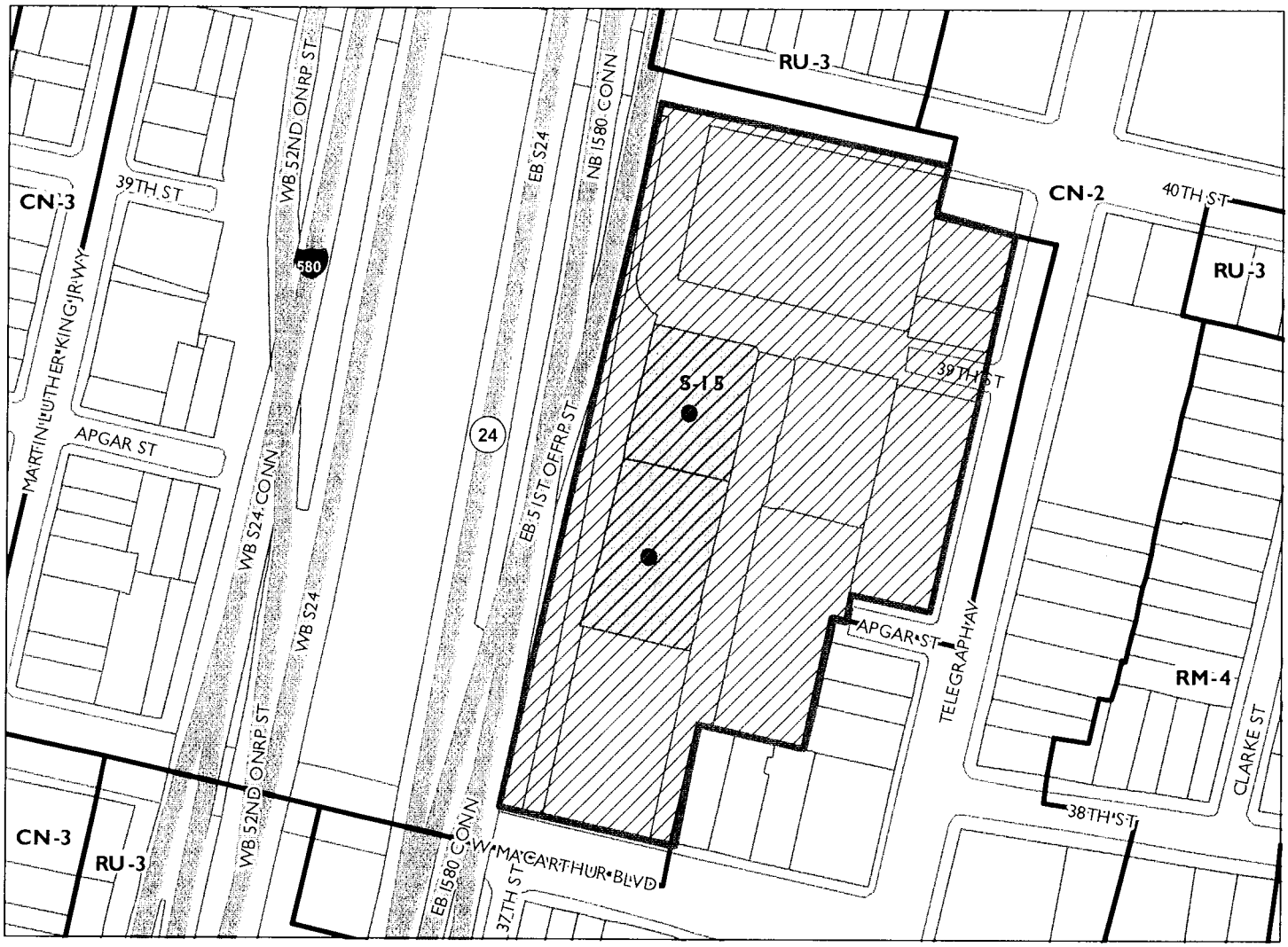
Location:	MacArthur Transit Village Parcel B (APNs 012 102501100 and 012 102501200) (see map)
Assessors Parcel Numbers:	012 102501100 and 012 102501200)
Proposal:	Construct final stage (Phase V) of the MacArthur Station Project which includes: development of Parcel B with a 25-story tower (260 feet tall) with up to 402 residential units, 10,000 square feet of ground-floor commercial space, and up to 260 parking spaces.
Applicant:	Boston Properties
Contact Person:	Aaron Fenton (415) 772-0714
Owner:	BART, MacArthur Transit Community Partners, LLC
Case File Number:	PUD06058-R01, PUD06058-R01-ER01, PUD06058-R01-PUDF01, T1600091
Planning Permits Required:	Revision to PUD, Final Development Plan for Parcel B of the MacArthur Station Project, TPM, Minor Variance for loading, Tree Permit.
General Plan:	Neighborhood Center Mixed Use
Zoning:	S-15 Transit-Oriented Development Zone
Environmental Determination:	An Environmental Impact Report (EIR) was certified in June 2008 and further CEQA review is currently in process.
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:	Preliminary Design Review; the project will be considered by the full Planning Commission at a future public hearing.
Action to be Taken:	No formal action; public hearing concerning the design of the proposal.
Staff Recommendation:	Take public testimony concerning the design of the proposal and provide direction to staff and the applicant.
Finality of Decision:	No decision will be made on the project at this time.
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 receive preliminary feedback on the proposed design of Parcel B of the MacArthur Station Project (formerly known as the Macarthur Transit Village) Planned Unit Development (PUD). The current proposal is for a revision to the PUD and Final Development Permit (and related permits) for a 25-story tower with up to 402 dwelling units, 10,000 square feet of ground-floor commercial uses and up to 260 parking spaces.

CITY OF OAKLAND PLANNING COMMISSION



Case File: PUD06058-R01, PUD06058-R01-ER01, PUD06058-R01-PUDF01, T1600091 (Parcel B MacArthur Transit Village)
Applicant: Boston Properties
Address: 532 Turqoise St
Zone: S15

The proposed project is a revision to the adopted PUD. The revision involves increased height (from up to 80 feet to up to 260 feet tall), an increased number of residential units (from 150 to 402 dwelling units on Site B) and increased commercial square footage (from 5,500 to 10,000 square feet on Parcel B). While the unit count for Parcel B is increasing by 252 units, overall, the MacArthur Station Project's final unit count will only increase by 201 units, due to the exclusion of Parcel C-2 from the project due to the inability of the master developer to acquire that parcel.

No action will be taken at today's hearing. The recommendation to the City Council on project entitlements will occur at a future hearing of the full Planning Commission. Staff requests that the Design Review Committee review and comment on the proposed design Parcel B.

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.

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.

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 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.

Current Proposal (Stage 5 –Parcel B Project)

The applicant has conducted three community meetings to introduce the proposed Stage 5 project (referred to throughout this report as "Parcel B Project") to the community and solicit public comment. Comments at the community meetings generally indicate some controversy regarding building a tower in the neighborhood, increased residential density, the need for parking and the potential for environmental impacts (such as transportation-related impacts and shadow impacts).

PROJECT DESCRIPTION

The proposed Parcel B FDP entails the construction of a 260-foot tall (25-story) tower with up to 402 dwelling units, 10,000 square feet of ground-floor commercial uses and up to 260 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 that 20 percent of the market-rate residential units throughout the overall PUD be affordable).

The proposed building has a contemporary design massing and language. The building has a stepped massing that includes a 260-foot tall tower along Frontage Road closest to the BART and Caltrans ROW to the west of the site. 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 460,100 square feet and includes a 260-foot tower. The project includes 10,000 square feet of ground-floor commercial uses and 402 residential units.
- Ground-Floor Uses: The proposed ground floor design includes 10,000 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 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. The units include 55 studios, 175 one-bedroom units, 164 two-bedroom units, and 8 three-bedroom units.
- 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 260 parking spaces and three 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 proposed project has a complex, asymmetrical mass that includes a 260-foot tower and steps down on three sides (toward 39th and Turquoise Streets, and toward the BART garage). The building includes vertical and horizontal articulation, a range of materials to differentiate massing components and distinguish the building base, middle and tower components from one another. The horizontal and vertical grid created by the building stories and vertical structural components is broken by the placement of transparent and opaque exterior treatments to provide visual complexity and reduce the monotony of any façade. In addition, the building includes large glazed areas to maximize the lightness and transparency of the building and further break down the massing and provide visual interest.

GENERAL PLAN ANALYSIS

The MS 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 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 and a less than 1.0 FAR and is therefore substantially consistent with the General Plan.

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 201 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 (OMC 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 10,000 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	• Residential • Commercial	S15, PUD	• Residential • Commercial	• 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.	10,000 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	• Parcel G: 30' • Frontage: 0' • 39th: 10' • Turquoise: 0'	NA; Building setback from BART pkg = >10'.	Complies
	0'	S15				Complies
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		260		
	201 (.5 pk/du)	S15				
Com. Pkg.	0	S15				
Loading	4 (3 res/1 com)	S15		3		Minor Variance
Bike Pkg.	125 (res/com)	OMC		Bike storage provided		TBD
Recycling				Recycling area provided		TBD

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 39th 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 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.
Guideline A4.3	The buildings along this edge have the most flexibility in heights and variations (approximately 65' to 80') in form within the project.	Does Not Comply	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 A4.4	Provide artistic metal grills and pedestrian scale lighting along the garage edge to provide maximum visibility to promote security.	Complies	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.
Guideline A4.5	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.	Complies	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.
Guideline A5.1	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.	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 including new Residential buildings, BART garage, and 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	Guideline Text	Compliance	Compliance Description
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	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 39th street. At the eastern corner (39th 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 39th 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 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.	NA	Details and materials will be specified prior to decision
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.	NA	Details and materials will be specified prior to decision
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.	NA	Details and materials will be specified prior to decision

Guideline	Guideline Text	Compliance	Compliance Description
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 39th 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 address the internal street with a variety of massing, roof line and architecture.	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 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 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	Guideline Text	Compliance	Compliance Description
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.	NA	Details and materials will be specified prior to decision
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)	NA	Details and materials will be specified prior to decision
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 39th Street and Turquoise Way. Planting zone is located on Walter Miles Way with integrated illuminated glass feature wall.
Guideline SD1	*Site Planning & Design* • 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 to convey water to either distribute it into the ground or collect it for reuse. • 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.	Complies	• 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 bike circulation pathways. • 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, 14, and 25 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.

Guideline	Guideline Text	Compliance	Compliance Description
Guideline SD2	*Building Design* • 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 include but is not limited to green roofs, roof gardens, use of reflective surfaces and/or photovoltaics.	Complies	• 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, 14, 25 serve as common amenity space for residents. Ground floor program includes double-height 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, 14, and 25 will receive sunlight during daylight hours. • Green roofs, planters, roof gardens, and high reflective roofing materials will be utilized throughout the project to reduce heat island effect. Roof over Level 25 incorporates solar hot water panels.
Guideline SD3	*Streetscape/Landscape Design* • 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 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.	NA	Details and materials will be specified prior to decision

KEY DESIGN ISSUES

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

Building Massing, Height and Appearance

Staff is concerned about the tower element of the proposed project. A tall building would set a precedent for neighborhoods outside of downtown. 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 overall building massing to be acceptable, particularly with regards to the lower masses near the property lines. However, the tower mass, itself, has a busy, heavy and stocky appearance. If the tower is to be a visual landmark and architectural precedent for the Temescal neighborhood (and the city), it should have a slender and more elegant appearance. The complicated grid pattern of the exterior treatments is busy and contributes to the stocky quality of the tower. In addition, the top of the building is a large dark, solid component that appears heavy and stocky. Staff recommends that the tower facades be redesigned to further break down the mass, emphasize verticality and lightness, and provide a signature and light top to the building that relates to the overall building massing and design approach.

In terms of appearance, staff has identified a few concerns regarding the parking screening and openness of the building. In terms of the parking screening, the parking is located in the first four levels above the ground floor (with two or three levels at the exterior edge of the building depending on the side of the structure) and is screened with a trellis feature. The trellis will be a prominent visual feature separating the ground floor from the residential uses. The applicant has not provided enough detail at this time to determine if the trellis successfully blocks views of cars and is attractive and visually interesting. Staff believes that additional detailing should be provided in order to review this important feature of the building design. With regards to openness, the building does not include adequate exterior openings to appear as a residential building. Without balconies or other openings, the building appears to either be an office building or to belong in an entirely different climate than that of Northern California.

Ground-floor Plaza

The proposed project includes a generous ground-floor public plaza along 39th Street. Staff believes that the plaza has the potential to be a very important gathering space for the neighborhood. However, the applicant has not yet submitted enough information to determine how functional the ground-floor plaza will be. Staff seeks more information regarding the design of the raised concrete planters, paving materials, connection between private property and the public Right-of-Way, lighting and any public art that might be incorporated in the plaza design. In addition, staff seeks more information regarding how the building meets the public plaza in terms of edge details, door systems, and other features that define the edge between exterior and interior spaces. Additionally, staff seeks more information about the planting plan: the plaza will be shaded throughout much of the day and much of the year and staff wants to ensure that the planting plan is responsive to the setting and will be functional over time. Staff also seeks lighting details to ensure that the lighting design is integral to the landscape and building design, and to review the lighting levels to ensure that there will be adequate life to provide safe conditions at night while not impacting neighboring buildings. Finally, staff seeks information

about colors and textures of materials. The site may be dark and color will be essential to making the space feel inviting and warm.

Ground Floor Treatment

In an effort to ensure that the building contributes as much as possible to the public experience of the neighborhood, staff seeks information about the ground-floor treatments. In particular, staff seeks wall and glazing details, storefront system details, awning or overhang details (including detailed elevations, sections and materials information) to ensure the ground-floor feels as transparent and open as possible. Staff asks the applicant to consider sliding and accordion style glazed storefront systems to maximize openness and porosity between public and private commercial space, as well as continuous, ample seatwalls that provide connectivity between outside and inside spaces.

At this time, the plans indicate that commercial uses would wrap the building edge along 39th and Turquoise Streets, with floor-to-ceiling heights of at least 15 feet. The PUD does not include specific ground-floor height requirements for Parcel B; however, the proposed 15-foot minimum floor-to-ceiling height is consistent with the requirements throughout the rest of the PUD.

Walter Miles Way

The proposed building faces Walter Miles Way to the west. Because BART does not have a sidewalk on the parcel they own known as Walter Miles Way, the building has been designed with no public entrances along that side. Locating a highrise adjacent to Walter Miles Way will contribute to the canyon-like experience of the private street. However, the proposed project has been designed to include a green wall and significant nighttime lighting to soften the visual experience for travelers and support safety of Walter Miles Way. It should be noted that BART specifically designed Walter Miles Way to direct BART garage users to the western side of Walter Miles Way as the path of travel between the garage and the BART station. BART's intent at the time of design and implementation was to discourage pedestrian access to the Parcel B side of the private 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. Currently, the parking screen wraps the corner and does not distinguish this prominent part of the building as a connector between the private residential uses and the public right-of-way.

Tentative Parcel Map

The Tentative Parcel Map should ensure a seamless connection along 39th Street so that the plaza design (grading, paving pattern, furnishings) is holistic both in terms of appearance and accessibility for visitors and passers-by.

CONCLUSION

Staff recommends that the Design Review Committee take public comment on the design of the proposed MacArthur Transit Village Parcel B project and provide direction to staff and the applicant regarding the design issues identified above and through the public review process.

Prepared by:

Catherine Payne, Planner IV

Approved by:

ROBERT D. MERKAMP
Development Manager

ATTACHMENTS:

A. Project Plans, dated June 30, 2016
B. Approved 2008 PUD
C. Public Comments in Writing Received by August 1, 2016