



## **PARKING MANAGEMENT PLAN**

### **PROPOSED DEVELOPMENT AT 899 ALVARADO**

San Leandro, CA

November 06, 2018

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This plan has been prepared in support of a proposed mixed-use development encompassing approximately 5.73 acres of land located within a quarter-mile of the San Leandro Bay Area Rapid Transit (BART) station and within a half-mile of the San Leandro downtown area, at the intersection of Antonio and Alvarado Streets. The proposed development is generally bounded by the Alameda County Fire Department training facility and San Leandro Creek to the north, Alvarado Street to the east, a car dealership to the south, and railroad tracks to the west. The proposed development is located in the Downtown San Leandro TOD Strategy Area and the DA-4(S) district.

#### **Project Description**

Maximus Antonio Alvarado LLC (“Project Sponsor”) proposes to construct approximately 687 rental apartments in a five- to six-story building (“899 Alvarado”). The proposed development will include a parking garage (see Attachment A), modern amenities, bicycle storage, a 550-sf café, and publicly accessible green space. Apartments will be comprised of approximately 129 studio (19%), 302 one-bedroom (44%), 211 two-bedroom (30%), and 45 three bedrooms (7%) units.

#### **Existing Data**

Under Section 4-1704 of the San Leandro Zoning Code, the minimum required number of off-street parking spaces for DA Districts Adjacent (within 0.25 mile) to BART is **1.0** space per unit (plus allowance of unbundled flex parking of 0.25 to 0.50 spaces/unit at the developer’s option). This requirement was further confirmed in a Zoning Enforcement Official Memorandum titled “ZEO Interpretation, Measurement of Distance from BART Stations” dated December 14, 2017. Historical parking demand in the Downtown and BART area for residential land uses is **1.23** spaces per dwelling unit.<sup>1</sup>

From our continued discussions with residents of the Cherrywood neighborhood and the proprietor of FH Dailey Chevrolet, we understand that there are existing challenges with on-street parking along Alvarado and Antonio Streets as result of existing uses in the neighborhood, specifically spillover parking from San Leandro BART station. Additionally, we have heard concerns regarding the impact 899 Alvarado will have on on-street parking. While the City only requires **1.0** standard parking space<sup>2</sup> per unit, the current plan for 899 Alvarado includes onsite dedicated resident parking at a ratio of up

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<sup>1</sup> City of San Leandro. *Downtown San Leandro Transit-Oriented Development Strategy EIR*. San Leandro, 2007.

<sup>2</sup> Per the City of San Leandro, both full-size and compact parking spaces qualify as a “standard parking space.”



to **1.23** (for a total of **847 resident parking spaces**),<sup>3</sup> which exceeds the City's minimum parking requirement for off-street parking spaces. An additional **45** spaces will be dedicated to guests, visitors and employees. The project includes a total of **892** off-street parking spaces.

#### **Parking Operations – Resident Parking**

The proposed project includes a total of **847** dedicated resident parking spaces. Per San Leandro Zoning Code, each residential dwelling unit will include **1.0** bundled standard space.

| <b>PARKING TYPE</b>                             | <b>NUMBER OF SPACES</b> |
|---|-------------------------|
| Standard/Compact Parking Spaces                 | 667                     |
| ADA (Including 3 ADA Van)                       | 17                      |
| Tandem Spaces                                   | 130                     |
| Electric Vehicle (EV) Charging Spaces           | 33                      |
| <b>Total Dedicated Residential (Without EV)</b> | <b>847</b>              |
| Number of Units (Required Minimum Spaces)       | 687                     |
| Actual Residential Parking Ratio                | 1 : 1.23                |

A total of **667** standard parking spaces are proposed in a two level (one level below grade and one level at-grade) parking garage. An additional **17** ADA parking spaces (including 3 ADA Van) are also located within the parking garage(s). Vehicles will access the below-grade parking level via ramps along the northern and southwestern edges of the site. Vehicles will access the at-grade parking level via ramps along the central driveway/Emergency Vehicle Access lane ("EVA").

Of the **667** standard parking spaces, **130** include an additional tandem space which effectively provide an additional **130** standard parking spaces for a total of **847** standard parking spaces. Tandem spaces will generally be assigned to residents of three- and two-bedroom units, however onsite property management will assess each unit's unique needs. Any unused parking spaces will be managed and assigned by onsite management to maximize garage use.

As an added amenity to residents and to future-proof the community as transportation needs evolve, an additional **33** standard parking spaces designed to accommodate Electric Vehicle (EV) charging will be provided. If resident demand does not warrant EV charging stations, these additional **33** standard spaces can be used as non-EV standard parking spaces and available for residents as determined by onsite property management. Alternatively, because the project meets the minimum 1 parking space per unit without these additional 33 standard spaces, a portion of these spaces can be dedicated to car share.

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<sup>3</sup> Dedicated resident parking includes both standard parking spaces, additional tandem spaces (as described in the Parking Operations – Resident Parking section), and EV ready parking spaces. This number excludes resident guest/visitor parking, future resident parking, and café parking.



The garage will operate as a gated, access-controlled, self-park facility. The garage will be available to the apartment occupants through their tenancy at 899 Alvarado.

Additional conditions of resident parking:

- Occupant of parking space shall be an approved lessee of the apartment community.
- Occupant agrees to vacate the space upon vacating his/her apartment
- Assignment and/or sublet of an assigned parking space is not permissible and is considered a direct violation of the lease agreement
- The parking space will be used for the purpose of parking a working automobile, truck, or motorcycle only. The space may not be used for large trucks, RV's, storage or car repairs. No business enterprise may be conducted at or near the space. In no event shall the space be used for washing, performing maintenance on, or repairs to an automobile or for living or storage of any items.
- Property management may enter the space for inspection, maintenance or repairs at any time and without notice.
- Any car parked in the space without a parking permit (or similar) matching the space number will be subject to towing at occupant's expense.

#### **Parking Operations – Guest and Employee Parking**

The proposed project includes a total of **45** dedicated guest and employee parking spaces. Guest and employee parking operations will be actively supervised and enforced by the onsite property management.

| GUEST/EMPLOYEE PARKING TYPE           | NUMBER OF SPACES |
|---------------------------------------|------------------|
| Café                                  | 6                |
| Future Resident/Leasing               | 8                |
| Resident Guest                        | 10               |
| Employee (Including 1 EV)             | 9                |
| ADA                                   | 1                |
| ADA Van                               | 1                |
| Resident Guest (Lola Street)          | 10               |
| <b>Total Dedicated Guest/Employee</b> | <b>45</b>        |

A total of **35** self-parking spaces dedicated to guests and employees are proposed on the at-grade level of Building B. Of the **35** spaces, **6** will be dedicated to café patrons, **8** will be dedicated to future residents, **10** will be dedicated to guests of residents, **9** will be dedicated to employees (including **1** EV), and **2** will be dedicated ADA accessible (including **1** ADA Van).

Guest and employee vehicles will access the at-grade parking level of Building B via a ramp along the central driveway EVA. Both the resident and guest/employee parking areas of Building B will be accessible through a shared gate. Access to the resident parking area will be access-controlled through a secondary gate beyond the guest/employee parking area. The primary gate to access the guest parking area will be



open during general business hours of the leasing center and/or café which are to-be-determined. After business hours, the guest parking area will be access-controlled. A more detailed operational plan for guest and employee parking will be prepared prior to the completion of construction.

An additional **10** standard spaces will be available along Lola Street within private property dedicated for guests of residents, the onsite publicly-accessible dog park or children's play area, and/or café patrons. These parking spaces are uncovered and directly accessible from the Lola Street right-of-way.

### **Loading**

Deliveries and loading will take place in a designated area along the northwestern edge of Building B. This area can accommodate deliveries and is the designated area for resident move-ins. This area is also the designated area for trash pick-up and staging for landscape maintenance. This area provides direct access to the secure trash room and has been designed for ample access for trash vehicles. Onsite property management will develop a schedule to eliminate conflicts with deliveries, resident move-ins, trash collection, and maintenance operations.

The Project Sponsor will also be requesting that the City designate up to **2** public on-street parking spaces in front of the café space as green zones to indicate that no stopping, standing, or parking, is permitted for greater than a certain period of time, as specified in to-be-posted signs.

### **Enforcement**

Onsite parking operations will be actively supervised and enforced by onsite property management. Property management will assess and document all onsite parking usage as needed. The issuance of resident parking permits (or similar mechanism) will be vehicle specific and will require submission and execution of a valid apartment lease. Resident parking permits are transferable only among names listed on the lease and shall become void if applied to a vehicle other than the specific vehicle for which it was approved. Upon lease execution and move-in, resident(s) will be issued a parking permit (or similar mechanism), at no charge, and a garage remote or key fob.

### **Demand Management Strategies**

The proposed project is located within a quarter-mile of San Leandro BART station and has been identified as a priority transit-oriented development to accommodate growth and increase transit ridership. To discourage personal vehicle usage, property management will develop programs which promote the use of alternative modes of transportation, specifically BART, walking, and cycling.

### **Public Transportation**





BART provides regional commuter rail service between the East Bay, San Mateo County, and San Francisco, with operating hours between 4:00 AM and midnight on weekdays and 7:30 AM to 1 AM on weekends. The San Leandro BART station provides access to BART, Alameda-Contra Costa Transit (AC Transit) Routes 1, 10, 28, 34, 35, and 801, and the free San Leandro Links shuttle. It is also the future southern terminus of AC Transit's East Bay Bus Rapid Transit (BRT) line, which is currently under construction. The station is a 10-minute walk from 899 Alvarado, or less by bicycle.

AC Transit also currently operates two bus routes located within a quarter-mile radius from the project site. AC Transit Routes 34 and 35 make stops at the Davis Street and Alvarado Street intersection, approximately 1,250 feet (0.2 mile) south of the project site.

AC Transit Route 34 provides service connecting major destinations throughout the City of San Leandro and provides transfer connections to additional local and regional transit services. Major destinations served by Route 34 include Foothill Square Shopping Center, the San Leandro BART station, Westgate Shopping Center, Kaiser Permanente Medical Center, and the Hayward BART station.

AC Transit Route 35 provides service connecting major destinations throughout the City of San Leandro and provides transfer connections to additional local and regional transit services. Major destinations served by Route 35 include Foothill Square Shopping Center, the San Leandro BART Station, Westgate Shopping Center, the San Leandro Marina, Marina Community Center, Greenhouse Marketplace, and the Bay Fair BART station.

### **Bicycle Storage**

Secure, Class-I bicycle storage rooms will be conveniently located within the parking garage to encourage bike ridership as an alternative means of travel, and as an amenity to residents. The Class-I bicycle storage rooms collectively can accommodate **520** bicycles. Additionally, **3** Class-II bicycle racks accommodating up to **8** bicycles in total will be located adjacent to the café, leasing center, and children's play area/dog park. If demand exists, management may provide shared bicycles as an additional amenity to residents.







GENERAL NOTES

- SITE PLAN IS FOR GENERAL BUILDING ORIENTATION AND ENLARGED PLAN REFERENCES.
- SEE JOINT TRENCH DRAWINGS FOR ON-OFF-SITE DRY UTILITY PLANS.
- SEE CIVIL DRAWINGS FOR ON-OFF-SITE UTILITY PLANS, IMPROVEMENTS, GRADING, DRAINAGE AND STORM WATER TREATMENT.
- SEE LANDSCAPE DRAWINGS FOR SITE FINE GRADING, PAVING PLAN, PLANTING PLAN, AND IRRIGATION PLAN.
- SEE A3.30 FOR BUILDING AREA CALCULATIONS.
- SEE A3.40 FOR EGRESS CALCULATIONS AND DIAGRAMS.
- UNIT PLANS SHOWN HERE ARE DIAGNOSTIC REFER TO 1/4" UNITS AND ENLARGED PLANS FOR ADDITIONAL INFORMATION NOT SHOWN HERE.
- SPOT ELEVATIONS ARE NOTED FROM CIVIL DRAWINGS, TOP OF PODIUM FLOOR SLAB AT UNITS, 44.17' ± 0.4'.
- BUILT-UP ROOF SLOPE SHALL BE 3/8" FT. MIN. U.O.N.
- REFER TO THE 1/8" AND 1/4" PLANS FOR THE DOOR TAGS. REFER TO DOOR SCHEDULE INDICATING ALL REQUIRED RATED DOOR LOCATIONS.
- AT THE TIME OF FOUNDATION INSPECTION CORNER STAKES OR OFFSET STAKES MUST BE ESTABLISHED BY A LAND SURVEYOR REGISTERED IN THE STATE OF CALIFORNIA AND VERIFIED BY THE FIELD INSPECTOR TO ENSURE THAT NEW CONSTRUCTION IS LOCATED IN ACCORDANCE WITH THE APPROVED PLANS.
- WALKWAYS AND SIDEWALKS ALONG ACCESSIBLE ROUTES OF TRAVEL SHALL BE (1) CONTINUOUSLY ACCESSIBLE, (2) HAVE A MAXIMUM 1/2" CHANGES IN ELEVATION, OR PROVIDE CURB RAMPS COMPLYING WITH CBC 1113A OR 118-406; (3) ARE MINIMUM 4' IN WIDTH; AND (4) WHERE NECESSARY TO CHANGE ELEVATION AT A SLOPE EXCEEDING 5% SHALL HAVE PEBBLED RAMPS COMPLYING WITH CBC 1114A OR 118-405 PER CBC 1113A & 118-202.4.
- SOLAR PANELS SHALL MEET THE REQUIREMENTS OF SECTION 805.11 2016 CFC.

SHEET NOTES

- NOTE: NOT ALL NOTES ARE USED ON EVERY SHEET.
- PROPERTY LINE
  - VEHICULAR RAMP
  - SECURITY GATE, S.L.D.
  - LANDSCAPED AREA, S.L.D.
  - CONCRETE CURB & SIDEWALK, S.C.D. & S.L.D.
  - BOLLARDS, S.L.D.
  - EXISTING F.C.D. & SEE F.P.D.
  - ELECTRICAL TRANSFORMER, S.E.D.
  - BELOW GRADE ELECTRICAL TRANSFORMER, S.E.D.
  - AIR CONDENSING UNITS, S.M.D.
  - GREASE INTERCEPTOR, S.P.D.
  - DASHED AREA INDICATES SOLAR READY AREA
  - POOL ON 2ND FLOOR, 7'-5" CLEAR, S.L.D.
  - ROOF DECK/TERRACE, S.L.D.
  - TYP. PARKING STALL
  - DISABLED ACCESSIBLE PARKING STALL WITH 8'-2" MIN. HEIGHT CLEARANCE FROM POINT OF GARAGE ENTRY.
  - PRIVATE ROOF DECK/TERRACE
  - SPRINKLER RISER ON LEVEL LANDING
  - COMBINED SPRINKLER/STANDPIPE RISER ON LEVEL LANDING
  - CLASS 1 STANDPIPE RISER ON INTERMEDIATE LEVEL LANDING
  - CLASS 1 STANDPIPE RISER ON LEVEL LANDING
  - STANDPIPE RISER AT HORIZONTAL EXIT
  - STANDPIPE OUTLET
  - FIRE DEPARTMENT CONNECTION
  - FIRE ALARM CONTROL PANEL
  - FIRE DEPARTMENT ACCESS
  - MEDICAL EMERGENCY SERVICE ELEVATORS
  - VEHICULAR CONTROL WILL BE UP TO THE ALAMEDA COUNTY FIRE DEPARTMENT. DETECTABLE WARNING STRIPS WILL BE PROVIDED AT ALL REQUIRED LOCATIONS
  - GAS METERS, S.C.D., S.J.T.D.
  - STORM VAULT, S.C.D.
  - EGRESS WINDOWS
  - TANDEM PARKING STALL

LEGEND

- NOTE: SEE A10.00 FOR SPECIFIC WALL TYPES
- PARTIAL HEIGHT WALL
  - FULL HEIGHT WALL
  - CMU WALL, S.S.D.
  - CONCRETE WALL/COLUMN, S.S.D.
  - 1-HOUR FIRE BARRIER [45 MIN OPENING PROTECTION EXCEPT FOR 20 MIN @ CORRIDOR]
  - 2-HOUR FIRE BARRIER [90 MIN OPENING PROTECTION]
  - 3-HOUR FIRE BARRIER
  - INDICATES 8'-2" MIN. VERT. CLEARANCE FOR ACCESSIBLE PARKING SPOT
  - INDICATES SOLAR READY AREA

| ISSUE   | DATE     |
|---|----------|
| SITE PERMIT REVIEW & CONDITIONAL USE PERMIT           | 03.08.18 |
| ENTITLEMENTS  |          |
| SD 1  | 04.19.18 |
| SD 100% - SITE PERMIT REVIEW & CONDITIONAL USE PERMIT | 05.24.18 |
| ENTITLEMENTS RESUBMIT                                 |          |
| DD 1  | 06.28.18 |
| DD 2  | 08.03.18 |
| SITE PERMIT REVIEW & CONDITIONAL USE PERMIT           | 08.16.18 |
| ENTITLEMENTS RESUBMIT                                 |          |
| DD 3  | 09.28.18 |
| SITE PERMIT REVIEW & CONDITIONAL USE PERMIT           | 10.10.18 |
| ENTITLEMENTS RESUBMIT                                 |          |

ALVARADO STREET

LOA STREET

TRUE NORTH

PROJECT MAP

STAMP

ALL DRAWINGS AND WRITTEN MATERIAL, APPEARING HEREIN, CONSTITUTE THE OFFICIAL ARCHITECT AND MAY NOT BE REPRODUCED, COPIED, OR DISCLOSED WITHOUT THE WRITTEN CONSENT OF THE ARCHITECT.

SITE PLAN FLOOR 1

PARKING MANAGEMENT PLAN

08.21.2018

EXHIBIT 1

**BDE**  
ARCHITECTURE

950 HOWARD STREET  
SAN FRANCISCO  
CA 94103  
P. (415) 677-0966  
CLIENT

**MAXIMUS**  
CONSULTANT

**899 ALVARADO**  
ALVARADO STREET & ANTONIO STREET  
SAN LEANDRO, CA



Antonio & Alvarado - ENTIRE SITE  
UNIT AND AREA SUMMARY: Unit Measured Centerline Corridor, Demising, and Exterior

|   |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
|---|------------------|--------------|-----|-----|-----|-----|-----|-----|-------|------|-----------------------|--|--|
| Date 08/10/18                           |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| CONSTRUCTION TYPE: IIIA / VA            |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| FLOORS: 5 WOOD / 4 WOOD OVER 2 CONCRETE |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| Unit Type                               | Unit Rentable SF | Floor Levels | 1ST | 2ND | 3RD | 4TH | 5TH | 6TH | Total | Unit | Rentable Area by Type |  |  |
| STUDIO                                  | S1.0             | 440          |     |     |     |     |     |     | 127   |      | 55,880                |  |  |
|   | S1.1**           | 440          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 440                   |  |  |
|   | S1.2**           | 440          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 440                   |  |  |
|   |                  |              |     |     |     |     |     |     | 129   | 19%  |                       |  |  |
| 1 BEDROOM SM                            | A1.0             | 607          |     | 0   | 15  | 21  | 23  | 23  | 105   |      | 63,735                |  |  |
|   | A1.1**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   | A1.2**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   | A1.3**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   | A1.4**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   | A1.5**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   | A1.6**           | 607          | 1   | 0   | 0   | 0   | 0   | 0   | 1     |      | 607                   |  |  |
|   |                  |              |     |     |     |     |     |     | 111   | 16%  |                       |  |  |
| 1 BEDROOM                               | A2.0             | 667          |     | 0   | 3   | 3   | 4   | 4   | 0     | 14   | 9,338                 |  |  |
|   | A2.1             | 734          |     | 0   | 3   | 6   | 6   | 6   | 5     | 26   | 19,084                |  |  |
|   | A2.2             | 656          |     | 0   | 5   | 5   | 6   | 4   | 0     | 20   | 13,120                |  |  |
|   | A2.3*            | 616          |     | 0   | 3   | 3   | 3   | 3   | 1     | 13   | 8,008                 |  |  |
|   | A2.4**           | 616          | 1   | 0   | 0   | 0   | 0   | 0   | 0     | 1    | 616                   |  |  |
|   | A3.0             | 793          |     | 0   | 9   | 11  | 11  | 11  | 7     | 49   | 38,857                |  |  |
|   | A3.1             | 793          |     | 0   | 11  | 12  | 12  | 12  | 8     | 55   | 43,615                |  |  |
|   | A4.0             | 752          |     | 0   | 3   | 0   | 0   | 0   | 0     | 3    | 2,256                 |  |  |
|   | A4.1             | 673          |     | 0   | 1   | 0   | 0   | 0   | 0     | 1    | 673                   |  |  |
|   | A5.0             | 658          |     | 0   | 0   | 1   | 1   | 1   | 1     | 4    | 2,632                 |  |  |
|   | A6.0             | 750          |     | 0   | 1   | 1   | 1   | 1   | 1     | 5    | 3,750                 |  |  |
|   |                  |              |     |     |     |     |     |     | 191   | 28%  |                       |  |  |
| 2 BEDROOM SM                            | B1.0             | 758          |     | 0   | 3   | 4   | 4   | 4   | 4     | 19   | 14,402                |  |  |
|   | B1.1             | 771          |     | 0   | 3   | 3   | 3   | 3   | 3     | 15   | 11,565                |  |  |
|   | B1.2             | 783          |     | 0   | 3   | 3   | 3   | 3   | 3     | 15   | 11,745                |  |  |
|   | B1.3             | 734          |     | 0   | 6   | 6   | 6   | 6   | 5     | 29   | 21,286                |  |  |
|   |                  |              |     |     |     |     |     |     | 78    | 11%  |                       |  |  |
| 2 BEDROOM                               | B2.0             | 976          |     | 0   | 4   | 5   | 5   | 5   | 0     | 19   | 18,544                |  |  |
|   | B2.1             | 1,074        |     | 0   | 0   | 3   | 3   | 3   | 3     | 12   | 12,888                |  |  |
|   | B2.2             | 966          |     | 0   | 7   | 7   | 7   | 7   | 2     | 30   | 28,980                |  |  |
|   | B2.3             | 929          |     | 0   | 14  | 15  | 15  | 15  | 6     | 65   | 60,385                |  |  |
|   | B2.4**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   | B2.5**           | 976          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 976                   |  |  |
|   | B2.6**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   | B2.7**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   | B2.8**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   | B2.9**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   | B2.10**          | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|   |                  |              |     |     |     |     |     |     | 133   | 19%  |                       |  |  |
| 3 BEDROOM                               | C1.0             | 1,055        |     | 0   | 7   | 8   | 8   | 8   | 4     | 35   | 36,925                |  |  |
|   | C1.1**           | 1,055        |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 1,055                 |  |  |
|   | C1.2**           | 1,055        |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 1,055                 |  |  |
|   | C2.0             | 1,365        |     | 0   | 1   | 1   | 1   | 1   | 0     | 4    | 5,460                 |  |  |
|   | C2.1             | 1,355        |     | 0   | 1   | 1   | 1   | 1   | 0     | 4    | 5,420                 |  |  |
|   |                  |              |     |     |     |     |     |     | 45    | 7%   |                       |  |  |

|       |     |    |     |     |     |     |    |     |      |
|-------|-----|----|-----|-----|-----|-----|----|-----|------|
| Total | 731 | 18 | 129 | 148 | 152 | 149 | 91 | 687 | 100% |
|-------|-----|----|-----|-----|-----|-----|----|-----|------|

|   |         |         |         |         |         |         |        |         |
|---|---------|---------|---------|---------|---------|---------|--------|---------|
| Rentable Residential by floor (not incl. decks) |         | 13,798  | 94,532  | 108,744 | 111,281 | 109,529 | 64,462 | 502,346 |
| Gross Residential (corridors, stairs, etc.)     | 1,577   | 4,560   | 14,497  | 17,652  | 16,957  | 17,326  | 10,948 | 83,547  |
| Lobby/Leasing/Mail                              |         | 6,840   |         |         |         |         |        | 6,840   |
| Private Dining                                  |         |         | 1,736   |         |         |         |        | 1,736   |
| Lounge/Library                                  |         |         | 7,390   |         |         |         |        | 7,390   |
| Bike Lounge                                     |         | 3,358   |         |         |         |         |        | 3,358   |
| Fitness   |         |         | 4,500   |         |         |         |        | 4,500   |
| Café  |         | 550     |         |         |         |         |        | 550     |
| Amenity/DIY/Dog Wash                            |         | 2,558   |         |         |         |         |        | 2,558   |
| Garage/Utilities (incl. storage, etc.)          | 181,345 | 132,843 | 2,110   | 1,580   | 1,580   | 1,580   | 847    | 319,194 |
| Total Gross                                     | 180,231 | 164,507 | 124,765 | 127,976 | 129,818 | 128,435 | 76,257 | 931,989 |

|                                 |     |     |  |  |  |  |  |     |
|---------------------------------|-----|-----|--|--|--|--|--|-----|
| Total Parking Provided          |     |     |  |  |  |  |  |     |
| Standard (8'-6" x 18'-6")       | 435 | 205 |  |  |  |  |  | 640 |
| Compact (8'-0" x 18'-6")        | 16  | 11  |  |  |  |  |  | 27  |
| ADA (2%)                        | 0   | 14  |  |  |  |  |  | 14  |
| Van                             | 0   | 3   |  |  |  |  |  | 3   |
| Electric Vehicle (3%)           | 0   | 33  |  |  |  |  |  | 33  |
| Sub-Total                       | 451 | 266 |  |  |  |  |  | 717 |
| Tandem                          |     |     |  |  |  |  |  |     |
| Sub-total (Residential Parking) | 97  | 33  |  |  |  |  |  | 130 |
| Visitor Parking                 |     |     |  |  |  |  |  |     |
| Visitor ADA                     | 0   | 2   |  |  |  |  |  | 2   |
| Leasing                         | 0   | 8   |  |  |  |  |  | 8   |
| Employee Standard               | 0   | 8   |  |  |  |  |  | 8   |
| Employee EV                     | 0   | 1   |  |  |  |  |  | 1   |
| Café Parking                    | 0   | 6   |  |  |  |  |  | 6   |
| Lola Street Parking             | 0   | 10  |  |  |  |  |  | 10  |
| Total                           | 0   | 45  |  |  |  |  |  | 45  |
| Total Site Parking              | 548 | 344 |  |  |  |  |  | 892 |

|  |     |     |  |  |  |  |  |     |
|--|-----|-----|--|--|--|--|--|-----|
| Parking Provided (Per City Requirements) |     |     |  |  |  |  |  |     |
| 1:1 Parking Ratio (per City requirement) |     |     |  |  |  |  |  | 687 |
| 1:1.25 Parking Ratio                     |     |     |  |  |  |  |  | 859 |
| Standard (8'-6" x 18'-6")                | 435 | 205 |  |  |  |  |  | 640 |
| ADA (2%)                                 | 0   | 14  |  |  |  |  |  | 14  |
| Van                                      | 0   | 3   |  |  |  |  |  | 3   |
| Electric Vehicle (3%)                    | 0   | 33  |  |  |  |  |  | 33  |
| Total Parking (per City requirement)     | 435 | 255 |  |  |  |  |  | 690 |

|                 |  |     |     |  |  |  |  |     |
|-----------------|--|-----|-----|--|--|--|--|-----|
| Storage Lockers |  | 233 | 18  |  |  |  |  | 251 |
| Bike Parking    |  |     | 520 |  |  |  |  | 520 |

Antonio & Alvarado - BUILDING A  
UNIT AND AREA SUMMARY: Unit Measured Centerline Corridor, Demising, and Exterior

|                                |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
|--------------------------------|------------------|--------------|-----|-----|-----|-----|-----|-----|-------|------|-----------------------|--|--|
| Date 08/10/18                  |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| CONSTRUCTION TYPE: IIIA        |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| FLOORS: 5 WOOD OVER 2 CONCRETE |                  |              |     |     |     |     |     |     |       |      |                       |  |  |
| Unit Type                      | Unit Rentable SF | Floor Levels | 1ST | 2ND | 3RD | 4TH | 5TH | 6TH | Total | Unit | Rentable Area by Type |  |  |
| STUDIO                         | S1.0             | 440          |     | 0   | 12  | 15  | 15  | 15  | 72    |      | 31,680                |  |  |
|                                | S1.1**           | 440          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 440                   |  |  |
|                                | S1.2**           | 440          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 440                   |  |  |
|                                |                  |              |     |     |     |     |     |     | 74    | 16%  |                       |  |  |
| 1 BEDROOM SM                   | A1.0             | 607          |     | 0   | 15  | 21  | 23  | 23  | 105   |      | 63,735                |  |  |
|                                | A1.1**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                | A1.2**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                | A1.3**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                | A1.4**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                | A1.5**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                | A1.6**           | 607          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 607                   |  |  |
|                                |                  |              |     |     |     |     |     |     | 111   | 24%  |                       |  |  |
| 1 BEDROOM                      | A2.0             | 667          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                | A2.1             | 734          |     | 0   | 3   | 6   | 6   | 6   | 5     | 26   | 19,084                |  |  |
|                                | A2.2             | 656          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                | A2.3*            | 616          |     | 0   | 1   | 1   | 1   | 1   | 1     | 5    | 3,080                 |  |  |
|                                | A2.4**           | 616          |     | 1   | 0   | 0   | 0   | 0   | 0     | 0    | 616                   |  |  |
|                                | A3.0             | 793          |     | 0   | 5   | 7   | 7   | 7   | 7     | 33   | 26,169                |  |  |
|                                | A3.1             | 793          |     | 0   | 7   | 8   | 8   | 8   | 8     | 39   | 30,927                |  |  |
|                                | A4.0             | 752          |     | 0   | 3   | 0   | 0   | 0   | 0     | 3    | 2,256                 |  |  |
|                                | A4.1             | 673          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 673                   |  |  |
|                                | A5.0             | 658          |     | 0   | 0   | 1   | 1   | 1   | 1     | 4    | 2,632                 |  |  |
|                                | A6.0             | 750          |     | 0   | 1   | 1   | 1   | 1   | 1     | 5    | 3,750                 |  |  |
|                                |                  |              |     |     |     |     |     |     | 116   | 25%  |                       |  |  |
| 2 BEDROOM SM                   | B1.0             | 758          |     | 0   | 3   | 4   | 4   | 4   | 4     | 19   | 14,402                |  |  |
|                                | B1.1             | 771          |     | 0   | 3   | 3   | 3   | 3   | 3     | 15   | 11,565                |  |  |
|                                | B1.2             | 783          |     | 0   | 3   | 3   | 3   | 3   | 3     | 15   | 11,745                |  |  |
|                                | B1.3             | 734          |     | 0   | 6   | 6   | 6   | 6   | 5     | 29   | 21,286                |  |  |
|                                |                  |              |     |     |     |     |     |     | 78    | 17%  |                       |  |  |
| 2 BEDROOM                      | B2.0             | 976          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                | B2.1             | 1,074        |     | 0   | 0   | 3   | 3   | 3   | 3     | 12   | 12,888                |  |  |
|                                | B2.2             | 966          |     | 0   | 3   | 3   | 3   | 3   | 2     | 14   | 13,524                |  |  |
|                                | B2.3*            | 929          |     | 0   | 5   | 6   | 6   | 6   | 6     | 29   | 26,941                |  |  |
|                                | B2.4**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|                                | B2.5**           | 976          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 976                   |  |  |
|                                | B2.6**           | 929          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 929                   |  |  |
|                                | B2.7**           | 929          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 929                   |  |  |
|                                | B2.8**           | 929          |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 929                   |  |  |
|                                | B2.9**           | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|                                | B2.10**          | 929          |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 929                   |  |  |
|                                |                  |              |     |     |     |     |     |     | 59    | 13%  |                       |  |  |
| 3 BEDROOM                      | C1.0             | 1,055        |     | 0   | 3   | 4   | 4   | 4   | 4     | 19   | 20,045                |  |  |
|                                | C1.1**           | 1,055        |     | 1   | 0   | 0   | 0   | 0   | 0     | 1    | 1,055                 |  |  |
|                                | C1.2**           | 1,055        |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                | C2.0             | 1,365        |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                | C2.1             | 1,355        |     | 0   | 0   | 0   | 0   | 0   | 0     | 0    | 0                     |  |  |
|                                |                  |              |     |     |     |     |     |     | 20    | 4%   |                       |  |  |

|       |     |    |    |    |    |    |    |     |      |
|-------|-----|----|----|----|----|----|----|-----|------|
| Total | 711 | 14 | 73 | 92 | 94 | 94 | 91 | 458 | 100% |
|-------|-----|----|----|----|----|----|----|-----|------|

|   |         |         |        |        |        |        |        |         |
|---|---------|---------|--------|--------|--------|--------|--------|---------|
| Rentable Residential by floor (not incl. decks) |         | 9,909   | 51,773 | 65,682 | 66,896 | 66,896 | 64,462 | 325,618 |
| Gross Residential (corridors, stairs, etc.)     | 1,577   | 3,170   | 8,895  | 10,926 | 10,543 | 10,543 | 10,948 | 56,602  |
| Lobby/Parcel                                    |         | 3,032   |        |        |        |        |        | 3,032   |
| Private Dining                                  |         |         | 1,736  |        |        |        |        | 1,736   |
| Lounge/Library                                  |         |         | 7,390  |        |        |        |        | 7,390   |
| Fitness   |         |         | 4,500  |        |        |        |        | 4,500   |
| Kite Lounge                                     |         | 1,960   |        |        |        |        |        | 1,960   |
| Amenity/DIV/Dog Wash                            |         | 2,558   |        |        |        |        |        | 2,558   |
| Cafe  |         | 550     |        |        |        |        |        | 550     |
| Garage/Utilities (incl. storage, etc.)          |         | 178,654 | 77,659 | 847    | 847    | 847    | 847    | 260,548 |
| Total Gross                                     | 180,231 | 98,838  | 75,141 | 77,455 | 78,286 | 78,286 | 76,257 | 664,494 |