage along Walter Miles Way, and support the increased retail frontage near the corner with 39th Street.

Corner of 39th and Turquoise Streets:

The corner of 39th and Turquoise Streets is the corner of the project that will be most prominent for visitors to the MacArthur Transit Village site. Staff believes that, at street level and up to the residential building floors the building should appear open and transparent to the public right-of-way. The current plans minimize parking along the Turquoise Way and 39th Street frontages of the project. This means that residential uses are located facing both streets above the retail space. This would result in a more active, more appealing street frontage in terms of public use.

Amendment to Development Agreement:

The Parcel B applicant has submitted a request to amend the Development Agreement to increase the allowable maximum height for Parcel B from 80 to 260 feet to accommodate the proposed project. In response to the applicant's proposal, staff proposes the addition of a community benefits package in exchange for the increased development potential resulting from the increased height allowance for the site.

Staff acknowledges the significant community benefits built into the existing project. The addition of 41 affordable housing units fully funded by the developer and a contribution to the Telegraph Avenue pedestrian lighting project are important community benefits that should be recognized. It should also be noted that the applicant benefits from specific aspects of the DA, including a limitation on the exaction of City fees adopted after adoption of the DA (such as the newly adopted Citywide impact fees).

In addition, the increased building height requested by the applicant would result in significantly increased development potential for the applicant. Staff believes that the applicant should contribute to established City goals and projects in a way that directly benefits the community. As such, staff recommends a contribution to improvements at Mosswood Park, application of the newly established impact fees to support prioritized public improvements, and local-hire commitments to support established local business goals and objectives. Contributions to these established community priorities will ensure that the project benefits the community as a whole.

Compliance with CEQA

As noted elsewhere in this report, the City conducted a detailed evaluation of the proposed project pursuant to CEQA and concludes that the Parcel B Project qualifies for an addendum, as well as an exemption from additional environmental review. It should be noted that analysis of aesthetics and parking are no longer required for mixed-use projects on infill sites located within a transit priority area (CEQA Section 21099(d)); however, the City has included discussion of aesthetics in the CEQA analysis only for information purposes. The following is a summary of the analysis of these topics contained in Addendum #4:

- Aesthetics:

- Views and Visual Quality:

The 2008 Project EIR determined that potential impacts of the 2008 Project to visual quality would be less than significant; no mitigation measures were necessary. The 2008 Project EIR analysis was based on the 2008 Project which included buildings ranging from four to seven stories and 50 to 85 feet tall. Two of the parcels within the MacArthur Station site have been developed: the building on Parcel E (BART Garage) is 68 feet tall and the building on Parcel D (affordable housing) is 55 feet tall (plus mechanical). Parcel A and C are currently vacant and construction on these parcels is anticipated to begin before the end of 2017. While development has been completed on some parcels within the MacArthur Station project site, the conditions surrounding the site are similar to those identified in the 2008 Project EIR.

Development on Parcel B would include up to 402 dwelling units and up to 13,000 square feet of commercial space. The exterior of this residential tower component would include concrete, textured concrete, weathered metal cladding, and glass windows. The structure would also include terraces on the 25th, 15th and 5th stories. Conceptual elevations have been included in this Addendum for informational purposes (see Figures 3a, 3b, 3c, 3d).

The proposed Parcel B structure would have varied height. The tallest component would be approximately 24 stories: up to 260 feet tall inclusive of mechanical structures. This would be 18 stories (and 175 feet) taller than the 2008 approved project. It should be noted, however, that a Tower alternative was evaluated in the 2008 Project EIR that included a 240-foot (23-story) tower. The 2008 EIR Tower alternative included a 23-story tower on Parcel D and assumed that the entire MacArthur Station site would be developed with up to 868 residential units, 34,000 square feet of commercial space, and 7,500 square feet of community space. It was determined that this alternative would incrementally increase the magnitude of the project impacts, but would not result in any new significant impacts, beyond those identified for the 2008 project. This alternative also included analysis of two variants, one with full BART replacement parking and one with a Residential Parking Permit Program. The alternative and the two variants would not reduce or avoid any of the potentially significant or significant and unavoidable impacts of the Project. At the time the 2008 Project EIR was certified, this alternative was neither rejected nor approved. It was noted in the

Findings document that in the future, the project sponsor may apply to the City to incorporate the alternative into the Project and the City would consider and process this revised application in accordance with standard procedures, with appropriate public notice before the City Planning Commission.

While the Parcel B Project would be significantly taller (175 feet taller) than the Parcel B building evaluated as part of the PUD/PDP in the original 2008 Project EIR, and thus more visible than the original 2008 Project, the Parcel B Project would not block significant portions of the views from adjacent vantage points, as is shown in the visual simulations included in Addendum #4 Figures 5b through 5m; Figure 5a shows the visual simulation viewpoint locations. The structure would be taller than other structures in the immediate area, but would not block any vantage points to scenic features.

While the new affordable housing building and BART garage have been constructed on the MacArthur Station site, the visual conditions surrounding the project site are similar to those identified in the 2008 Project EIR. Further, the project site is located within an urban area of Oakland. Existing structures immediately adjacent to the Parcel B site include the BART Parking Garage (Parcel E) which is six stories, and the Affordable Housing Structure (Parcel D) which is five stories.

A prominent visual element of the area is the Highway 24, which is elevated within this area of Oakland. This elevated portion of Highway 24 is of a similar height to the BART Parking Garage (5-6 stories). Additionally, development on Parcel A and Parcel C, which has been approved by the City: the structure on Parcel A would be 3-5 stories, and the structure on Parcel C would be 5 stories. Other development within the immediate area is generally between 1 to 5 stories.

The General Plan designation for the project site and the area surrounding the MacArthur BART Station is Neighborhood Center Mixed Use and does not specify a height limit. The zoning of the site, S-15 Transit-Oriented Development Zones, includes a Commercial Corridor height limit of 90 feet.

While the Parcel B building would be taller than buildings in the immediate surrounding area of the project site, a multi-story residential structure would not be out of place near downtown Oakland or Emeryville, or within an area identified by the General Plan as a TOD. The Parcel B building will ultimately be located in the center of the MacArthur Station site, surrounded by other high-density urban development. The project site was previously a BART surface parking lot and is currently a rough graded lot with no permanent structures or landscaping; implementation of MacArthur Station would allow for development in an urban area identified as an area for transit-oriented development and would not substantially degrade the visual character of the project site or surrounding area.

- Wind: Per the City of Oakland's CEQA Thresholds of Significance (2013), wind analysis need be done only for projects with height of 100 feet or greater (measured to the roof) and for which one of the following conditions exist: (a) the project is located adjacent to a substantial water body (i.e., Oakland Estuary, Lake Merritt or San Francisco Bay); or (b) the project is located in Downtown.¹ The proposed Parcel B project would exceed 100 feet in height, but is not located in the Downtown nor adjacent to a substantial water body, and as a result, does not require wind analysis per the City's current CEQA Thresholds of Significance. However, a wind analysis has been prepared and its findings are summarized here as a non-CEQA informational item.

The wind study evaluated 18 ground-level location points located along sidewalks and public rights-of-way in the vicinity of the proposed project. Under existing conditions, none of these locations exceeded the City's CEQA hazard wind threshold of winds exceeding 36 miles per hour for more than one hour during daylight hours during the year.

The study found that with implementation of the project under existing conditions, landscaping is needed at two locations in the public right-of-way to ensure that pedestrian wind levels do not exceed the hazard threshold. To evaluate the effectiveness of two landscape options being considered for the proposed project, the wind study evaluated two scenarios that each included a different landscape design (Landscape Option 1 + Canopy and Landscape Option 2) combined with the proposed project. Schematics of these two landscape options are included in Addendum #4.

Under cumulative conditions with nearby proposed projects, including the build out of the approved projects for Parcels A and C-1, implementation of either Landscape Option 1+ Canopy or Landscape Option 2 would ensure the wind speeds at affected points are below the City's wind hazard threshold. As a result, Addendum #4 recommends inclusion of a project-specific, non-CEQA condition of approval to reduce wind effects near the project site.

- Shadow:
The 2008 Project EIR included a shadow analysis of the proposed project, and found the impact would be less than significant. The shadow analysis for the Tower alternative in the 2008 Project EIR found that the implementation of this alternative would minimally increase shade and shadow and wind impacts over those anticipated from the proposed project. Overall the shadow impacts on adjacent properties from this alternative would not be substantial as the majority of the shadows will be cast towards the freeway and onto the project site. Shadows created by the 2008 Project on December 22, winter solstice, would be the most extensive that would occur as a result this alternative. Because the

¹ Downtown is defined in the Land Use and Transportation Element of the General Plan (page 67) as the area generally bounded by West Grand Avenue to the north, Lake Merritt and Channel Park to the east, the Oakland Estuary to the south and I-980/Brush Street to the west.

existing shadow condition within and around the project site on this day is already significant, new shadows created by the project would minimally contribute to the existing shadow condition on this day and, as a result, would not be considered significant.

Shadow simulations were created for the 2016 Modified Project (see Figures 6a through 6i). The simulations show how the shadow cast by the proposed project would move throughout the day during three different times of the year (June 22, September 22, and December 22). The shadows simulations show both existing shadows, as well as cumulative shadow impacts.²

As shown in the shadow simulations, for the June 22 simulations, new shadows generated by the Parcel B building would fall on either Highway 24 or other buildings within the MacArthur Station site. The September 22 simulations would also cast new shadows on Highway 24 or other buildings within the MacArthur Station site. The December 22 simulations show new shadows cast by the Parcel B project would fall on adjacent Highway 24 or on the other buildings within the MacArthur Station project site, as well on buildings outside of the project site.

The December 22 shadow simulations show longer shadows cast by the Parcel B project. In the 9:00 AM shadow simulations, shadows would be cast to the northwest of the project site onto both Highway 24 and on structures located west of highway (north and east of the Martin Luther King Jr. Way and 40th Street intersection). While these shadows would be new shadows, they would be limited to the morning hours (the Noon simulations show the shadow no longer on these structures having moved to local streets) and during this time of the year. The 3:00 PM shadow simulations show that the shadow cast by the tower would fall on the MacArthur Station project site and on uses northeast of the site (Telegraph Avenue north of 40th Street). As with the December 9:00 AM simulation, these shadows would be limited to the afternoon hours during this time of the year.

Overall, the shadow impacts on adjacent properties from the 2016 Modified Project would not be substantial as the majority of the shadows would be cast towards the freeway and onto the project site. While the 2016 Modified Project would be significantly taller than the proposed Parcel B Building evaluated within the 2008 Project EIR, it should be noted that Parcel B is located within the center of the site (over 250 feet from 40th Street, Telegraph Avenue, or West MacArthur Boulevard), and much of the additional shadow cast by the additional height would fall on the freeway or on other parcels within the MacArthur Station site. Shadows created by the proposed project on December 22 (the day after the winter solstice) would be the most extensive; however, the winter solstice shadows would not be significant because the new shadows created by the project would

² Please note that one development, which has been approved but not developed, was not included in the cumulative shadow analysis. An application to develop 3884 Martin Luther King Jr. Way with two 6-story buildings was approved in 2006. This location is west of the project site and Highway 24, is of a similar height as the Highway 24 overpass, and is not expected to result in a significant cumulative shadow impact given its proposed height, distance from the project site, and its location adjacent to Highway 24.

minimally contribute to the existing shadow condition on this day and, as a result, would not be considered significant.

Additionally, while the proposed project would require revisions to the PUD, development on the 2016 Modified Project would not cause a fundamental conflict with policies and regulations in the General Plan, Planning Code, and Uniform Building Code addressing the provision of adequate light related to appropriate uses. The project site is not located adjacent to open space or other similar uses. The project site is located adjacent to a freeway, BART station, and other types of urban development in an area identified for transit oriented development.

- **Transportation:** The 2016 Parcel B Project is not expected to result in new significant off-site transportation impacts or substantially increase the magnitude of already identified impacts, for the following reasons (see Addendum #4 for full analysis and discussion):
 - The 2016 Modified Project would generate fewer trips than the previously analyzed project.
 - Existing conditions have remained generally the same since the analysis for the 2014 Modified Project (Addendum #3) was completed. Based on data collected in 2016, existing traffic volumes are similar to the existing volumes used in the previous analysis.
 - Future conditions are not expected to change since the analysis for the 2014 Modified Project (Addendum #3) was completed which accounted for the planned bicycle facilities on Telegraph Avenue and MacArthur Boulevard.³ Considering that the analysis completed for Addendum #3 did not identify any additional significant impacts beyond the ones identified in the 2008 EIR due to the implementation of the planned bicycle facilities, the 2016 Modified Project would continue to have similar significant impacts as the 2014 Modified Project. No other changes to the transportation network in the vicinity of the project are expected. In addition, based on the most recent version of the Alameda Transportation Commission (Alameda CTC) Travel Demand Model, future traffic volume forecasts in the project vicinity would be same or less than the ones in the previous analysis.

The impact of the 2016 Modified Project is considered equal to or less severe than that previously identified in the 2008 Project EIR. The 2016 Modified Project would not result in any other transportation related significant impacts. The 2016 Modified Project would implement recommended improvement measures identified in the transportation analysis completed for the proposed project. Since the 2016 Modified Project would

³ Addendum #3 assumed the implementation of the following for the 2035 analysis:

- Telegraph Avenue Complete Street Project, which would will provide buffered bicycle lanes along both directions of Telegraph Avenue between 20th and 41st Streets by eliminating one travel lane in each direction (the segment south of 28th Street has since been completed),
- MacArthur Boulevard Bikeway project which would provide Class 2 bicycle lanes along both directions of MacArthur Boulevard by generally eliminating one travel lane in each direction.

generate less trips than the 2008 Project, the 2016 Modified Project would have similar effects on cut-through traffic in the nearby residential streets as the 2008 Project.

It should be noted that the City of Oakland recently updated the City of Oakland's CEQA Thresholds of Significance Guidelines related to transportation impacts in order to implement the directive from Senate Bill 743 (Steinberg 2013) to modify local environmental review processes by removing automobile delay, as described solely by level of service (LOS) or similar measures of vehicular capacity or traffic congestion, as a significant impact on the environment pursuant to CEQA. Therefore, in addition to conducting traffic analysis consistent with the criteria considered in the EIR, the Addendum includes analysis under the updated thresholds for Vehicle Miles Travelled (VMT).

The interim *Update to CEQA Thresholds of Significance and Transportation Impact Study Guidelines* identified that a project would have less-than-significant VMT impacts if any one of the following identified screening criteria are met:

1. Small Projects: The project generates fewer than 100 vehicle trips per day.
2. Low-VMT Areas: The project meets map-based screening criteria by being located in an area that exhibits below threshold VMT, or 15 percent or more below the regional average, as illustrated on maps provided by MTC.
3. Near Transit Stations: The project is located in a Transit Priority Area or within a one-half mile of a Major Transit Corridor or Stop⁴ and satisfies the following:
 - Has a Floor Area Ratio (FAR) of more than 0.75.
 - Does not includes more parking for use by residents, customers, or employees of the project than other typical nearby uses, or more than required by the City in areas where there is a parking minimum.
 - Is consistent with the applicable Sustainable Communities Strategy (as determined by the lead agency, with input from the Metropolitan Transportation Commission).

In response to the City's newly established VMT thresholds, a VMT assessment was prepared for the proposed project, which is included as Attachment G to the Addendum. As shown in Table 1 of Attachment G, the 2020 and 2040 average daily VMT per capita and VMT per worker in the project traffic analysis zone (TAZ) is more than 15 percent

⁴ Major transit stop is defined in CEQA Section 21064.3 as a rail transit station, a ferry terminal served by either a bus or rail transit service, or the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods.

below the regional averages. The proposed project would thus satisfy the Low-VMT Area Criterion (#2). Therefore, the proposed project would not result in substantial additional VMT and project impacts with respect to VMT would not be significant.

It should be noted that there is a recommendation in the 2008 Project EIR for the project applicant to monitor traffic volumes on the nearby residential streets after project completion and to implement traffic calming measures if excessive traffic volumes/speeds are observed. In addition, the 2016 Modified Project will be required to implement all mitigation measures identified in the 2008 Project EIR and adhere to SCAs related to City review and approval of all improvements proposed in the public right-of-way, reduction of vehicle traffic and parking demand generated by development projects, and construction traffic and parking management, as identified in Appendix A, at the end of the CEQA Checklist. For reference, these are: SCA-TRANS-1: Construction Activity in the Public Right-of-Way SCA-TRANS-2: Bicycle Parking); SCA-TRANS-3: Transportation Improvements; and SCA-TRANS-4: Transportation and Parking Demand Management .

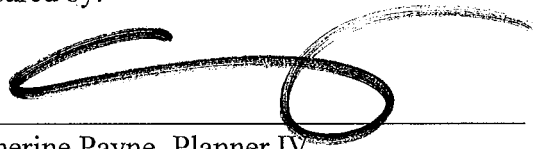
CONCLUSION

The proposed Parcel B Project is a well-designed, high-density mixed-use project located at a major regional transit node that will add a significant number of residential units, including a substantial number of affordable units, to Oakland's currently limited supply of housing. The proposed highrise building would be separated from existing, surrounding neighbors by BART and freeway rights-of-way, the MacArthur Transit Village (of which it is a part), and by 40th Street, Telegraph Avenue, and West MacArthur Boulevard (with one exception at 505-40th Street). The proposed project is an opportunity to support the use of existing transit and increase affordable and market-rate housing opportunities in Oakland, all desirable land-use planning goals in Oakland at this time. Although the project would be visible throughout the surrounding neighborhood and is architecturally different from the nearby one- to four-story building context, the proposed building is nevertheless well-designed with elegant massing and refined exterior materials and details. It will be attractive and appropriate to its location at the high-use MacArthur BART station. The thoughtfully-designed active ground-floor design and uses will support commercial growth and pedestrian activity in the neighborhood. Finally, the community benefits package ensures that the increased development potential of the property contributes to improved quality of life for the Oakland community through achieving established City goals and objectives. Staff supports the proposed Parcel B project and recommends approval.

Staff requests that the Planning Commission recommend that the City Council:

- Affirm Staff's environmental determination; and
- Approve, based on the attached findings, and subject to the proposed conditions of approval, :
 - A revision to the MacArthur Transit Village PUD to allow a maximum height of up to 260 feet on Parcel B;
 - A FDP for Parcel B;
 - TPM10561; and
 - An amendment to Development Agreement to allow a maximum height of 260 feet on Parcel B and memorialize the provision of community benefits associated with the delivery of Parcel B improvements.

Prepared by:

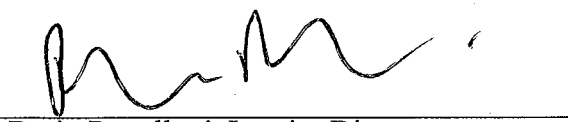


Catherine Payne, Planner IV

Approved by:


ROBERT D. MERKAMP
Development Manager

Approved for forwarding to the Planning Commission


Darin Ranelletti, Interim Director
Planning and Building Department

NOTE: The 2008 MacArthur Transit Village Project EIR, previous Addenda and the MacArthur Transit Village Project EIR Addendum #4: MacArthur Station – Modified 2016 Project CEQA Analysis, as well as the Program EIRs, have been provided under separate cover to the Planning Commission and are available to the public at 250 Frank Ogawa Plaza, Suite 3315, Oakland CA, 94612 during regular business hours, and at

<http://www2.oaklandnet.com/Government/o/PBN/OurServices/Application/DOWD009157> (see #50 for MacArthur Transit Village EIR and Addenda)

<http://www2.oaklandnet.com/government/o/PBN/OurServices/Application/DOWD009158>
(Housing Element and Redevelopment Plan EIRs are located here)

ATTACHMENTS:

- A. Findings
- B. Conditions of Approval, including Standard Conditions of Approval/Mitigation Monitoring and Reporting Program (SCA/MMRP)
- C. Project Plans, dated November 23, 2016
- D. Proposed Revision to PUD
- E. Tentative Parcel Map
- F. Proposed Amendments to the Development Agreement
- G. Public Comments in Writing Received since October 13, 2016 (and until publication of this staff report)