

CITY OF OAKLAND

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OAKLAND

2016 OCT 13 PM 2:21

AGENDA REPORT

TO: Sabrina B. Landreth
City Administrator

FROM: Darin Ranelletti,
Interim Director, PBD

SUBJECT: MacArthur BART Parcels A and C1
Revision to FDP

DATE: October 03, 2016

City Administrator Approval

Date:

10/13/16

RECOMMENDATION

Staff Recommends That The City Council Conduct A Public Hearing And Upon Conclusion Adopt A Resolution, as Recommended by the Planning Commission, Revising the MacArthur BART Parcels A and C1 Final Development Permit (Case File PUDF08/ER01), Relying on the 2008 MacArthur Station Project Environmental Impact Report and Addenda, Finding that No Additional Environmental Review is Needed Pursuant to CEQA Guidelines Sections 15162-15164 and Adopting Related CEQA Findings

EXECUTIVE SUMMARY

The purpose of this report is to consider a proposed revision to the MacArthur Transit Village Parcels A and C1 Final Development Permits (FDP) to modify the project's retail space, reduce the amount of on-site parking, and provide an additional project driveway on Telegraph Avenue.

BACKGROUND / LEGISLATIVE HISTORY

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

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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 Vesting Tentative Tract Map (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.

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 Implementation

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 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 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 (Revision to Stage 2 and 4 FDP for Parcels A and C1)

As noted above, the City most recently approved a FDP for Parcels A and C1. Currently, and the subject of this report, the applicant is requesting a revision to the FDP, as described below. It should be noted that the City is also currently processing a proposed revision to the PUD and a new FDP for another parcel in MacArthur Transit Village, specifically Parcel B. As of this writing, the Parcel B application is currently under design review and has not yet been scheduled for decision-making public hearing meetings.

ANALYSIS AND POLICY ALTERNATIVES

The proposed project is a revision to the MacArthur BART Village Parcels A and C1 FDP. The revision would allow for the eventual, possible substitution of live/work for retail uses and reduces on-site parking. In addition, the proposed project includes a new driveway on Telegraph Avenue.

At this time, the master developer for the larger PUD wishes to transfer vertical development rights to a site developer (this is a common practice for larger, multi-parcel and multi-phase projects such as MacArthur Transit Village). The anticipated site developer proposes changes to the approved FDP based on their experience and knowledge regarding construction methods, leasing and financing, and also in response to the loss of the Surgery Center site as project parcel. As a result, the applicant is requesting an option to reduce the amount of retail space based on market viability, and is seeking to reduce and consolidate square footage dedicated to parking by eliminating parking spaces and rearranging access to the lower parking level (which consolidates parking spaces in a smaller area while remaining in compliance with City of Oakland parking regulations and PUD requirements).

Under the terms of a proposed amendment to the project Owner Participation Agreement (OPA), the potential site developer has to market the convertible retail space in Building A1 and Building A2 along 40th Street as retail space during the entire 24-month construction period and for 9 months after the completed building on Parcel A has received a temporary certificate of occupancy from the Office of Planning and Building. In the event the site developer is unable to lease all or any portion of this retail space during the retail leasing period, then such unleased space may be converted to live/work units, subject to the written determination by the City Administrator that the site developer has presented sufficient evidence demonstrating its inability to lease such retail space to suitable retail tenants on commercially reasonable terms during the leasing period. In addition, the site developer shall market the approximately 2,200 square feet of convertible retail space located in the interior of Building A2 along the mews as retail space for a period of 18 months, starting at the commencement of construction of Building A2. The proposed amendment to the OPA also stipulates that the site developer will design and construct the convertible retail space in Building A1 in accordance with the following design criteria: all space will have retail-friendly storefronts inviting to pedestrian traffic (e.g., glass/window exteriors maintain at least 50 percent ground-floor transparency at all times, pedestrian scale facades, ventilation, plumbing and gas and electrical power suitable for retail uses, including restaurant use).

Specifically, the proposal includes the following modifications:

Description of Design Changes

Change	Approved FDP (2015)	Proposed Revision (2016)	Notes
Façade	Includes shade elements on south and west elevations of parcel C1.	Shade elements on exterior façade on south and west elevations of parcel C1 were deleted. Balconies were added to two units on parcel A (building A1).	Applicant is concerned about performance and maintenance of perforated metal sun screens.
Retail	23,489 SF of Retail	Possible reduction to 7,040 sf ground floor retail (reduction of 16,449 sf);	Ground floor retail space could be converted to live/work space after a specific term and evidence to City Administrator that adequate retail marketing has been undertaken
Parking	323 underground and surface garage parking spaces	273 underground and surface garage parking spaces	Greater than .5 pkg space per unit (192 spaces) so meets zoning regulations
Site Layout	Entrance to below grade parking was located off 39 th Street.	Entrance to below grade parking has been relocated to Telegraph Avenue.	Relocation of ramp allows for consolidation of area dedicated to parking uses
Community Space	5,000 SF	3,886 SF of community space was added on corner of Telegraph & 39 th Street.	Replaces ground floor retail on corner of Telegraph Ave. and 39 th Street
Maximum Building Height	50 – 78.5 feet (up to 85 feet for iconic corner)	52 – 79 feet (up to 82 feet for iconic corner)	Within allowed height
Site Amenities	No Pool	Added pool on podium deck of parcel A (building A2)	NA

Reduction of parking is allowable under the existing zoning regulations. Locating a driveway on Telegraph Avenue and the proposed reduction in retail uses are not ideal. Accommodating and planning for robust retail uses has been a key City objective for this project since its inception. Live/work is a permitted commercial use in the approved PUD; however, it is not the first choice use for the primary street frontages. That said, the applicant has indicated that to deliver the much-needed residential units (and any commercial uses) in this market cycle, the developer needs flexibility to reduce the retail in order to ensure continuous occupancies and rents. Staff believes this may be an appropriate compromise in order to continue build-out of a project that will bring much-needed residential units and result in community-building at a major transit node in Oakland.

FISCAL IMPACT

The proposed revision to the MacArthur BART Parcels A and C1 FDP has no fiscal impact on the City of Oakland. Indirectly, the City could potentially receive less sales tax revenue from live/work units than from retail space.

PUBLIC OUTREACH / INTEREST

The proposed revision to the MacArthur BART Parcels A and C1 FDP was subject to a duly noticed Planning Commission public hearing and consideration on October 19, 2016. Staff will report the Planning Commission action orally to the Community and Economic Development Committee.

COORDINATION

This agenda report and legislation have been reviewed by the Office of the City Attorney and by the Controller Bureau. In addition, Bureau of Planning staff has coordinated with Project Implementation staff.

SUSTAINABLE OPPORTUNITIES

Economic: The Project would have no direct economic impact. The MacArthur BART Transit Village replaces a surface parking lot with residential and commercial uses immediately adjacent to the MacArthur BART station. Increasing residential and commercial uses contributes to a livable neighborhood with an audience for the vital Temescal commercial area. Enhancing the Temescal area with vibrant, active uses increases the desirability of living, working and doing business in Oakland. Live/work uses diversify the commercial opportunities and provide land use flexibility in the neighborhood, indirectly supporting the economic base of the neighborhood.

Environmental: The Project would not have an adverse effect on the environment. In fact, easing delivery of residential units in a transit-rich neighborhood during a housing crisis benefits the community.

Social Equity: The Project would not affect social equity. In fact, easing delivery of residential units in a transit-rich neighborhood during a housing crisis benefits the community.

CEQA

On July 1, 2008, the City Council certified an Environmental Impact Report (EIR) for the MacArthur Station Project (SCH No. 2006022075). The City Council also approved an addendum to the 2008 EIR when it approved the Final Development Plan in May 2015. In addition, the Bureau of Planning has prepared a 2016 Addendum to the 2008 EIR to review the currently proposed revision to the FDP (see Attachment B for addended EIR).

With regard to the reduction of the size of the retail component and the change of the size of the retail component for each parcel, under CEQA Guidelines Sections 15162-15164, no subsequent or supplemental environmental review is required unless there are new or substantially more severe significant impacts resulting from (1) substantial changes to the project; (2) the circumstances surrounding the project; or (3) new information not known and which could not reasonably have been known at the time of the prior EIR.

In reviewing the currently proposed Action, staff has determined that none of the circumstances necessitating further environmental review are present. Specifically, (1) the Action does not affect the physical development previously reviewed in the 2008 EIR and Addenda and is not a change in the project that involves any new significant effects or a substantial increase in the severity of previously identified significant effects; (2) circumstances under which the project is undertaken have not occurred that will involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects; and (3) no new information has come to light that would involve new or substantially more severe effects or feasible alternatives or mitigation measures. Accordingly, no further environmental review is required for this project at this time. The 2008 EIR and Addenda identify impacts and require mitigation measures, and the Project will continue to be required to incorporate the mitigation measures.

The 2008 EIR, previous addenda, and current 2016 Addendum were previously distributed to the City Council, 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:

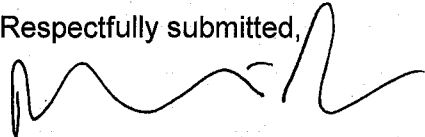
<http://www2.oaklandnet.com/Government/o/PBN/OurOrganization/PlanningZoning/DOWD008406>.

ACTION REQUESTED OF THE CITY COUNCIL

Staff recommends that the City Council Conduct A Public Hearing And Upon Conclusion Adopt A Resolution, as recommended by the Planning Commission, revising the MacArthur BART Parcels A and C1 Final Development Permit (Case File PUDF08/ER01), relying on the 2008 MacArthur Station Project Environmental Impact Report and Addenda, finding that no additional environmental review is needed pursuant to CEQA Guidelines Sections 15162-15164 and adopting Related CEQA findings.

For questions regarding this report, please contact Catherine Payne, Planner IV, at (510) 238-6168 or cpayne@oaklandnet.com.

Respectfully submitted,



Darin Ranelletti, Interim Director
Planning and Building Department

Reviewed by:

Robert Merkamp, Development Manager

Prepared by:

Catherine Payne, Planner IV

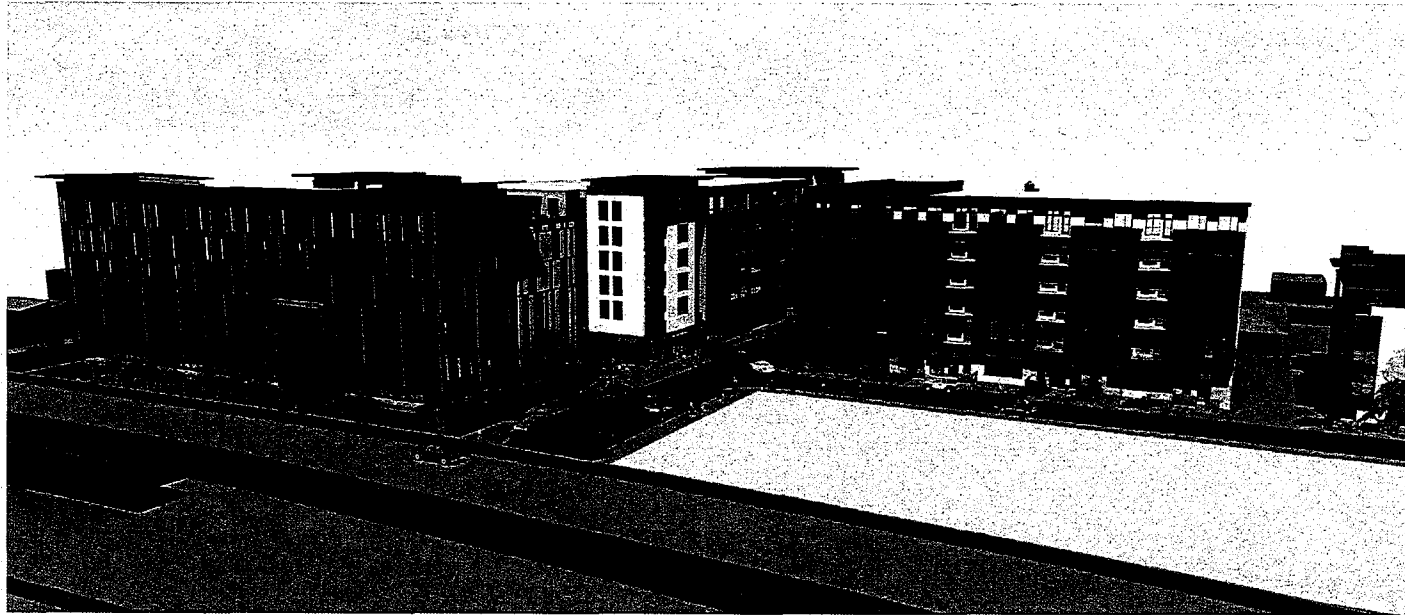
Attachments (2):

- A. Plans
- B. MacArthur Transit Village Project EIR and addenda provided under separate cover to the City Council ; 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/OurOrganization/PlanningZoning/DOWD008406>)

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Attachment A



MACARTHUR STATION

BRIDGE HOUSING

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Sheet Number	Sheet Name
GENERAL	
A-000	COVER
A-010	DATA
CIVIL	
C-110	TOPOGRAPHIC SURVEY
C-301	LANDSCAPE AND DRAINAGE PLAN
C-401	UTILITY PLAN
ARCHITECTURAL	
A-020	CONCEPT
A-031	SITE PLAN PARCELS A & C1
A-030	DESIGN COMPLIANCE PARCEL A
A-031	DESIGN COMPLIANCE PARCEL A
A-032	DESIGN COMPLIANCE PARCEL C1
A-030	DESIGN COMPLIANCE PARCEL C1
A-040	SKETCH DESIGN CONCEPT DIAGRAMS
A-041	BUILDING DESIGN CONCEPT DIAGRAMS
A-050	PERSPPECTIVE VIEWS
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A-230	PARCEL C1 LEVELS 4 & 5
A-240	PARCEL C1 ELEVATIONS
A-250	PARCEL C1 ELEVATIONS
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VICINITY MAP

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16 ANKROM MOISAN ARCHITECTS, INC.

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SANDS

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MILLER COMPANY LANDSCAPE

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SEATTLE, WA 98104
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MACARTHUR STATION BLOCKS A & C1

40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

COVER

FINAL DEVELOPMENT PACKAGE

DATE: 04.09.2015

PROJECT NUMBER: 142010

SCALE: 1" = 1'-0"

REVISION: SHEET 00.00

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CITY OF OAKLAND

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91	CONCURRENCE
92	CONCURRENCE
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97	CONCURRENCE
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99	CONCURRENCE
100	CONCURRENCE

Prior to approval of any Final Development Plan
In accordance with the Preliminary Development Plan (PDP) received by the Planning Division on May 28, 2008, buildings within the project area shall vary in height along each street frontage. Permitted building height by street frontage is shown on PDP sheet A-1.0H, and listed below:

- The height above 45 feet allowed on Telegraph Avenue is contingent on the use of quality building design, exterior materials and windows.

MacArthur Transit Community Partners, LLC

T-01 Title Page



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T 510.590.3415

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LANDSCAPE
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SAN FRANCISCO, CA 94103
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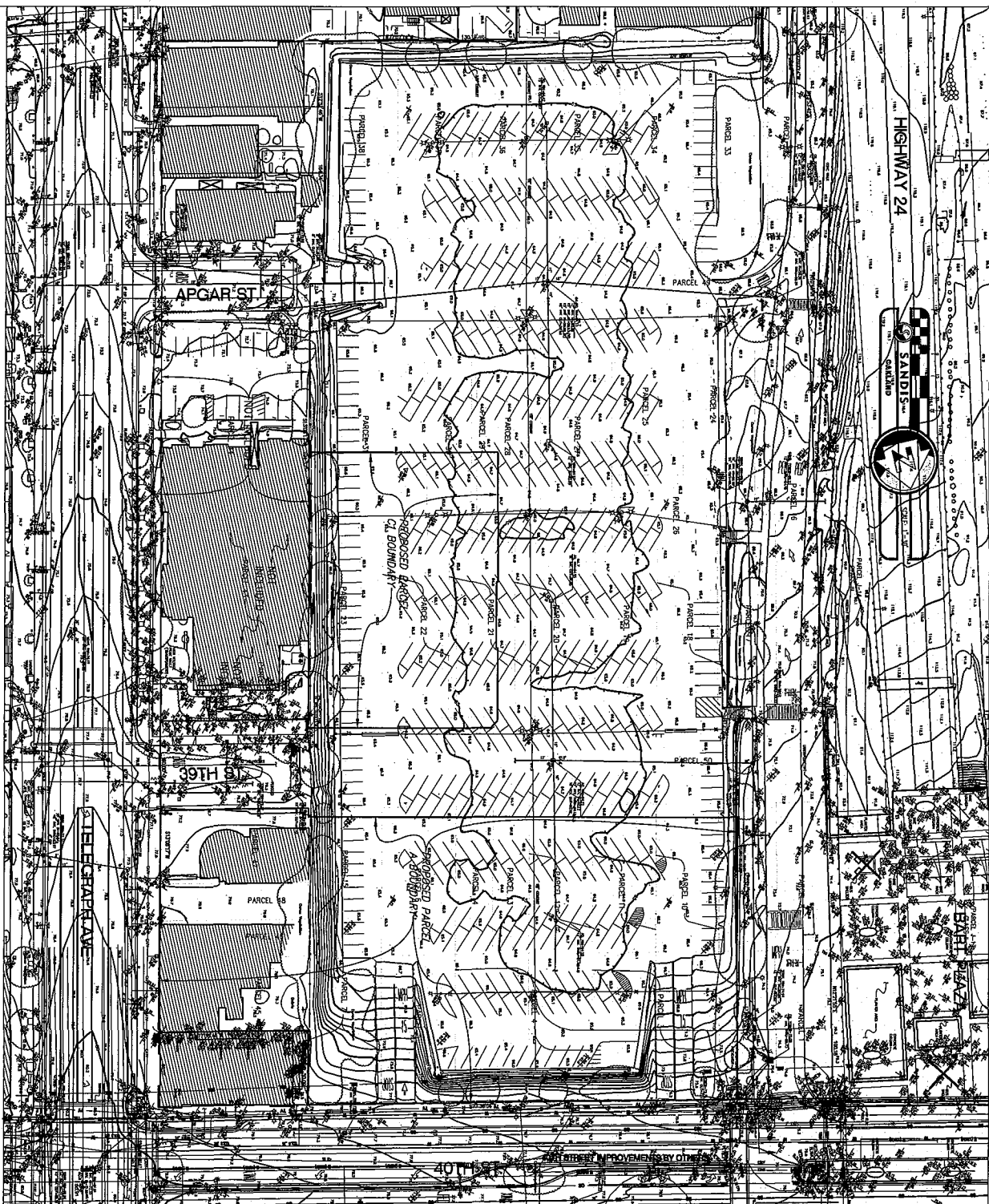
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MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER
SCALE 12" = 1'-0"	A 0.10



TOPOGRAPHIC SURVEY

EXISTING BOUNDARY

MACARTHUR STATION PARCEL A
40TH AND TELEGRAPH OAKLAND, CA

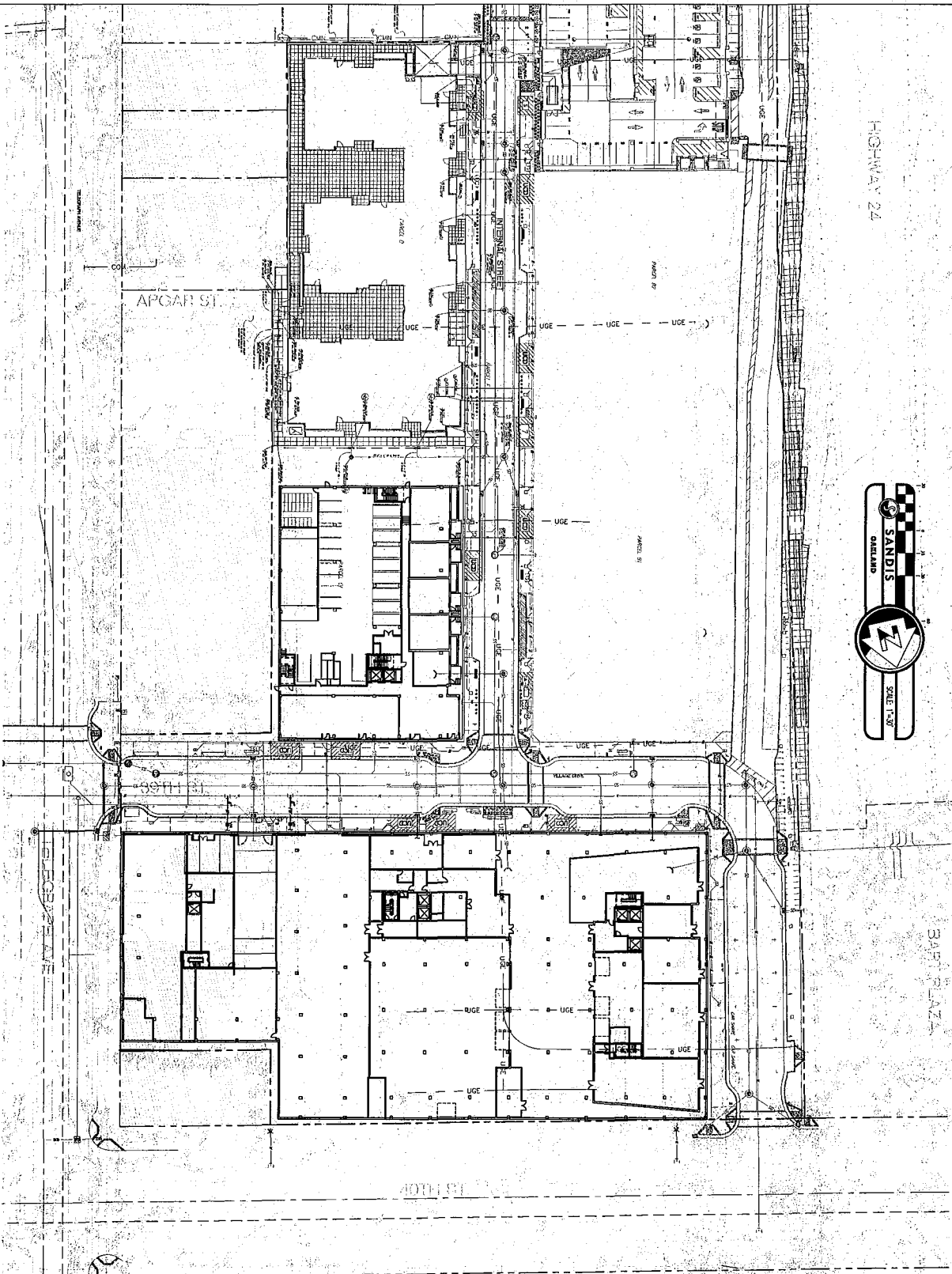
TOPOGRAPHIC
SURVEY

DATE 09.26.2014	REVISION
PROJECT NUMBER 142010	SHEET NUMBER CO.11
SCALE 1"=30'	

HIGHWAY 24



BART PLAZA



SHEET NOTES

1. LIMIT OF WORK OF PARCEL A-1-C WORK IS A PARCEL A-1-C PROPERTY LIMITS
2. MOST INDICATIONS SHALL BE AS SHOWN

GENERAL NOTES

1. WORK SHOWN OUTSIDE THE LIMIT OF WORK IS PART OF THE SITE IMPROVEMENT SET AND IS SHOWN FOR REFERENCE ONLY.

MACARTHUR STATION PARCEL A
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING | EQUITY COMMUNITY BUILDERS

UTILITY PLAN

FINAL DEVELOPMENT
PACKAGE

DATE	REVISION
08/20/2014	SHEET NUMBER
140210	140210
SCALE	C4.01
1"=30'	

2225 SHAWANOM AVENUE, SUITE 100
PO BOX 100, CHICAGO, IL 60604
TEL: 773.326.1234
FAX: 773.326.1235
WWW.SANDSLANDSCAPE.COM
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PROJECT NAME

MACARTHUR STATION
REDEVELOPMENT
1. TELEGRAPH

SANDS

LANDSCAPE
ARCHITECTS, INC.

LANDSCAPE ARCHITECTS, INC.
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5 THE MURAL - 90 AFFORDABLE FAMILY



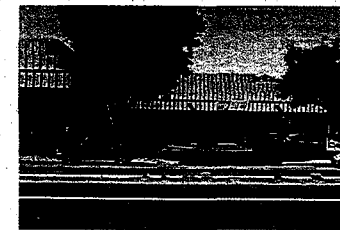
6 TELEGRAPH TOWARDS MACARTHUR BOULEVARD



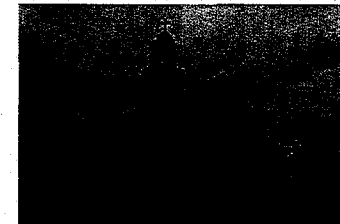
1 40TH AND 24 HIGHWAY LOOKING SE



3 SW CORNER OF TELEGRAPH AND 40TH



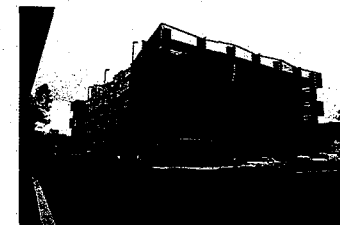
2 NW CORNER OF 40TH AND TELEGRAPH



4 BEEBE MEMORIAL CATHEDRAL ON TELEGRAPH



7 SW CORNER OF MACARTHUR AND TELEGRAPH



8 BART PARKING STRUCTURE

CONTEXT PHOTOS - SITE



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SAN FRANCISCO, CA 94115
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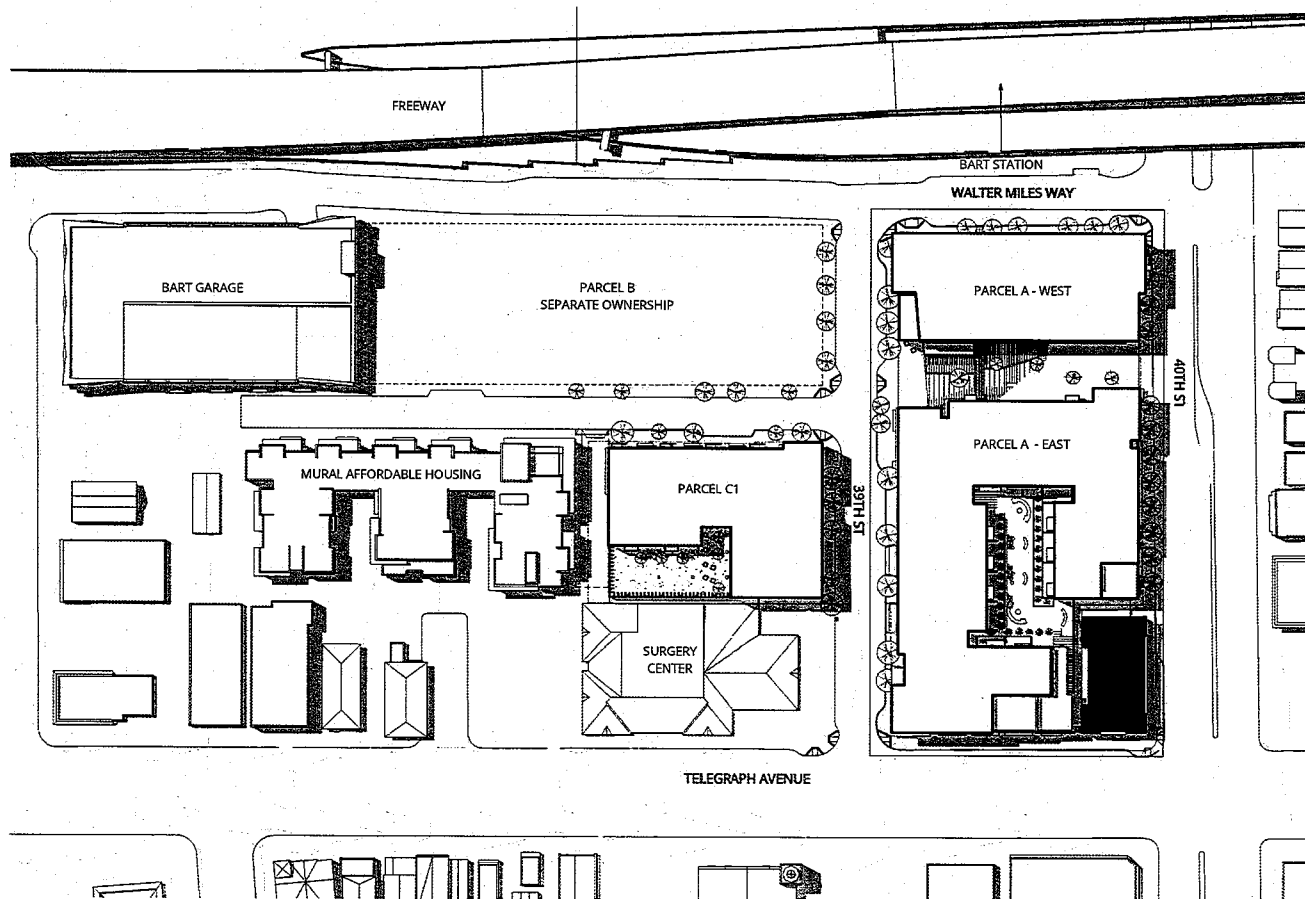
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

CONTEXT

FINAL DEVELOPMENT PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NO./TOTS A 0.20
SCALE 1/2" = 1'-0"	



1 SITE PLAN PARCELS A AND C1
A 0.21 | 1" = 40'-0"

0 20 40 80 160



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T 415.222.2200

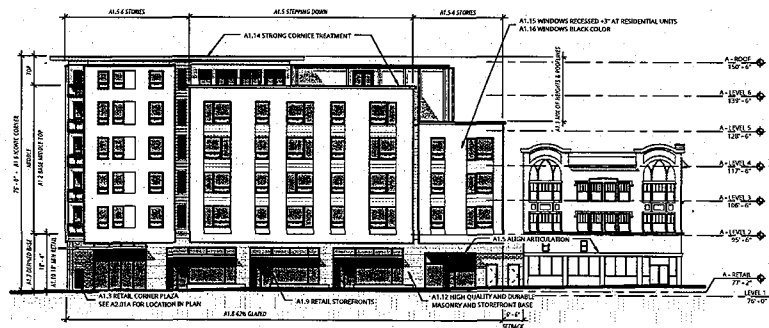
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

SITE PLAN PARCELS A
& C1

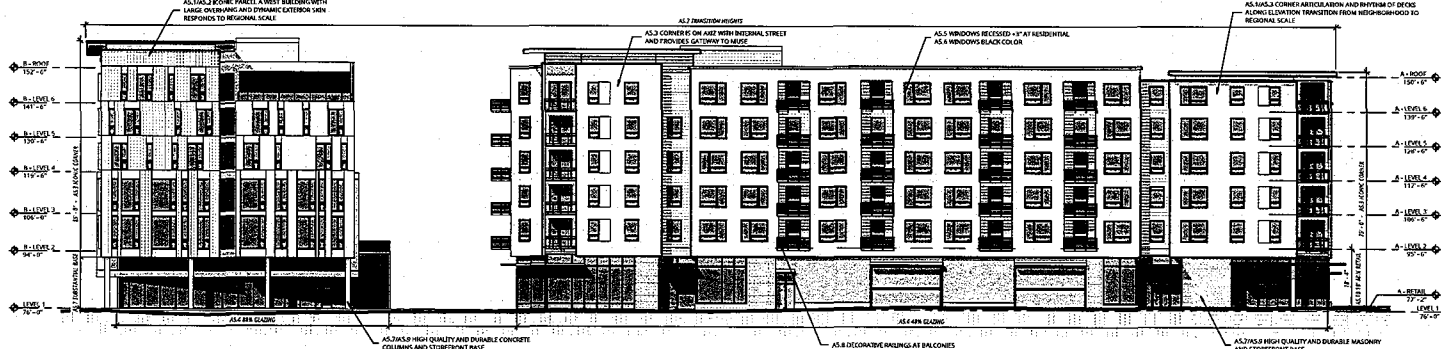
FINAL DEVELOPMENT
PACKAGE

DATE	REVISION
04.09.2015	
PROJECT NUMBER	SHEET NUMBER
142010	A 0.21
SCALE	
1" = 40'-0"	



1 PARCEL A DESIGN COMPLIANCE DIAGRAM - TELEGRAPH

AS.30 | 1/8" = 1'-0"



2 PARCEL A DESIGN COMPLIANCE DIAGRAM - 39TH

AS.30 | 1/8" = 1'-0"

39th STREET (VILLAGE DR) DESIGN GUIDELINES:

AS.1 The scale of architecture along 39th Street should transition from the more contextual neighborhood scale along Telegraph Avenue building to the larger, more regional scale of the highway and BART station.

AS.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.

AS.3 Each of the corners of the buildings should respond architecturally to their unique position on the site.

AS.4 Any ground floor uses fronting on 39th Street must have commercial/retail storefronts at the ground level. Facade transparency of the ground floor space should range from 50% to 75%.

AS.5 Provide a minimum window recess of 2-3 inches for all storefront and residential windows at the ground floor and upper levels.

AS.6 Avoid white or beige window frames. Dark colors result in a more urban character that is appropriate to this location.

AS.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.

AS.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.

AS.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 39th Street.

AS.10 The retail space must be a minimum of 15' floor to floor at PARCEL C to accommodate in-line retail tenants, and minimum of 18' floor to floor at PARCEL A to accommodate a major retail tenant.

TELEGRAPH AVENUE DESIGN GUIDELINES:

A1.1 Proposed buildings along Telegraph Avenue shall be no more than four to six stories (approximately 50' to 75') with mix of building heights and rooflines and a signature gateway at 39th Street and Telegraph Avenue.

A1.2 Architecture along Telegraph Avenue should acknowledge the traditional proportions of base, middle and top datum lines, to reinforce the urban street edge.

A1.3 Provide a retail corner plaza at the corner of Telegraph and 39th Street to enhance pedestrian activities, outdoor seating opportunities, and create a gateway feature to the Transit Village.

A1.4 Buildings should generally respect the same PARCEL line building edge along Telegraph Avenue, but provide some street wall articulation for visual interest.

A1.5 Building design should respect and acknowledge the existing building on the corner of Telegraph and 40th Street by stepping down building height to four stories and by generally aligning with the base height and articulation of the existing building facade.

A1.6 Establish iconic building corners at the intersection of Telegraph and 39th Street to frame the primary "Front Door" and the view corridor to the BART station.

A1.7 Provide a well defined building base with quality materials to enhance the commercial/retail frontage and provide distinctive attractive signage and canopies for the commercial/retail tenants and building lobbies.

A1.8 The commercial/retail facades should have at least 60% transparency, with 75%.

A1.9 The ground level of buildings fronting on Telegraph Ave must have predominantly commercial/retail frontage to promote an active public realm. Residential units above retail bays overlooking the street will promote safety through "eyes on the street".

A1.10 The height of commercial/retail space shall be a minimum of 15' floor to floor at PARCEL C and 18' floor to floor at PARCEL A with the intention of accommodating both in-line and major commercial/retail tenants.

A1.11 Provide a variety of architectural characters and styles along Telegraph Avenue that have an authentic urban feel and traditional neighborhood scale, without being historically stylized or sentimental (plan sheets A-3.02 - 3.08 and A-6.01 - 6.02).

A1.12 Use high quality durable materials, especially at the base of the buildings, to create a strong connection for where relationship the building meets the street, a strong connection to the pedestrian realm and to enhance the neighborhood commercial/retail frontage.

A1.13 Use architectural details such as decorative railings, pot shelves, canopies, and lighting that create visual complexity and interest and reinforce the human scale elements of the proposed mixed use development.

A1.14 Strong cornice treatments should be emphasized regardless of the architectural style or character.

A1.15 Provide a minimum window recess of 2-3 inches for all windows at the ground floor and upper levels, and consider other means for unoblation on the ground floor, such as columns, to further provide interest to the ground level of commercial/retail frontages.

A1.16 Avoid white or beige window frames. Dark colors result in a more urban character that is appropriate to this location.



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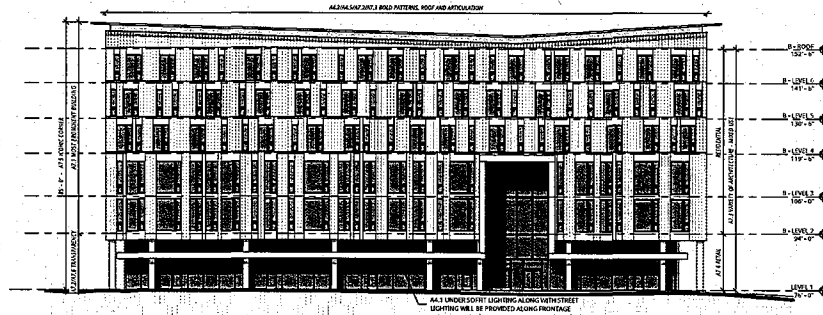
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

DESIGN COMPLIANCE
PARCEL A

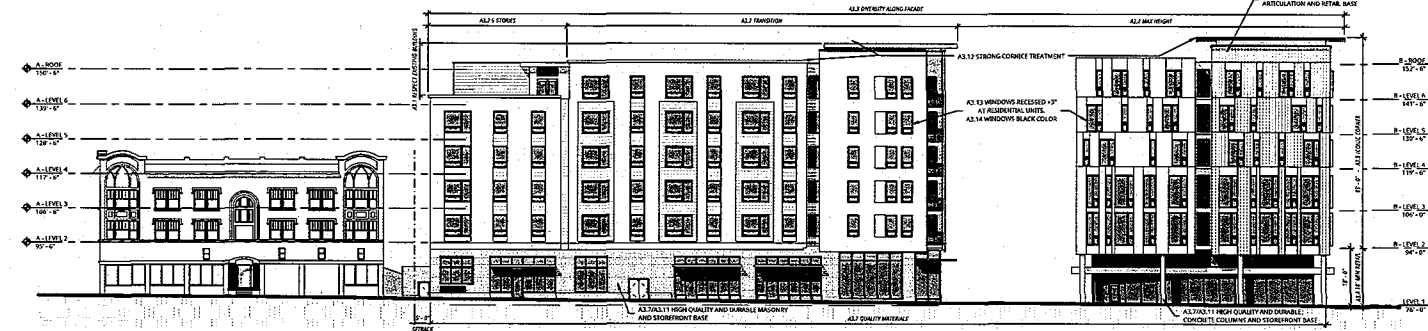
FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 0.30
SCALE As Indicated	



1 PARCEL A DESIGN COMPLIANCE DIAGRAM - FRONTAGE

A3.1 | 1/16" = 1'-0"



2 PARCEL A DESIGN COMPLIANCE DIAGRAM - 40TH

A3.1 | 1/16" = 1'-0"

40TH STREET DESIGN GUIDELINES:

A3.1 The proposed architecture massing and scale must respect the transition from the existing, modest four story building on the corner of Telegraph Avenue to the grand scale of the freeway infrastructure overpass and BART station with a mix of building heights and articulation. (plan sheets A-1.04, A-3.03)

A3.2 The proposed buildings along 40th Street transition from five stories adjacent to existing building at Telegraph Avenue to a six story maximum adjacent to the BART station (approximately 60' to 80') (plan sheet A-1.04)

A3.3 The architecture along the length of 40th Street should be modulated to create a diversity of architectural scales and characters. (plan sheets A-3.03)

A3.4 Consistent with Telegraph Avenue, the distinctive commercial/retail floor-to-floor ground level height of 18' should be carried along the 40th Street elevation. (plan sheet A-3.03)

A3.5 The placement and style of openings and windows should contribute to a coherent and appealing composition to a facade. Details such as mullions, griddwork, prominent sills and trim can also provide visual interest to openings.

A3.6 The proposed buildings fronting on 40th Street must have commercial/retail storefronts at the ground level, with commercial/retail uses fronting on the BART station plaza and flex space that supports potential future commercial/retail uses along the 40th Street frontage.

A3.7 Provide a substantial building base with quality materials to enhance the retail frontage and provide distinctive attractive signage and canopy opportunities for potential retail tenants and flex space tenants.

A3.8 Provide an architectural character and style along 40th Street that has an authentic contemporary urban feel. (plan sheet A-3.02 - 3.08 and A-6.01 - 6.02)

A3.9 Creating an iconic corner at the BART Transit plaza will highlight the prominent public plaza, retail node and gateway into the BART station, both from the neighborhood and freeway/platform levels.

A3.10 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.

A3.11 Use high quality durable materials, especially at the base of the buildings, to create a strong relationship of the building to the pedestrian realm and to enhance the neighborhood retail frontage along 40th Street.

A3.12 Strong cornice treatment should be emphasized regardless of the architectural style or character.

FRONTAGE ROAD DESIGN GUIDELINES:

A4.1 PARCELS 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.

A4.2 Due to visibility from the freeway and the BART platform, the architecture of each of the PARCELS 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 facade articulation.

A4.3 The buildings along this edge have the most flexibility in heights and variations (approximately 60' to 80') in form within the project. (plan sheet A-1.04)

A4.4 Provide artistic metal grids and pedestrian scale lighting along the garage edge to provide maximum visibility to promote security. (Exhibit A-3.06)

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.

40TH ST. GATEWAY DESIGN GUIDELINES:

A7.1 The massing and height of Building A adjacent to the BART Plaza will be the most prominent within the overall hierarchy of the site.

A7.2 The proposed architecture massing fronting the plaza should speak to its civic location with a strong facade, vibrant and transparent retail base.

A7.3 The architectural modulation, fenestration pattern and detailing of mixed-use PARCEL A should be significantly different than that of the residential PARCEL B to provide a rich variety of architecture fronting onto the plaza.

A7.4 The proposed buildings fronting the plaza must have retail frontage at the ground level with reasonable lease depth (60' to 60').

A7.5 Create an iconic corner at the transit plaza to highlight the prominent public plaza, retail node and gateway into the BART station, both from the neighborhood and to the fast moving traffic at the freeway level.

A7.6 Provide transparent glazing at the retail level to provide maximum visibility and contemporary details to complement the civic character of the transit plaza.

A7.7 All outdoor amenities, signage and fixtures shall be selected and designed as complementary public arts features.



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MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

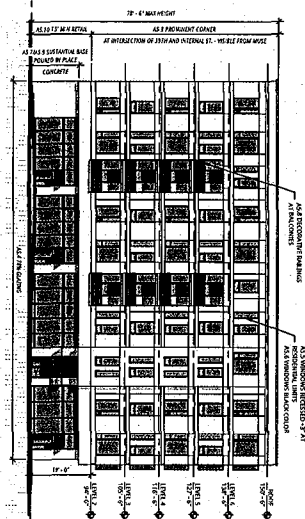
BRIDGE HOUSING

DESIGN COMPLIANCE
PARCEL A

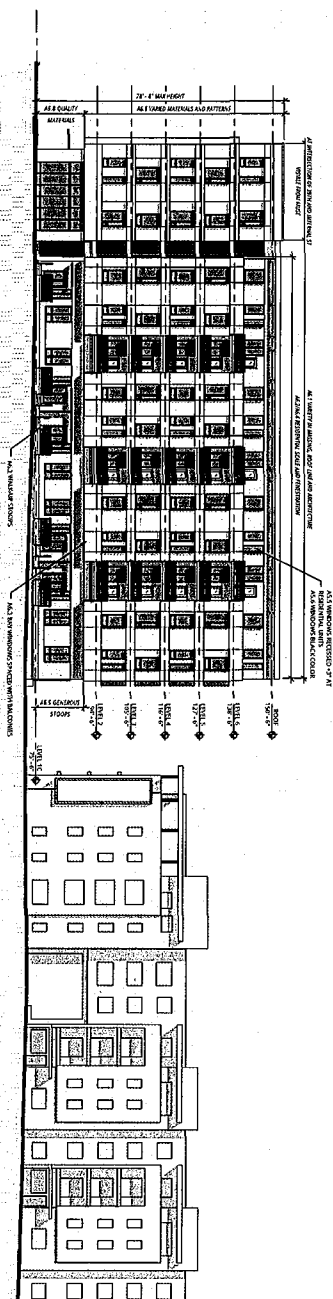
FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NO./TUP A 0.31
SCALE As Indicated	

A022 | 176°-178°



A032 | 1/16-1/4



INTERNAL RESIDENTIAL STREET DESIGN GUIDELINES:

- [illegible]

39th STREET (VILLAGE DR) DESIGN GUIDELINES

- A5.1 The scale of architecture shall be 30th Street scaled transition from the street to the building.
- A5.2 Building height shall transition from the more contextual neighborhood scale (near 14th Street) to more regional scale toward the highway 24 and the downtown skyline.
- A5.3 Each of the corners of the buildings should have architecturally set their unique position on the site.
- A5.4 Any ground floor uses facing on 30th Street must have a minimum of 20 feet of sidewalk (from 200 to 250).
- A5.5 Provide a minimum window width of 2.5 times for all storefront and residential windows at the ground floor and upper levels.
- A5.6 Window units or change window frame. Dark colors result a more urban but change that is appropriate to this location.
- A5.7 Use a variety of architectural details such as decorative, relief, and shallow, cantilevered, and decorative ligature to develop the human scale, amenities of the proposed mixed use development.
- A5.8 The high quality of the materials, especially at the base of the building must be the same a strong connection to the pedestrian scale and enhance the surrounding retail usage along 30th Street.
- A5.9 The third space must be a minimum of 15' high to floor at least to floor at PARKET 1 to accommodate a major retail tenant.

BRIDGE HOUSING

DESIGN COMPLIANCE
PARCEL C1

FINAL DEVELOPMENT PACKAGE

DATE	04.09.2015	REVISION	
PROJECT NAME/NO	142010	WORK DESCRIPTION	A 0.32
SCALE	As Indicated		

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7 510,540,1906

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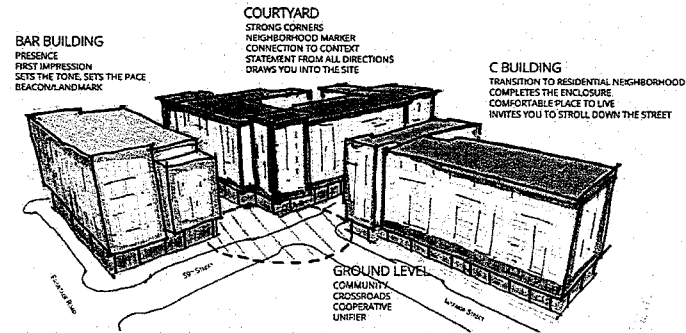
636 9TH ST
OAKLAND, CA 94607
T 510/590.3815

MILLER COMPANY LANDSCAPE

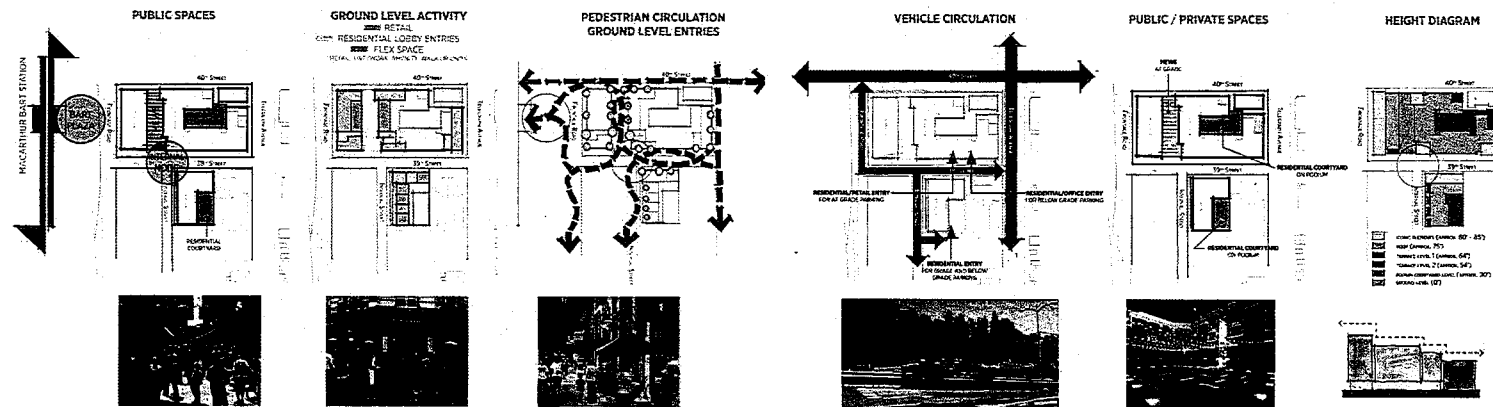
LANDSCAPE
1715A FOLSON ST



VERTICAL COMMUNITY



PEDESTRIAN GROUND LEVEL



URBAN DESIGN CONCEPTS



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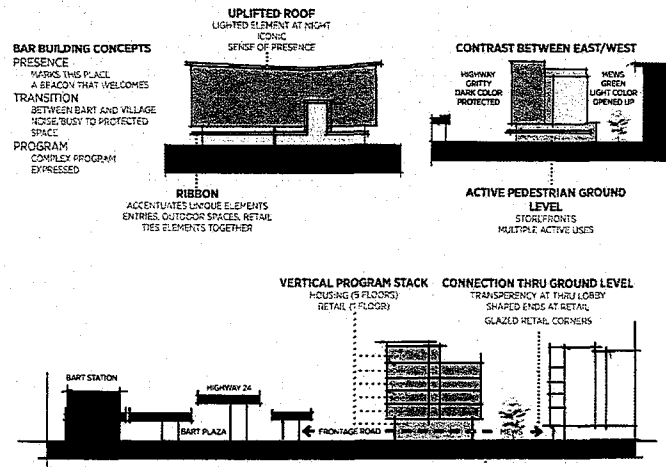
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

URBAN DESIGN
CONCEPT DIAGRAMS

FINAL DEVELOPMENT
PACKAGE

DATE	REVISION
04.09.2015	
PROJECT NUMBER	SHEET NUMBER
142010	
SCALE	A 0.40
1/2" = 1'-0"	



1 PARCEL A - DESIGN CONCEPTS

ASB | 12" = 1'-0"

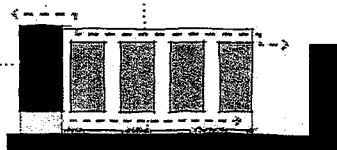
C BUILDING CONCEPTS
TRANSITION
FROM URBAN 39TH TO RESIDENTIAL INTERNAL STREET
STRONG CORNER
PRESENCE AT INTERNAL NODE

ENTRY MARKER / BALCONIES
BAY MARKS RESIDENTIAL ENTRY
BALCONIES BREAK UP MASSING OF FACADE



ACTIVE GROUND LEVEL
CONCRETE PERM RHYTHM
PEDESTRIAN SCALED
STOREFRONT
MULTIPLE ENTRIES

MASSING TRANSITION
FULL HEIGHT CORNER STEPS DOWN
ONE STORY AT BAYS
CONNECTS 39TH TO MURAL

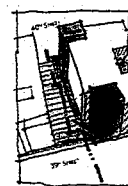


TRANSITION RETAIL TO RESIDENTIAL
FROM 39TH COMMERCIAL RETAIL TO INTERNAL
STREET RESIDENTIAL
MATERIAL AND COLOR CHANGE
STOREFRONT TO WALKUP STAIRS, PLANNING, STEPS
PORCHES, CLERESTORIES

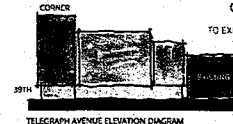
3 PARCEL C1 - DESIGN CONCEPTS

ASB | 12" = 1'-0"

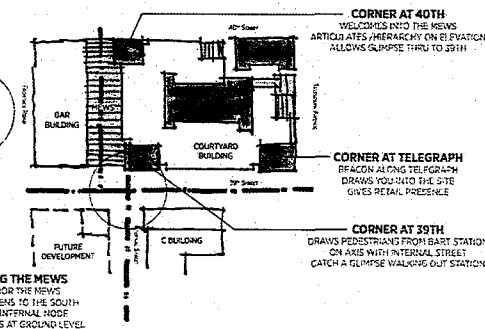
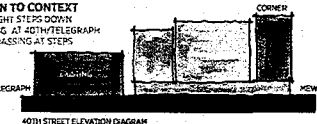
COURTYARD BUILDING CONCEPTS
STRONG CORNERS
DRAWS YOU INTO THE SITE
FROM 40TH TELEGRAPH, BART STATION
ARTICULATES THE MEWS
CREATES VARIETY IN PUBLIC SPACE
CONNECTION TO CONTEXT
STEPS DOWN TO 40TH AND TELEGRAPH
GROUND LEVEL FUNCTIONALITY
PROVIDES PARKING AND BACK OF HOUSE
FUNCTIONS



ARTICULATING THE MEWS
CORNERS ANCHOR THE MEWS
MASSING SHIFTS DRIVING TO THE SOUTH
CONNECTION TO INTERNAL NODE
PROVIDE ACTIVE USES AT GROUND LEVEL



CONNECTION TO CONTEXT
BUILDING HEIGHT STEPS DOWN
TO EXISTING BUILDING AT 40TH/TELEGRAPH
ARTICULATE MASSING AT STEPS



TELEGRAPH AVENUE ELEVATION DIAGRAM

40TH STREET ELEVATION DIAGRAM



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117 SOUTH MAIN STREET, SUITE 400
SEATTLE, WA 98104
T 206.376.1600

ANAKROM MOISAN ARCHITECTS, INC.

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1906 SHATTUCK AVE
BERKELEY, CA 94704
T 510.541.1906

SANDES

200 E 18TH ST
OAKLAND, CA 94612
T 510.546.3415

MILLER COMPANY LANDSCAPE

LANDSCAPE
1005 FOLSOM ST
SAN FRANCISCO, CA 94103
T 415.252.7288

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

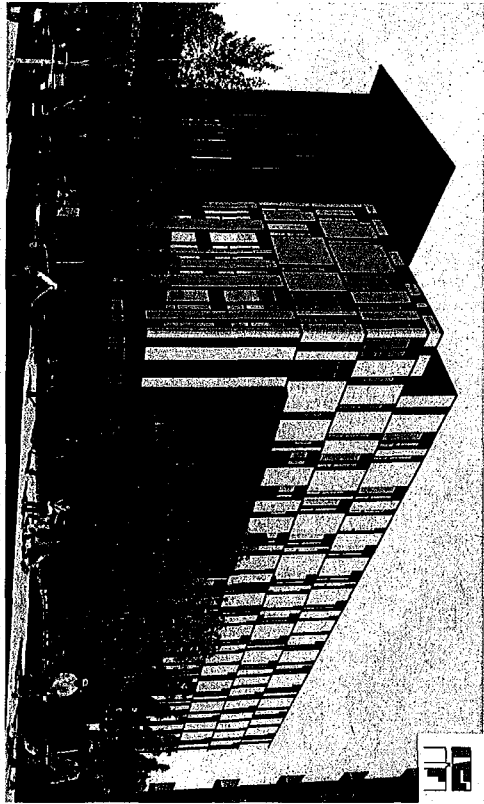
BRIDGE HOUSING

BUILDING DESIGN
CONCEPT DIAGRAMS

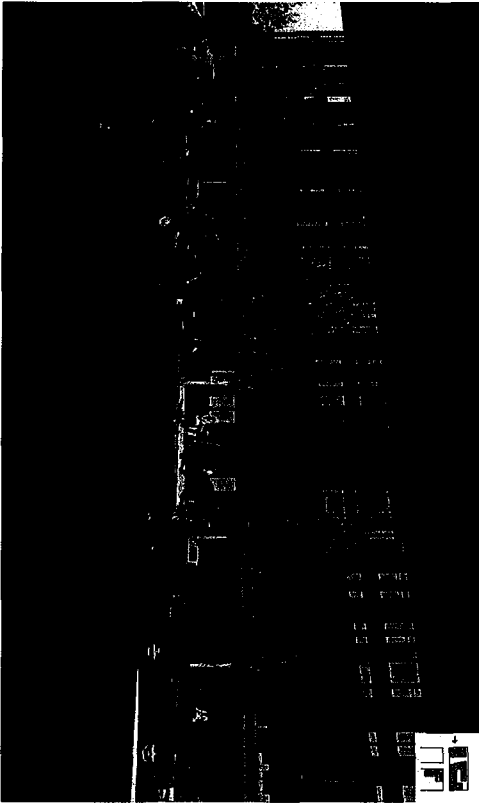
FINAL DEVELOPMENT
PACKAGE

DATE	REVISION
04.09.2015	
PROJECT NUMBER	SHEET NUMBER
142010	A 0.41
SCALE	12" = 1'-0"

VIEW FROM INTERNAL STREET

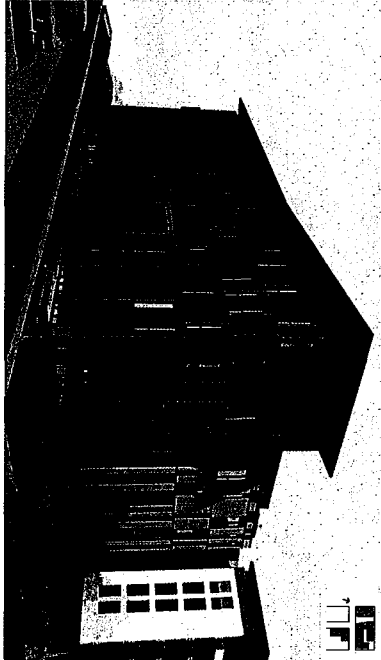


VIEW FROM BART PLAZA

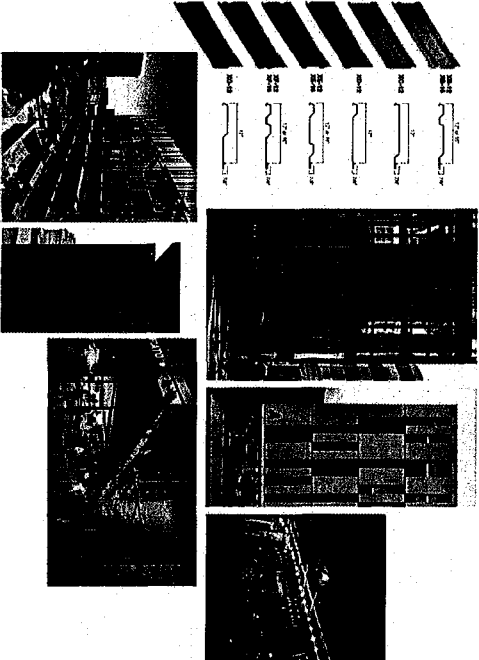


PARCEL A - WEST BUILDING

VIEW FROM HIGHWAY OFF-RAMP



INSPIRATION IMAGERY



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MACARTHUR STATION BLOCKS A & C1
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BRIDGE HOUSING

PERSPECTIVE VIEWS

FINAL DEVELOPMENT
PACKAGE

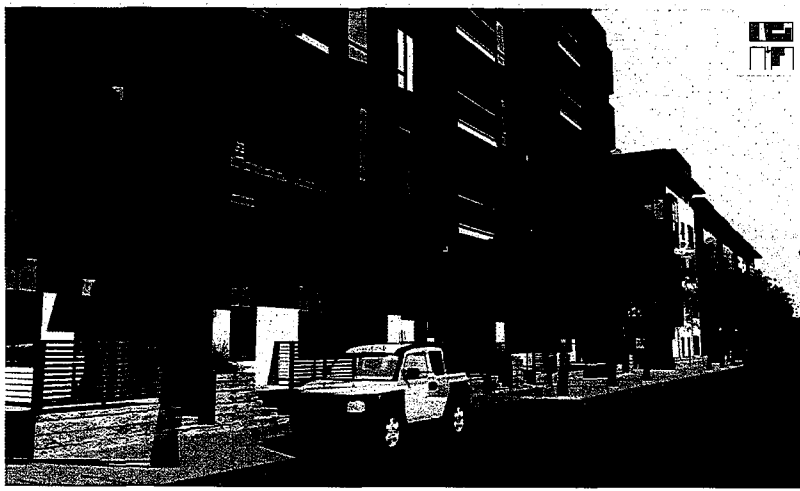
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PROJECT NUMBER: 1420710
SCALE: 1/2" = 1'-0"

A 0.50

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 04/09/2015 10:00:00 AM



VIEW FROM MEWS



VIEW FROM INTERNAL STREET

PARCEL C1



VIEW FROM 39TH STREET



INSPIRATION IMAGERY

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AN AKROM MOISAN ARCHITECTS, INC.

TEPPING MAR

CLIENT:
 1908 SHATELLOCK AVE
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 T 510.549.1896

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 606 9TH ST
 OAKLAND, CA 94607
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MACARTHUR STATION BLOCKS A & C1
 40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PERSPECTIVE VIEWS

FINAL DEVELOPMENT PACKAGE

DATE
 04.09.2015

PROJECT NUMBER
 142010

SCALE
 1/2" = 1'-0"

REVISION

SHEET NUMBER
 A 0.52

4/20/2015 10:24 AM



OVERALL DEVELOPMENT



OVERALL DEVELOPMENT WITH APPROVED BUILDING MASSING OF FUTURE PARCEL B



VIEW FROM 39TH STREET

OVERALL DEVELOPMENT - PARCEL B MASSING



VIEW FROM 39TH STREET WITH APPROVED BUILDING MASSING OF FUTURE PARCEL B



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1708 SHATTUCK AVE
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MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PERSPECTIVE VIEWS

FINAL DEVELOPMENT PACKAGE

DATE	REVISION
04.09.2015	
PROJECT NUMBER	SHEET NUMBER
142010	A 0.53
SCALE	12" = 1'-0"



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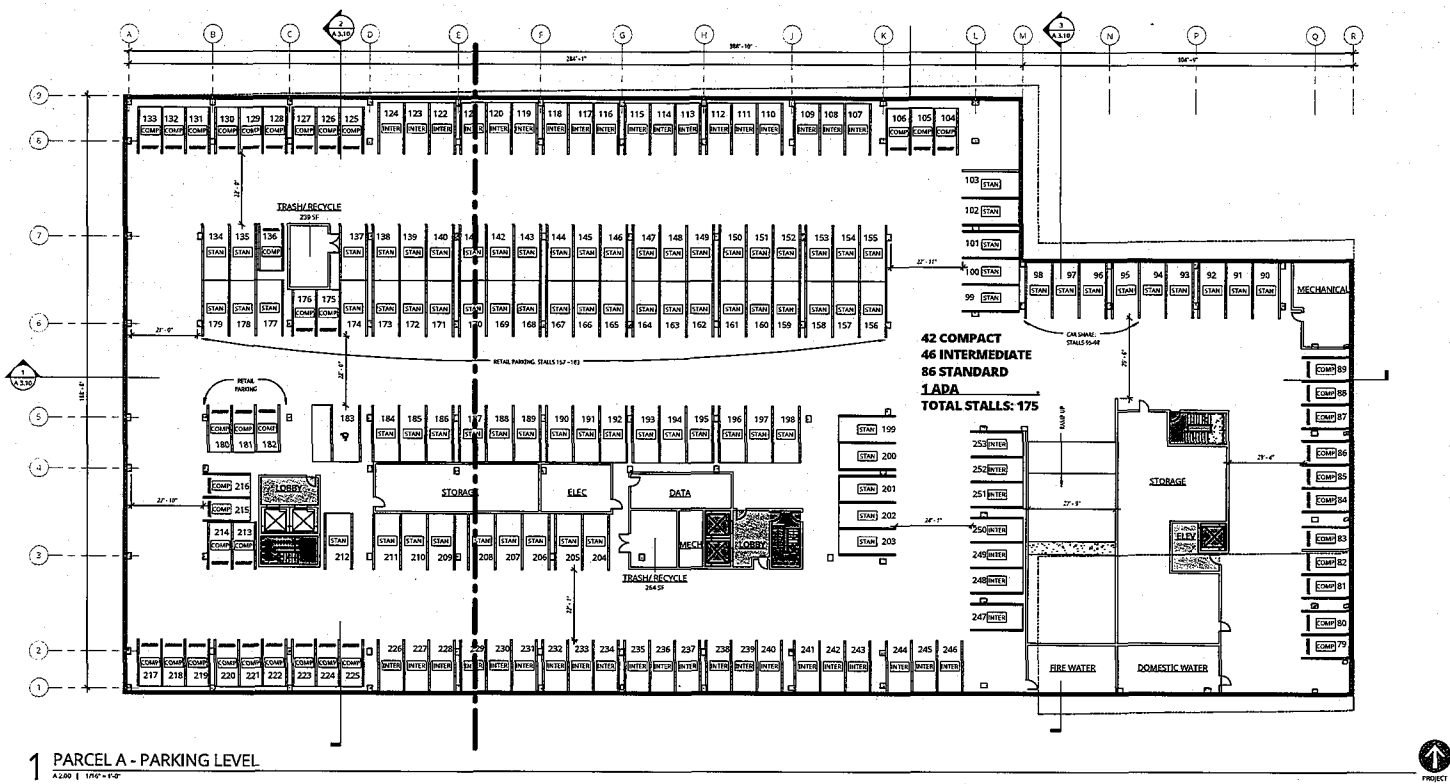
MACARTHUR STATION BLOCKS A & C1 40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A PARKING LEVEL

FINAL DEVELOPMENT PACKAGE

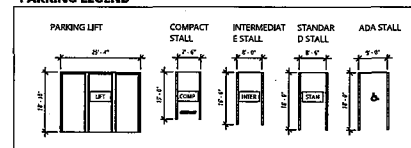
DATE
04.09.2015
PROJECT NUMBER
142010
SCALE
1/16" = 1'-0"
REVISION
SHEET NUMBER
A 2.00



1 PARCEL A - PARKING LEVEL

A 200 ± 1'00" x 1'00"

PARKING LEGEND





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SAN FRANCISCO, CA 94103
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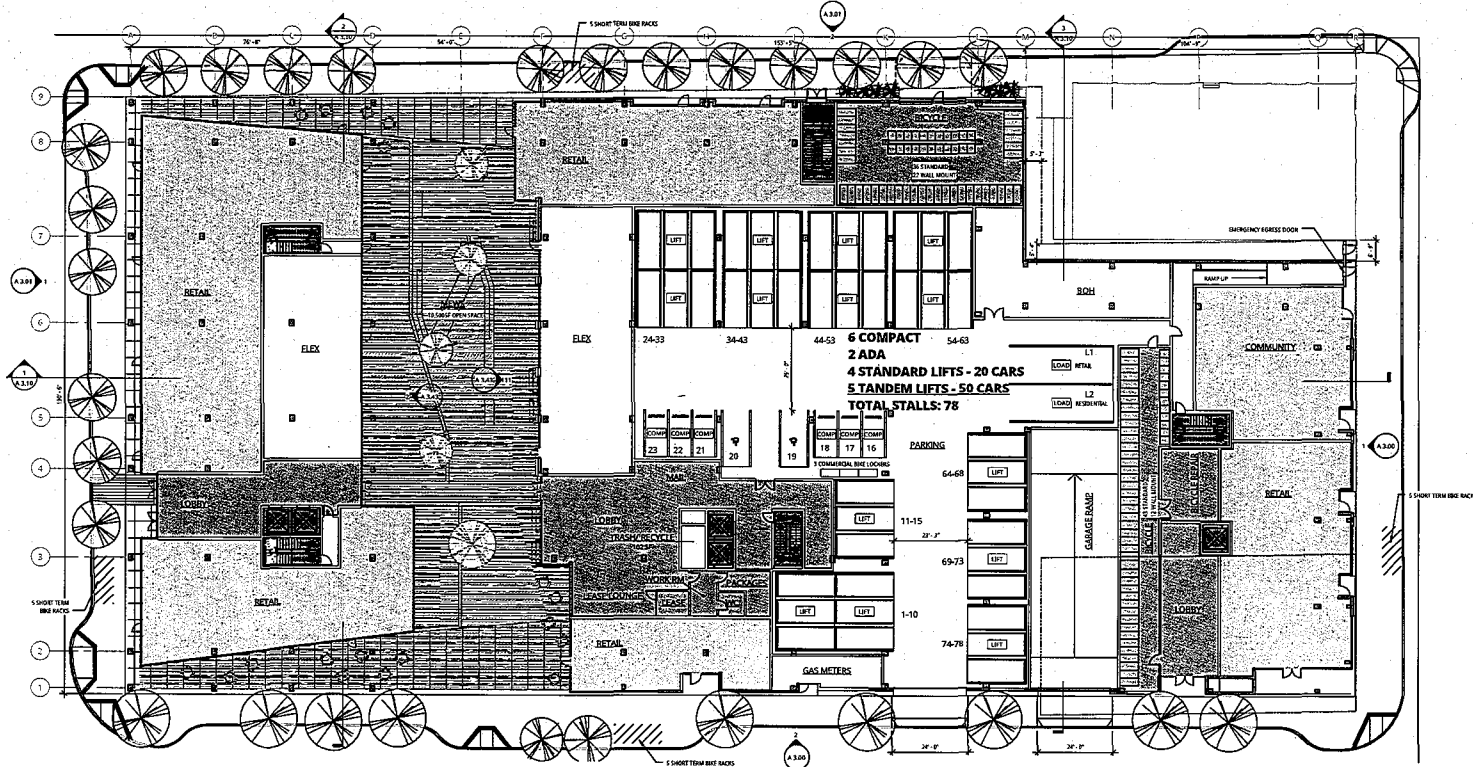
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A GROUND
LEVEL

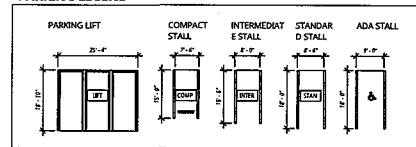
FINAL DEVELOPMENT
PACKAGE

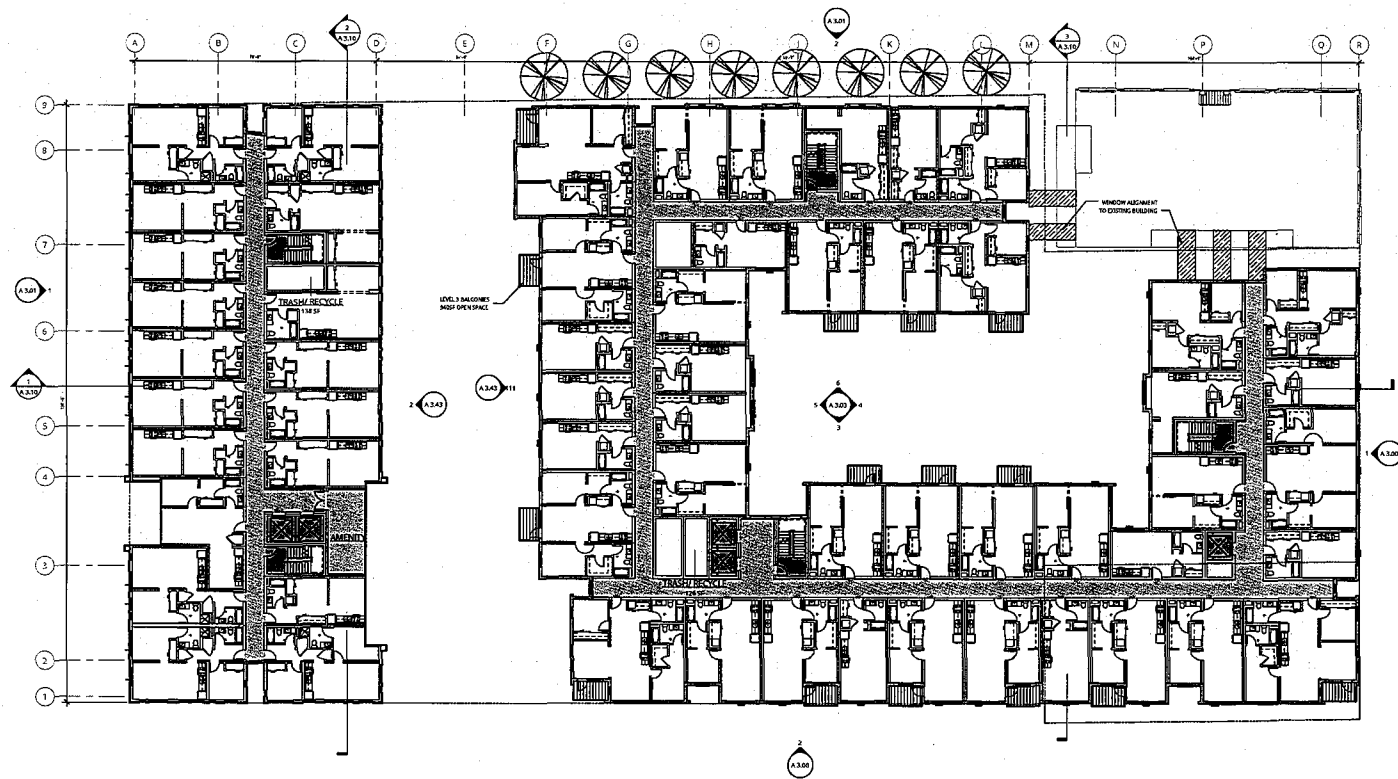
DATE: 04.09.2015
PROJECT NUMBER: 142010
SCALE: 1/16" = 1'-0"
REVISION: A 2.01



1 PARCEL A LEVEL 1
A 2.01 1' = 1'-0"

PARKING LEGEND





1 **PARCEL A LEVEL 3**
A 2.03 | 1/16" = 1'-0"



MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

PARCEL A LEVEL 3



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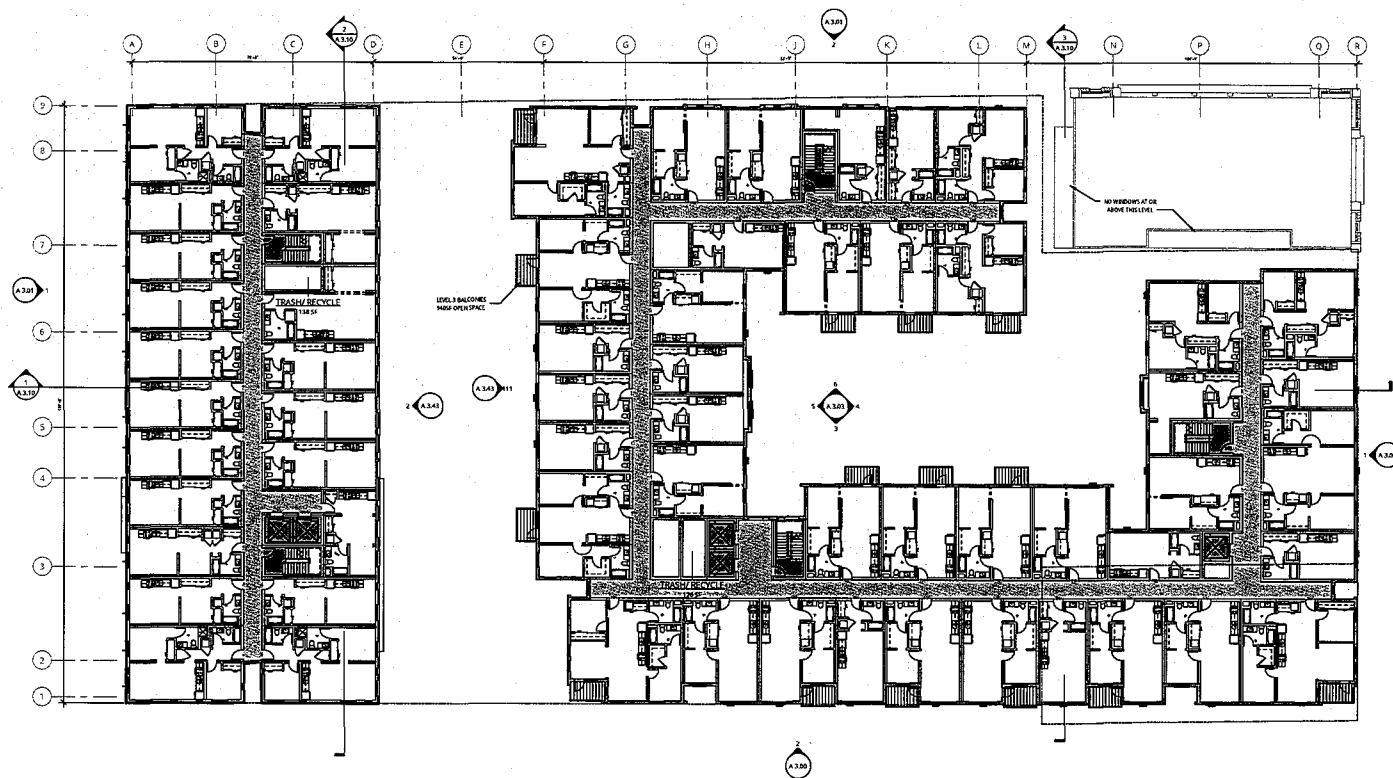
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A LEVEL 4

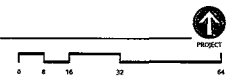
FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 2.04
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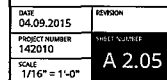


1 PARCEL A LEVEL 4
A2.04 | 1/16" = 1'-0"

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63. Road Project (Majuroh, Pakistan) 1978-1981 10-15446-10-15446-004





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113 SOUTH MAIN STREET, SUITE 400
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A ANKROM MOISAN ARCHITECTS, INC.

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1545 HOLLAND ST
SAN FRANCISCO, CA 94133
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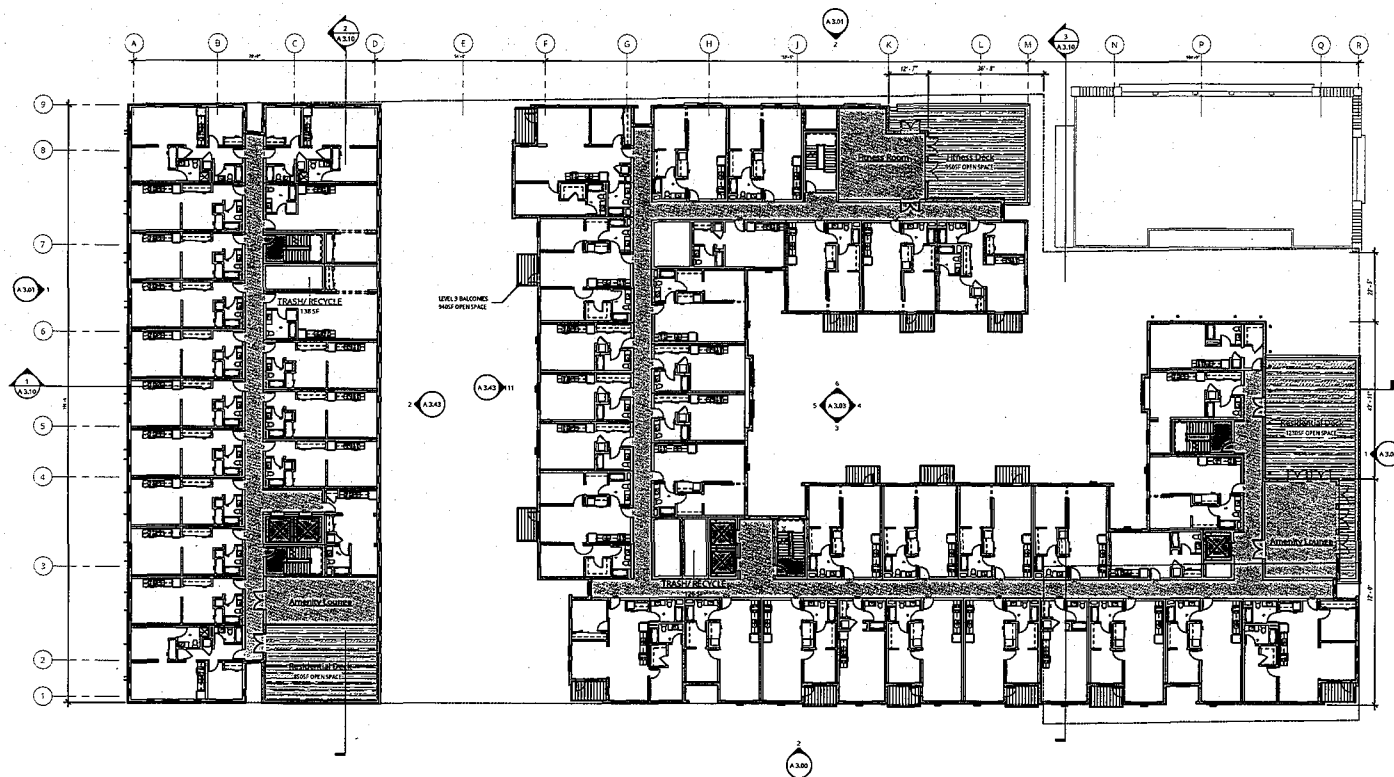
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A LEVEL 6

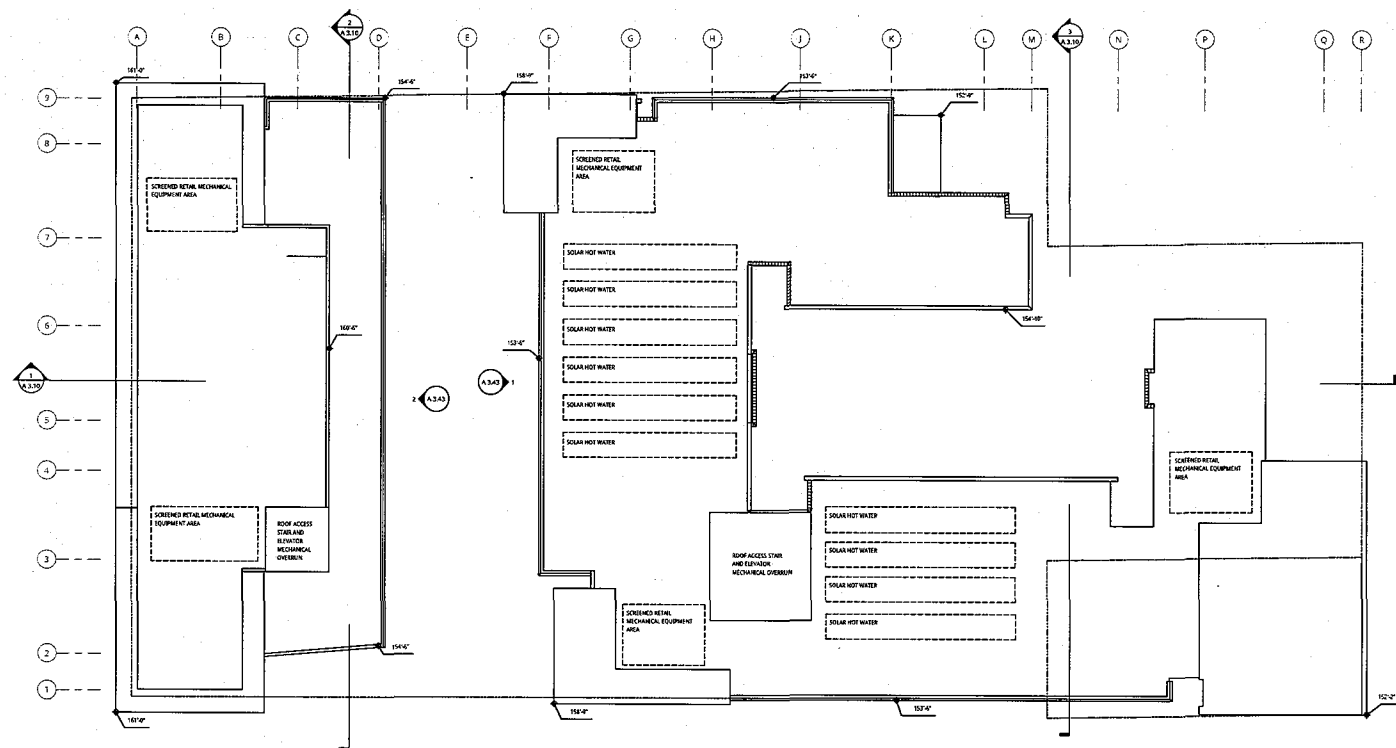
FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 2.06
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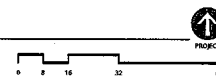


1 PARCEL A LEVEL 6
A2.06 | 1/16" = 1'-0"

4/20/15 1:16" = 1'-0" A2.06 PARCEL A LEVEL 6



1 **PARCEL A ROOF PLAN**
A2.07 | 1/16" = 1'-0"



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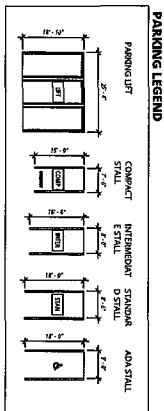
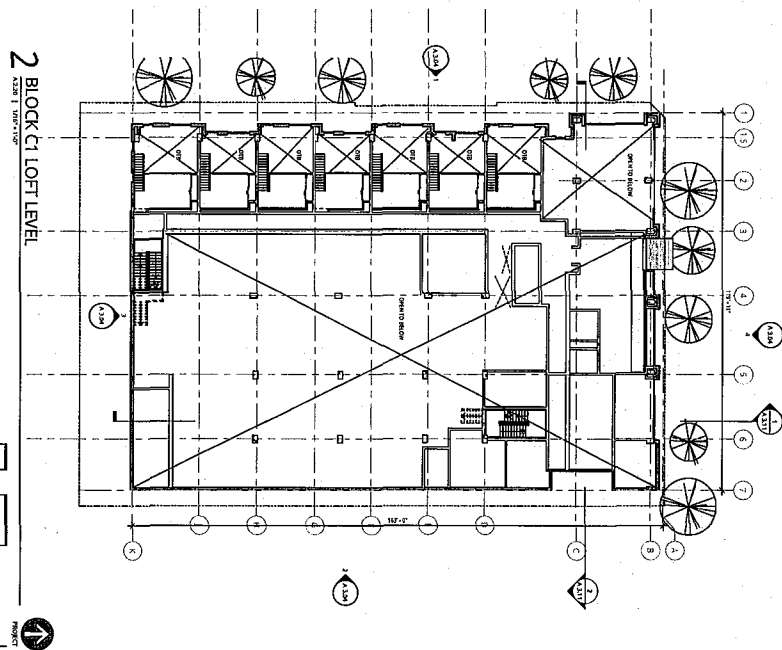
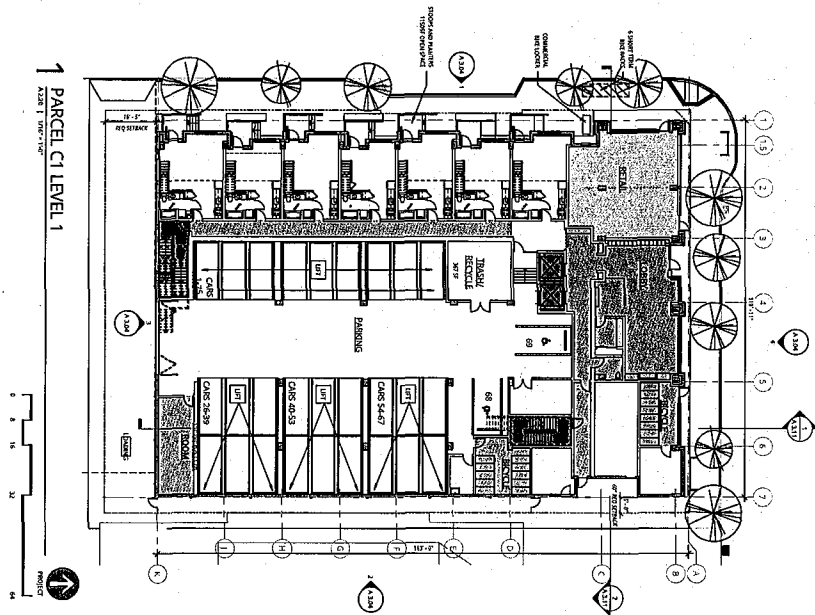
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A ROOF PLAN

FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 2.07
SCALE 1/16" = 1'-0"	





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OAKLAND, CA 94607
T 415.556.3475

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1545 POLSON ST
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T 415.552.2780

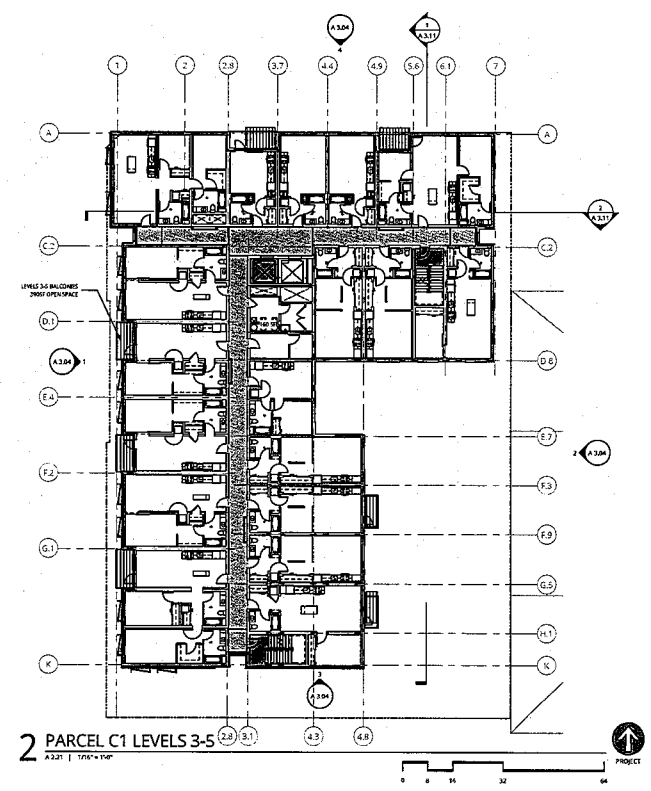
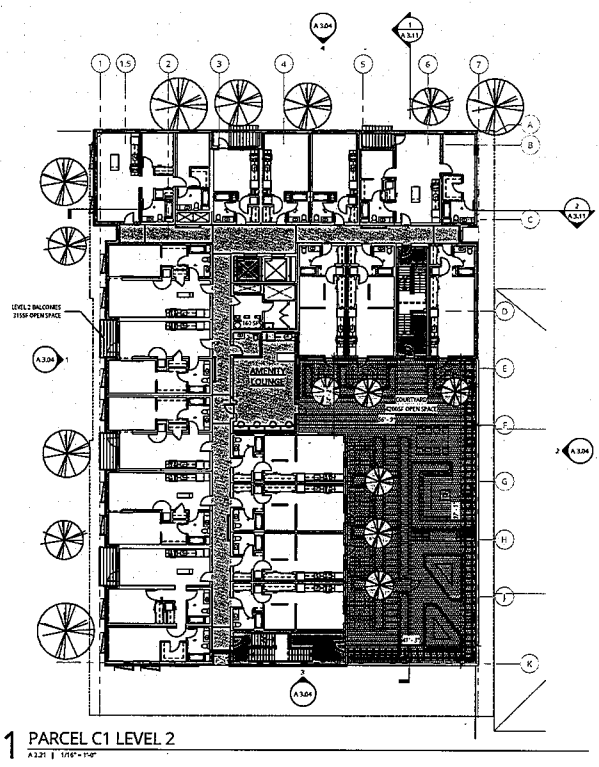
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

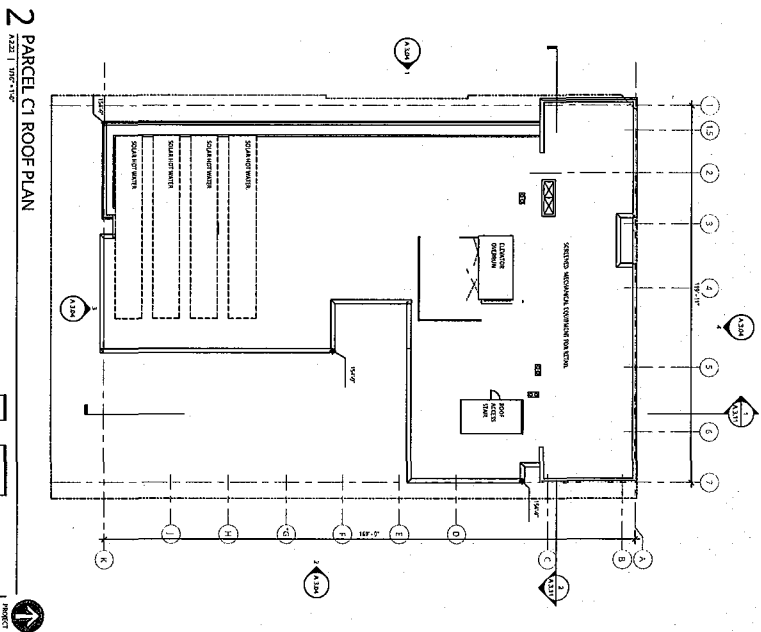
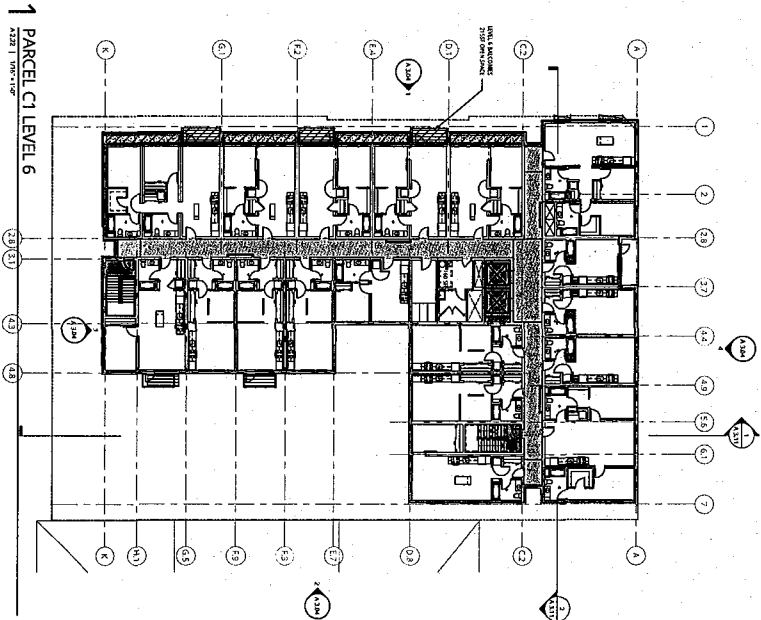
BRIDGE HOUSING


PARCEL C1 LEVELS 2 & 3-5

FINAL DEVELOPMENT PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 2.21
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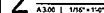




 Ankrom Moisan		MACARTHUR STATION BLOCKS A & C1 40TH AND TELEGRAPH OAKLAND, CA	
BRIDGE HOUSING		PARCEL C1 LEVEL 6 & ROOF	
FINAL DEVELOPMENT PACKAGE		DATE: 04.09.2015 PROJECT NUMBER: 142010 SCALE: 1/16" = 1'-0"	
DESIGNED BY: ANKROM MOISAN ARCHITECTS, INC. 1000 MARSHALL AVENUE, SUITE 100 OAKLAND, CA 94612 TEL: 510.763.7700 F: 510.763.7700 WWW.ANKROMMOISAN.COM		CHECKED BY: JEFFREY L. SMITH DATE: 04.09.2015 PROJECT NUMBER: 142010 SCALE: 1/16" = 1'-0"	
DRAWN BY: JEFFREY L. SMITH DATE: 04.09.2015 PROJECT NUMBER: 142010 SCALE: 1/16" = 1'-0"		DATE: 04.09.2015 PROJECT NUMBER: 142010 SCALE: 1/16" = 1'-0"	



A 3.00 | 176°-1-0



DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER
SCALE As indicated	A 3.00

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T 510.549.1906

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626 9TH ST
OAKLAND, CA 94607
T 510.590.3415

LANDSCAPE
1585 FOLSOM ST
SAN FRANCISCO, CA 94103
T 415-253-7200

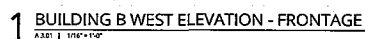
BRIDGE HOUSING

FINAL DEVELOPMENT
PACKAGE

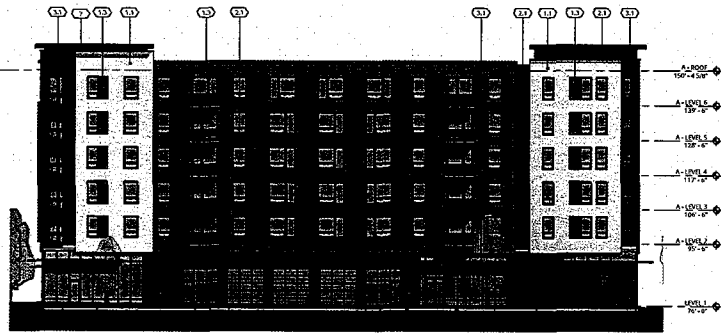
PROJECT NUMBER
147810

As indicated

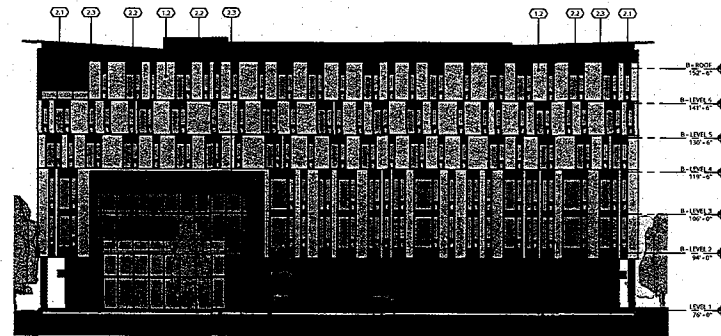
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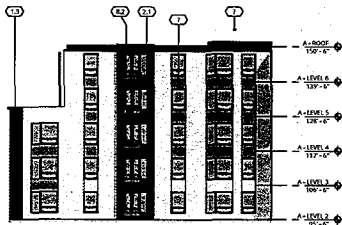
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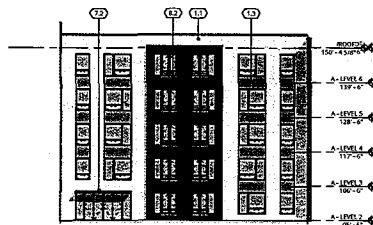
1 BUILDING A WEST ELEVATION - MEWS
A.3.03 | 1/8" = 1'-0"



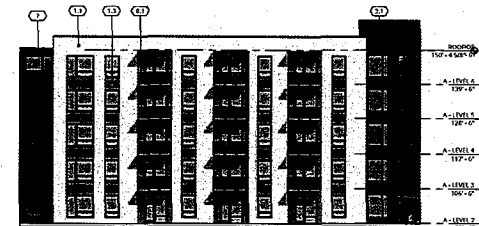
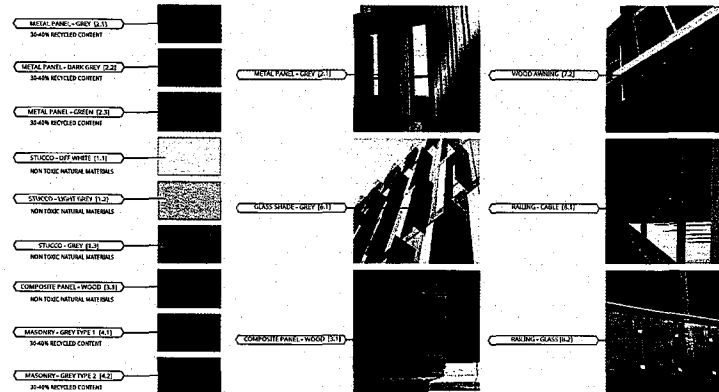
2 BUILDING B EAST ELEVATION - MEWS
A.3.03 | 1/8" = 1'-0"



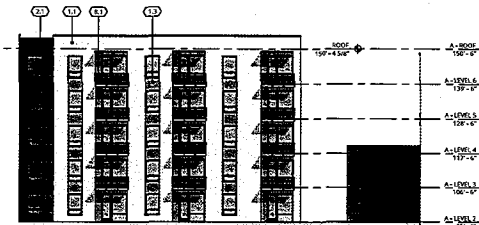
4 BUILDING A COURT WEST ELEVATION
A.3.03 | 1/8" = 1'-0"



5 BUILDING A COURT EAST ELEVATION
A.3.03 | 1/8" = 1'-0"



3 BUILDING A COURT NORTH ELEVATION
A.3.03 | 1/8" = 1'-0"



6 BUILDING A COURT SOUTH ELEVATION
A.3.03 | 1/8" = 1'-0"

4/20/2013 10:28:43 AM



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BERKELEY, CA 94704
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MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA
BRIDGE HOUSING

PARCEL A ELEVATIONS

FINAL DEVELOPMENT
PACKAGE

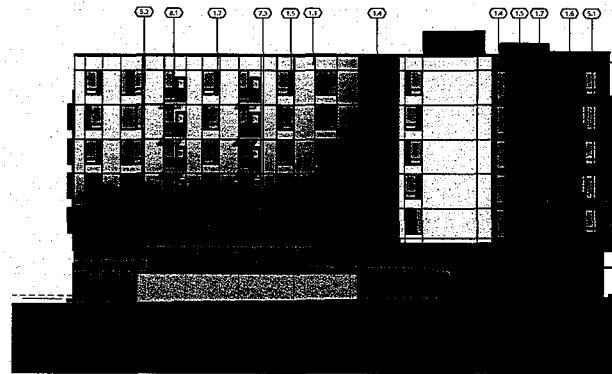
DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 3.03
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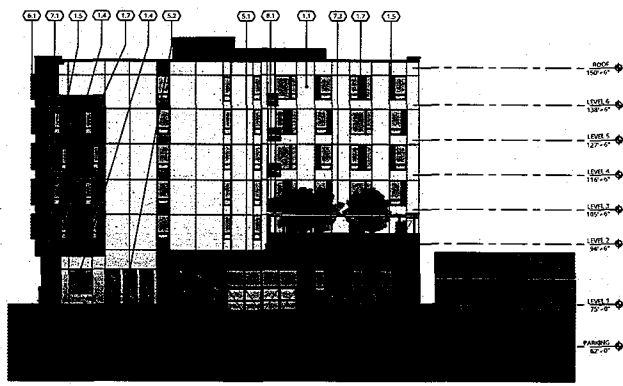
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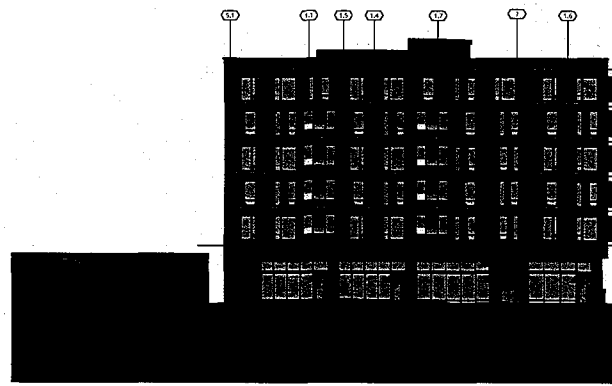
1 BUILDING C WEST ELEVATION - INTERNAL ST
A304 | 1/8" = 1'-0"



2 PARCEL C EAST ELEVATION - SURGERY
A304 | 1/8" = 1'-0"




3 PARCEL C SOUTH ELEVATION - MURAL
A304 | 1/8" = 1'-0"



4 PARCEL C NORTH ELEVATION - 39TH
A304 | 1/8" = 1'-0"

- COMPOSITE PANEL - LIGHT RED (L-5)
- COMPOSITE PANEL - MEDIUM RED (L-6)
- COMPOSITE PANEL - CHARLIE RED (L-7)
- STUCCO - OFF WHITE (L-10)
- STUCCO - DARK GREY (L-11)
- SUN SHADE SCREEN - METAL (S-2)
- WOOD - SLAT SCREEN (S-1)
- CONCRETE - BROAD FORM (C-1)
- CONCRETE - SMOOTH FINISH (C-2)

- SCREEN - CASE (S-3)
- VERTICAL TRELLIS - WOOD (T-1)
- TRELLIS - WOOD AND STEEL (T-2)
- SUN SCREEN - METAL (S-1)



Ankrom Moisan

6375 SH MACDONALD AVENUE, SUITE 100
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T: 503.942.7100

117 SOUTH MAIN STREET, SUITE 400
SALT LAKE, UT 84103
T: 204.767.1000

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1700 SHATTUCK AVE
BERKELEY, CA 94704
T: 510.540.1100

SANDS

2005
436 9TH ST
OAKLAND, CA 94607
T: 510.530.3415

MILLER COMPANY LANDSCAPE

LANDSCAPE
1545 E 12TH ST
SAN FRANCISCO, CA 94103
T: 415.252.7288

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL C1 ELEVATIONS

FINAL DEVELOPMENT PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER
SCALE As Indicated	A 3.04



4320 SW MACADAM AVENUE, SUITE 100
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T. 503.245.7100
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STRUCTURAL
1000 SANITUCK AVENUE
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T. 510.536.1900

SANDES

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4301 8th ST
PORTLAND, OR 97207
T. 503.245.7100

MILLER COMPANY LANDSCAPE

LANDSCAPE
1585 GOLDMAN ST
SAN FRANCISCO, CA 94103
T. 415.362.7288

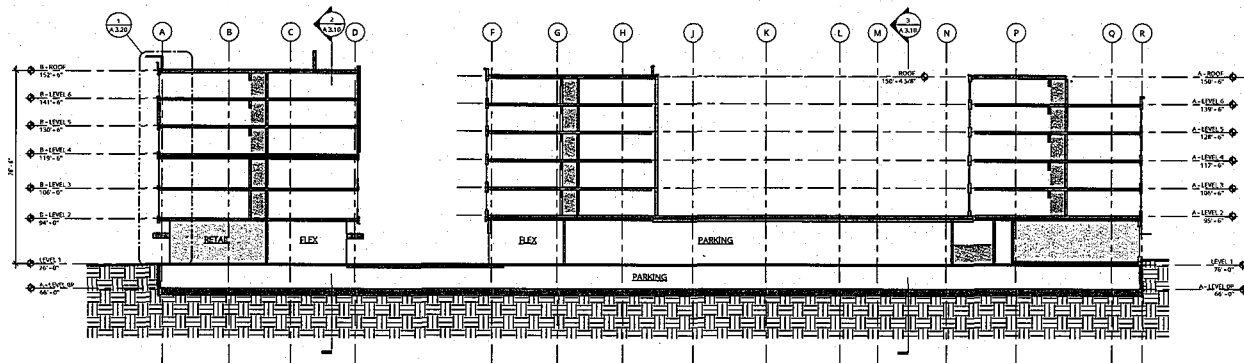
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

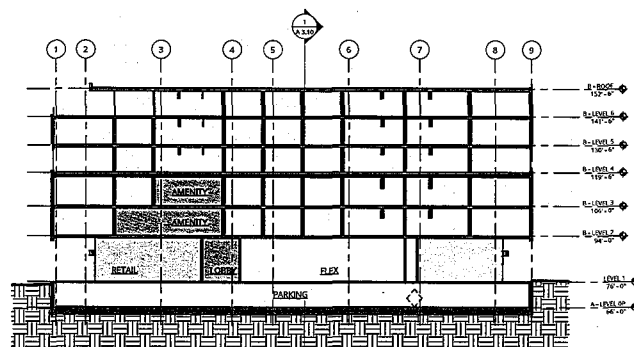
PARCEL A SECTIONS

FINAL DEVELOPMENT PACKAGE

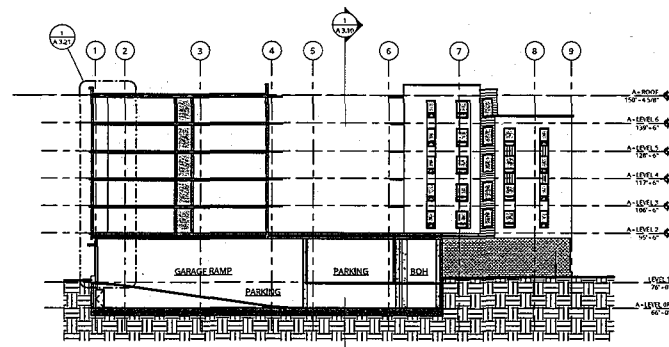
DATE	REVISION
04.09.2015	
PROJECT NUMBER	142010
SCALE	1" = 20'-0"
	A 3.10



1 BUILDING SECTION GRID 5 - OPTION 2
A 3.10 | 1" = 20'-0"



2 BUILDING SECTION GRID C.5 - OPTION 2
A 3.10 | 1" = 20'-0"



3 BUILDING SECTION GRID M.5 - OPTION 2
A 3.10 | 1" = 20'-0"



8700 SW MACADAM AVENUE, SUITE 100
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1936 SHATLOCK AVE
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SANDB

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435 9TH ST
OAKLAND, CA 94607
T 510.536.3415

MILLER COMPANY LANDSCAPE

LANDSCAPE
1035 FELDUM ST
SAN FRANCISCO, CA 94103
T 415.253.7388

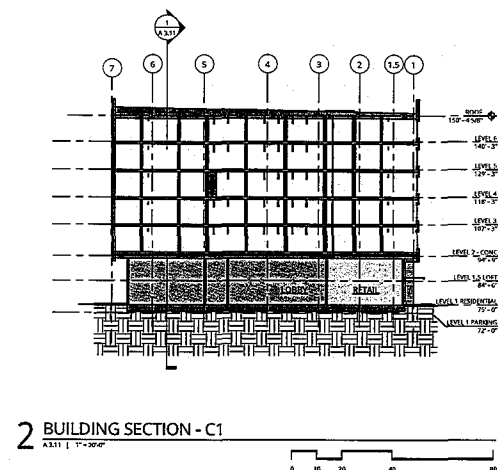
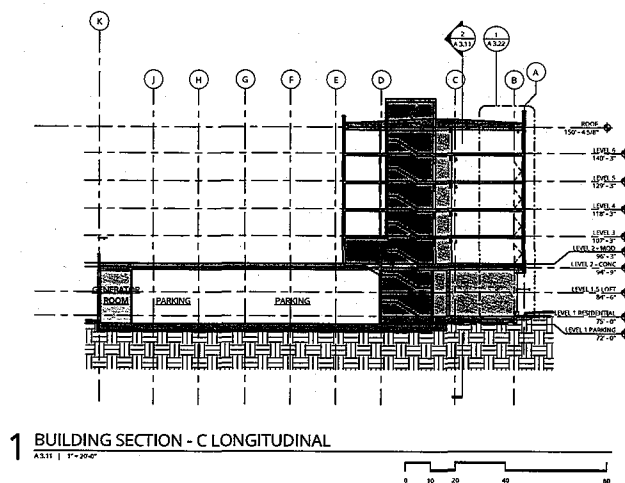
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

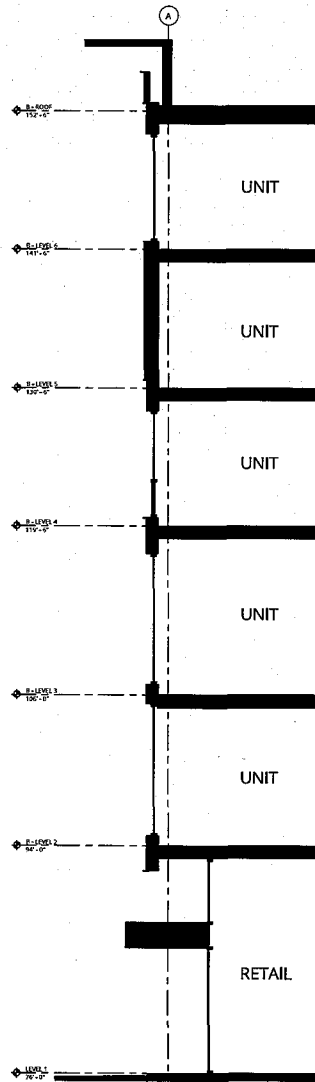
BRIDGE HOUSING

PARCEL C1 SECTIONS

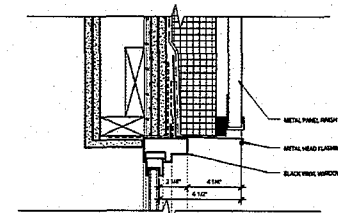
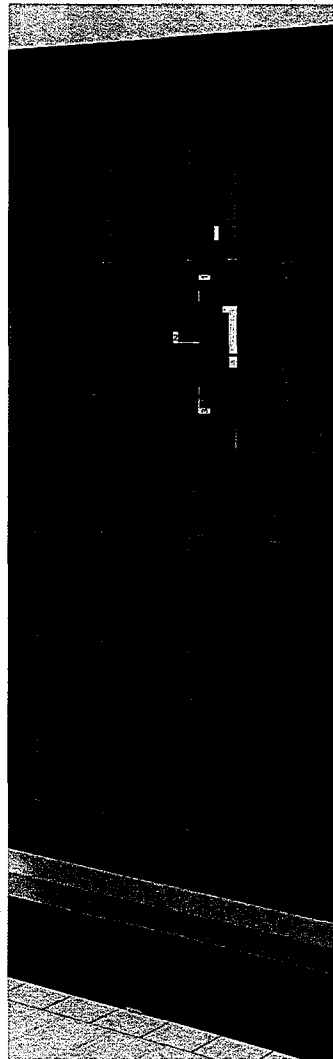
FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 3.11
SCALE 1" = 20'-0"	

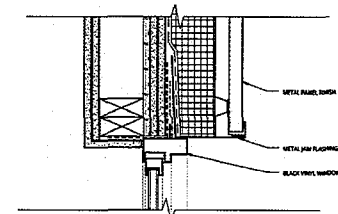




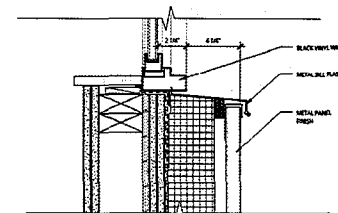
1 PARCEL A - WEST - ENLARGED SECTION AND WINDOW DETAILS
A 3.20 | 1/4" = 1'-0"



1 - WINDOW HEAD AT METAL SIDING - 3" = 1'-0"



2 - WINDOW JAM AT METAL SIDING - 3" = 1'-0"



3 - WINDOW SILL AT METAL SIDING - 3" = 1'-0"



4720 SW MACADAM AVENUE, SUITE 100
PORTLAND, OR 97209
T: 503.243.3700
117 SOUTH MAIN STREET, SUITE 400
SEATTLE, WA 98104
T: 206.775.1500
AN ANKROM MOISAN ARCHITECTS, INC.

TIPPING MAR
5000 10TH AVE
REBEL, CA 94507
T: 515.541.1100

SANDS
325
325 6TH ST
OAKLAND, CA 94607
T: 510.530.3415

MILLER COMPANY LANDSCAPE
LANDSCAPE
1500 HOLCOM ST
SAN FRANCISCO, CA 94103
T: 415.252.7200

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA
BRIDGE HOUSING

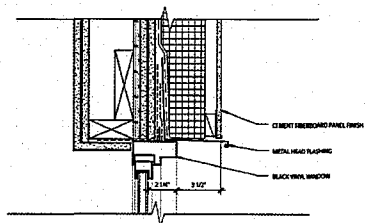
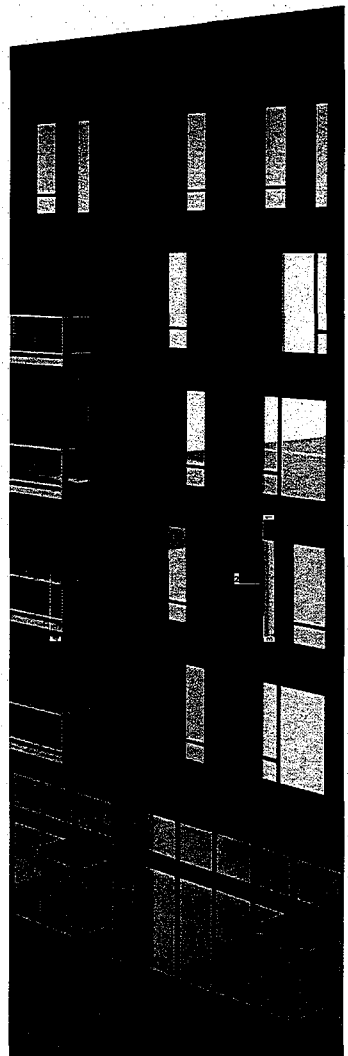
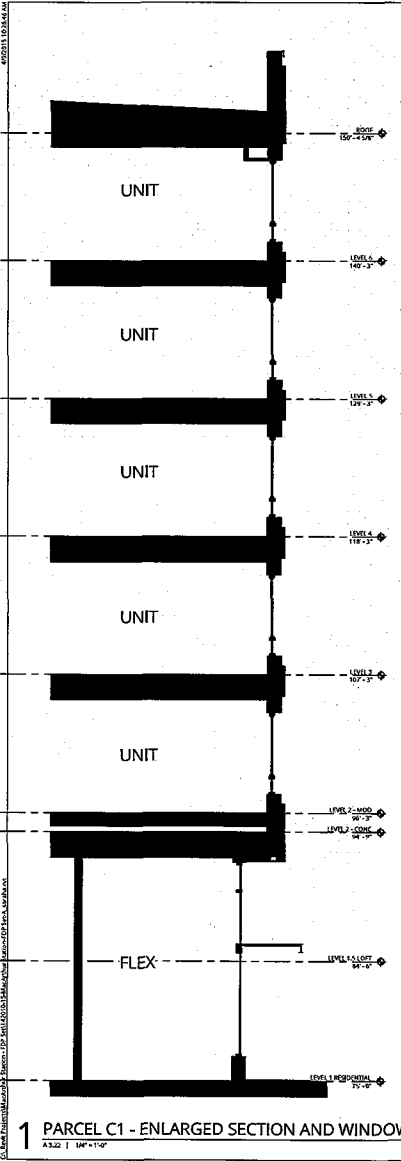
PARCEL A ENLARGED
SECTION / DETAILS

FINAL DEVELOPMENT
PACKAGE

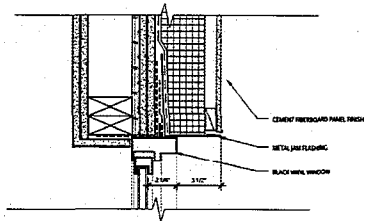
DATE: 04.09.2015
PROJECT NUMBER: 142010
SCALE: As indicated
REVISION: 142010
A 3.20

4. STUCCO PARAPET AT ROOF DECK - 2" = 1'-0"

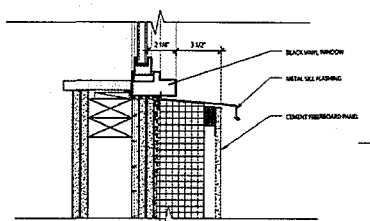
4/20/2015 10:24 AM
C:\Users\jmoisan\Documents\Parcel C1 - Enlarged Section and Window Details.dwg
A 3.22 1' 0" = 1'-0"



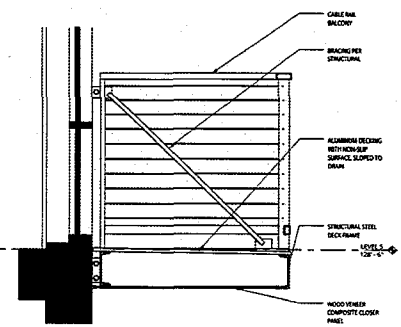
1 - WINDOW HEAD AT CEMENT FIBERBOARD PANEL - 3" = 1'-0"



2 - WINDOW JAM AT CEMENT FIBERBOARD PANEL - 3" = 1'-0"



3 - WINDOW SILL AT CEMENT FIBERBOARD PANEL - 3" = 1'-0"



4 - CABLE RAIL AT CANTILEVERED DECK - 1" = 1'-0"

1 PARCEL C1 - ENLARGED SECTION AND WINDOW DETAILS
A 3.22 1' 0" = 1'-0"



8725 DIFMACOMM AVENUE, SUITE 100
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T 503.245.7100
117 150TH AVE, SUITE 400
SEATTLE, WA 98148
T 206.576.1600
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1906 SHATTUCK AVE
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T 510.845.1936

SANDES
CIVIL
408 9TH ST
OAKLAND, CA 94612
T 510.580.3415

MELLER COMPANY LANDSCAPE
LANDSCAPE
1735 FOLSOM ST
SAN FRANCISCO, CA 94103
T 415.252.7299

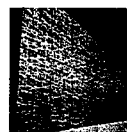
MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

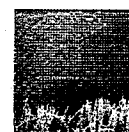
PARCEL C1 ENLARGED
SECTION / DETAILS

FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NO./TOT 1/11
SCALE As indicated	A 3.22



ART SCREEN EXAMPLES



8720 SW MACADAM AVENUE, SUITE 100
PORTLAND, OR 97219
T 503.245.7100

117 SOUTH MAIN STREET, SUITE 400
SEATTLE, WA 98104
T 206.576.1600

40 ANKORUM MORGAN ARCHITECTS, INC.

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STRUCTURAL
1906 SHATTUCK AVE
BERKELEY, CA 94704
T. 510.540.1806

SANDIS

636 9TH ST
OAKLAND, CA 94607
T 510.590.3415

MILLER COMPANY LANDSCAPE

LANDSCAPE
1585 FOLSOM ST
SAN FRANCISCO, CA 94103
T 415.252.7288

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCELS A AND C
GROUND LEVEL
VIGNETTES

FINAL DEVELOPMENT
PACKAGE

DATE _____

04.09.2015

PROJECT NUMBER
143010

SCALE

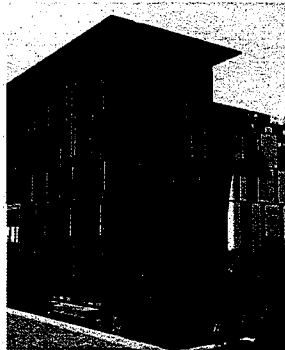
REVISION

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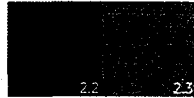
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A 3.30

04/09/15 10:47 AM



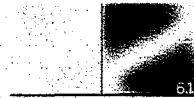
Porcelain White Stone (Gravel Finish)



Aluminum Cladding Panel



Wall Stone



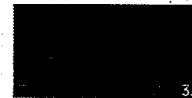
Vinyl Clad and Detachable Glass Solar Screen



Hot-Formed Vinyl Window - Sun



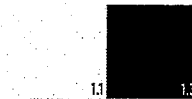
Aluminum Cladding Panel



White Concrete Panel



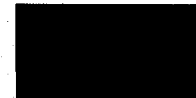
Aluminum Cladding Panel



Wall Stone



Vinyl Clad



Hot-Formed Vinyl Window - Sun



Aluminum Cladding Panel

1 EXTERIOR MATERIAL PALETTE - BLOCK A - WEST

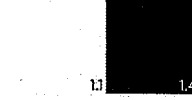
2 EXTERIOR MATERIAL PALETTE - BLOCK A - EAST



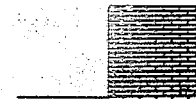
Composite Concrete Panel



White Form Concrete



Wall Stone



Vinyl Clad and Detachable Glass Solar Screen



Hot-Formed Vinyl Window - Sun



Aluminum Cladding Panel

3 EXTERIOR MATERIAL PALETTE - BLOCK C1

MATERIALS BOARD



4720 15th MACADAM AVENUE, SUITE 100
PORTLAND, OR 97219
T: 503.243.7190
117 SOUTH MAIN STREET, SUITE 400
SEATTLE, WA 98104
T: 206.381.1500
AN AKROM MOISAN ARCHITECTS, INC.

TIPPING MARK

3300 13th
1000 SHATTUCK AVE
BERKELEY, CA 94704
T: 510.545.1000

SANDS

200
430 8th ST
OAKLAND, CA 94607
T: 510.550.3415

MELLER COMPANY LANDSCAPE

LANDSCAPE
1545 FOLSOM ST
SAN FRANCISCO, CA 94103
T: 415.252.7288

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

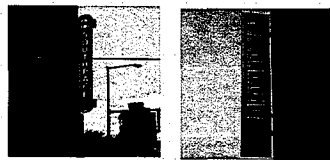
BRIDGE HOUSING

PARCELS A AND C1 MATERIALS BOARD

FINAL DEVELOPMENT PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER A 3.40
SCALE 1/2" = 1'-0"	

SIGNAGE KEY



ICONIC SIGNAGE: 28" WIDE x 20" TALL MAXIMUM



AWNING SIGNAGE: 20" TALL x 20" LONG MAXIMUM



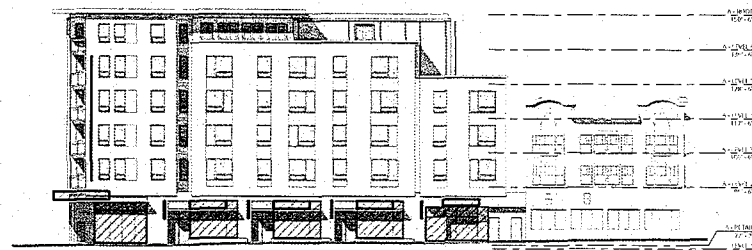
BLADE SIGNAGE: 30" TALL x 36" WIDE MAXIMUM



UNDER AWNING SIGNAGE: 24" TALL x 36" WIDE MAXIMUM



WINDOW GRAPHICS: 40% COVERAGE AND 50% TOTAL LENGTH MAXIMUM



1 PARCEL A SIGNAGE DIAGRAM - TELEGRAPH

A 3.41 | 1/16" = 1'-0"



2 PARCEL A SIGNAGE DIAGRAM - 39TH

A 3.41 | 1/16" = 1'-0"



6720 SW MACADAM AVENUE, SUITE 100
PORTLAND, OR 97219
T: 503.242.7709
117 SOUTH MAIN STREET, SUITE 400
SEATTLE, WA 98104
T: 206.376.1100
41 ANKROM MOISAN ARCHITECTS, INC.

TIPPING MAT

SELECTION
1500 SANTECAVE
BIRMINGHAM, AL 35203

SANDS

ONE
608 8TH ST
OAKLAND, CA 94607
T: 510.536.1411

MILLER COMPANY LANDSCAPE

LANDSCAPE
1500 SANTECAVE CT
SAN FRANCISCO, CA 94103
T: 415.252.7288

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

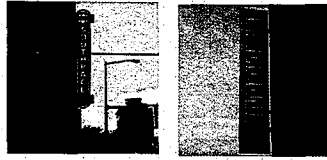
BRIDGE HOUSING

PARCEL A SIGNAGE
ELEVATION DIAGRAMS

FINAL DEVELOPMENT
PACKAGE

DATE 04.09.2015	REVISION
PROJECT NUMBER 142010	SHEET NUMBER
SCALE As Indicated	A 3.41

SIGNAGE KEY



ICONIC SIGNAGE: 28" WIDE x 20' TALL MAXIMUM



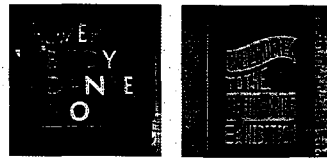
AWNING SIGNAGE: 20" TALL x 20' LONG MAXIMUM



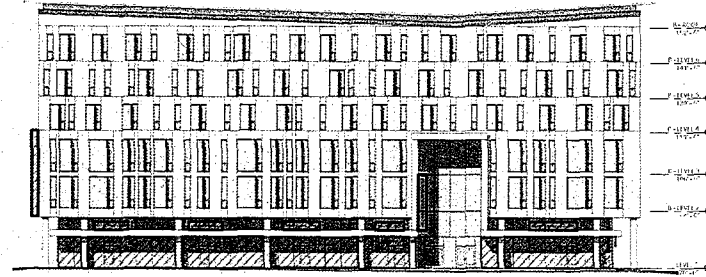
BLADE SIGNAGE: 36" TALL x 36" WIDE MAXIMUM



UNDER AWNING SIGNAGE: 24" TALL x 36" WIDE MAXIMUM



WINDOW GRAPHICS: 40% COVERAGE AND 50% TOTAL LENGTH MAXIMUM



1 PARCEL A SIGNAGE DIAGRAM - FRONTAGE

A3.42 | 1/16" = 1'-0"



2 PARCEL A SIGNAGE DIAGRAM - 40TH

A3.43 | 1/16" = 1'-0"



6720 SW MACADAM AVENUE, SUITE 100
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OAKLAND, CA 94607
T: 510.536.3415

MILLER COMPANY LANDSCAPE

LANDSCAPE
1500 FOLSOM ST
SAN FRANCISCO, CA 94103
T: 415.252.7200

MACARTHUR STATION BLOCKS A & C1
40TH AND TELEGRAPH OAKLAND, CA

BRIDGE HOUSING

PARCEL A SIGNAGE ELEVATION DIAGRAMS

FINAL DEVELOPMENT PACKAGE

DATE	REVISION
04.09.2015	
PROJECT NUMBER	SHEET NUMBER
142010	
SCALE	A 3.42
As indicated	

Introduced by Councilmember _____

FILED
OFFICE OF THE CITY CLERK
OAKLAND

2016 OCT 13 PM 2:21

Approved as to Form and Legality
Mark P. Wald
Office of the City Attorney

OAKLAND CITY COUNCIL

RESOLUTION NO. _____ C.M.S.

A RESOLUTION, AS RECOMMENDED BY THE PLANNING COMMISSION, REVISING THE MACARTHUR BART PARCELS A AND C1 FINAL DEVELOPMENT PERMIT (CASE FILE PUDF08/ER01), RELYING ON THE 2008 MACARTHUR STATION PROJECT ENVIRONMENTAL IMPACT REPORT AND ADDENDA, FINDING THAT NO ADDITIONAL ENVIRONMENTAL REVIEW IS NEEDED PURSUANT TO CEQA GUIDELINES SECTIONS 15162-15164 AND ADOPTING RELATED CEQA FINDINGS

WHEREAS, on June 4, 2008, the City of Oakland Planning Commission certified the MacArthur Transit Village Environmental Impact Report (EIR), adopted CEQA findings and recommended approval of the MacArthur Transit Village Planned Unit Development (PUD) to the City Council; and

WHEREAS, the Oakland City Council affirmed and adopted the Planning Commission's certification of the EIR, the CEQA-related findings, and approval of the MacArthur Transit Village PUD on July 1, 2008; and

WHEREAS, the Oakland City Council also approved a "Development Agreement by and between the City of Oakland and MacArthur Transit Community Partners, LLC Regarding the Property and Project Known as 'MacArthur Transit Village'" (DA) on July 21, 2009; and

WHEREAS, on May 17, 2016, the City Council approved the MacArthur Transit Village Parcels A and C1 Final Development Permit (FDP) to allow two phases of development and in total includes 383 apartment residential units; 23,489 square feet of ground-floor retail space; 35,320 square feet of open space; and 323 on-site parking spaces; and

WHEREAS, on September 28, 2016, the Applicant submitted an application to revise the FDP to substitute live/work units for ground floor retail uses; decrease on-site parking; and provide project driveway on Telegraph Avenue; and

WHEREAS, the City of Oakland Bureau of Planning prepared a 2016 Addendum to the EIR and determined that not additional environmental review is needed pursuant to CEQA Guidelines Sections 15162-15164; and

WHEREAS, the FDP revision application was subject to a duly noticed public

hearing before the Planning Commission on October 19, 2016; and

WHEREAS, on October 19, 2016, the City Planning Commission, after conducting and closing the public hearing, recommended that the City Council revise the FDP, rely on the 2008 EIR and addenda finding that no additional environmental review is needed pursuant to CEQA Guidelines Sections 15162-15164 and adopt related CEQA findings; and

WHEREAS, the Project was considered at a regular, duly noticed meeting of the City Council's Community and Economic Development Committee on October 25, 2016, which recommended approval of the Project;

WHEREAS, the Project was considered at a regular, duly noticed public hearing of the City Council on November 1, 2016; now, therefore, be it

RESOLVED: that the City Council, as the final decision-making body for the Lead Agency, has independently reviewed, considered, and analyzed the Project and the CEQA findings of the City Planning Commission contained in the Planning Commission report and the October 25, 2016 City Council's Community and Economic Development Committee's Agenda Report and attachments ("City Council Agenda Report"); and be it

FURTHER RESOLVED: that the City Council hereby adopts all of the Project's planning-related permits and approvals, findings and conditions of approval, based on the City Planning Commission Report and the City Council Agenda Report, hereby incorporated by reference, as if fully set forth herein; and be it

FURTHER RESOLVED: that nothing in this Resolution shall be interpreted or applied so as to create any requirement, power, or duty in conflict with any federal or state law; and be it

FURTHER RESOLVED: that the Environmental Review Officer, or designee, is directed to cause to be filed a Notice of Determination with the appropriate agencies; and be it

FURTHER RESOLVED: That the record before this Council relating to this Project and Appeal includes, without limitation, the following:

1. the Application, including all accompanying maps and papers;
2. all plans submitted by the Applicant and its representatives;
3. all final staff reports, final decision letters, and other final documentation and information produced by or on behalf of the City, including without limitation all related/supporting final materials, and all final notices relating to the Application and attendant hearings;
4. all oral and written evidence received by the Planning Commission and City Council before and during the public hearings on the Application and Appeal; and all written evidence received by relevant City Staff before and during the public hearings on the Application and Appeal; and
5. all matters of common knowledge and all official enactments and acts of the City,

such as (a) the General Plan; (b) the Oakland Municipal Code; (c) the Oakland Planning Code; (d) other applicable City policies and regulations; and (e) all applicable State and federal laws, rules and regulations; and be it

FURTHER RESOLVED: That the custodians and locations of the documents or other materials which constitute the record of proceedings upon which the City Council's decision is based are located at (a) the Planning and Building Department, Planning and Zoning Division, 250 Frank H. Ogawa Plaza, Suite 3315, Oakland, California, and (b) the Office of the City Clerk, 1 Frank H. Ogawa Plaza, First Floor, Oakland, California; and be it

FURTHER RESOLVED: That per standard City practice, if litigation is filed challenging this decision, or any subsequent implementing actions, then the time period for obtaining necessary permits for construction or alteration and/or commencement of authorized construction-related activities stated in any applicable conditions of approval or regulations is automatically extended for the duration of the litigation; and be it

FURTHER RESOLVED: That the recitals contained in this Resolution are true and correct and are an integral part of the City Council's decision.

IN COUNCIL, OAKLAND, CALIFORNIA, _____

PASSED BY THE FOLLOWING VOTE:

AYES – BROOKS, CAMPBELL-WASHINGTON, GALLO, GUILLEN, KALB, KAPLAN, REID AND
PRESIDENT GIBSON MCELHANEY

NOES -

ABSENT -

ABSTENTION –

ATTEST: _____
LaTonda Simmons
City Clerk and Clerk of the Council of the
City of Oakland, California

LEGAL NOTICE:

PURSUANT TO OAKLAND MUNICIPAL CODE SECTION 17.136.090, THIS DECISION OF THE CITY COUNCIL IS FINAL IMMEDIATELY AND IS NOT ADMINISTRATIVELY APPEALABLE. ANY PARTY SEEKING TO CHALLENGE SUCH DECISION IN COURT MUST DO SO WITHIN NINETY (90) DAYS OF THE DATE OF THIS DECISION, UNLESS A DIFFERENT DATE APPLIES.