File #: 17-343, **Version:** 1

PLN16-0067; Modification of a Planned Development and Site Plan Review, to permit construction of a seven-story mixed-use residential building, including 13,000 square feet of office on the ground floor and 197 units of multi-family residences on the 3.13-acre southern portion of the San Leandro Technology Campus (SLTC), 601 Parrott Street (to Thornton Avenue to the south). Assessor's Parcel Number 75-47-57-2; Westlake Development Partners, LLC (applicant and property owner).

SUMMARY AND RECOMMENDATION

On April 7, 2014, the City Council approved the San Leandro Tech Campus (PLN2013-00045), a Planned Development and Site Plan Review to develop a three phased office/technology campus with up to a maximum of 500,000 square feet of office and other related uses located in multiple buildings on the seven acre project site west of the BART station and owned by Westlake Development Partners, LLC (Westlake). The project is being revised to include a residential component. The City Council approval conditioned that any future residential or housing in the project would require Planning Commission and City Council approval.

The proposed mixed-use residential project complies with the Zoning Code and the City's Downtown TOD Strategy. The proposed project provides needed new housing supply in the City and helps the City to meet its State Regional Housing Needs Allocation Housing goals, particularly for market rate housing, under its Housing Element.

Staff recommends that the Planning Commission recommend to the City Council to approve the proposed project by making the following actions:

A. Adoption of findings that the proposed project is consistent with the assumptions for the project site as presented in the Downtown TOD Strategy EIR and that the proposed project does not result in any new or significant impacts or increase the severity of any significant impacts identified in the Environmental Impact Report prepared for the TOD Strategy. As a result, no further environmental analysis is required;

B. Adoption of the recommended Findings of Fact to approve Planned Development and Site Plan Review, PLN16-0067; and

C. Adoption of the Resolution Recommending Approval of the Planned Development and Site Plan Review, PLN16-0067, subject to the Recommended Conditions of Approval.

APPLICANT'S SUPPORTING STATEMENT

See the left margin of Exhibit C - Project Data.

RELATIONSHIP TO SURROUNDING AREA

The project is located between Parrot Street and Thornton Street, between the existing UPRR/Amtrak railroad track to the west and elevated BART tracks to the east. Across Parrott Street to the north will be the SLTC six-level parking structure and across Thornton Street to the south are various industrial uses in single-story warehouses including auto repair, sausage manufacturer and a lighting consultant/contractor. See Exhibits E and F to see for existing site conditions.

BACKGROUND

In 2007, the San Leandro Planning Commission and City Council approved “The San Leandro Crossings,” a mixed-use development proposal that permitted up to 500 housing units on the vacant and former Del Monte cannery property with 100 units to be developed as affordable housing by BRIDGE Housing Corporation (BRIDGE). However, due to the economic downturn and consequent delays, Westlake was unable to move forward with the proposed residential masterplan project and eventually assigned BRIDGE its entitlement to develop a 200 unit multi-family residential project on the BART parking lot on San Leandro Boulevard (now called Marea Alta). Marea Alta Phase 1 (115 affordable rental units, underground resident and BART parking and a proposed ground floor childcare center) is near full occupancy and Phase 2 (85 units of affordable senior rental housing) is anticipated to begin construction in Summer 2017.

In 2014, Westlake revised its plan for its seven acre vacant lot to develop a 340,000-500,000 square foot Technology Campus to create opportunities for the creation of a unique “workplace district” in Downtown San Leandro for more than 1,600 new employees. The office buildings provide state-of-the-art new construction and an opportunity to attract and retain high tech companies, such as OSIsoft, that can benefit from the high-speed broadband capability created by Lit San Leandro. The SLTC was found to be consistent with the goals of the City’s TOD Strategy by creating hundreds of well-paid jobs within walking distance of Downtown, adding new customers for Downtown businesses and transforming the underutilized site into an important revenue source for the City. The six story and approximately 131,000 square foot Phase 1 office building was completed in and occupied by OSIsoft in 2016, along with a 785 space parking structure and the acclaimed Truth is Beauty sculpture. The six story Phase 2 office building and expansion of the parking garage is now under construction.

The 2014 City Council approval of a Planned Development, Site Plan Review and development agreement did not include any residential component. The City Council conditioned that any future residential or housing in the project would require Planning Commission and City Council approval to modify the Planned Development and Site Plan Review. Thus, staff is presenting for your consideration tonight the application referenced above.

The mixed use residential proposal under consideration tonight would be at the southern portion of the SLTC site and take the place of 88 surface parking spaces in the original Planned Development and Site Plan Review permit approved in April 2014. Nearly 85 spaces will be included in the ground level of the proposed building.

DETAILS OF THE PROPOSAL

Site Plan

The site extends 307 feet, six inches North-South between Parrot Street and Thornton Street and varies in depth East-West between 118 feet, six inches at the North End and 133 feet, 10 inches at the South End (see Exhibits K, L, M; Parcel Plan, Site Plan, Ground Level Plan, respectively). Parrott Street will terminate in a new pedestrian and vehicular plaza connecting the residential building with the Phase II garage, which provides a portion of the residential parking and will be constructed concurrently. The main pedestrian entry to the residential building will face the plaza, and spanning across the plaza will be a pedestrian bridge linking Level 2 of the residential building with upper levels of the garage. Located on the eastern side of the site is a non-operating railroad right-of-way and located on the western side is the Union Pacific railroad for the Amtrak mainline.

The subject property has a narrow unusual shape that the mixed-use residential building would fit in. The building foot print would comprise approximately 36,600 square feet. The proposed building would have zero setback on Parrott Street, which will have sidewalk area (6 to 16 feet) and 4 to 5 feet setback on Thornton Street from the right-of way/property line. The Parrott Street sidewalk accommodates sidewalk and tree wells on the north side of the building. The Thornton Street setback accommodates sidewalk; the landscaping including trees would be in a parkway strip contiguous to the street curb. The eastern side setback varies from 4 to 28 feet from the property line (the 4 to 6 foot setback is along the north eastern edge of the footprint; the 28 foot setback accommodates a 20 foot emergency vehicle lane (EVA). Outside the notched area that is on the eastern edge will be landscaping with seating areas. The BART tracks are approximately 80 feet away from the building. The western side setback is a continual seven feet to provide pedestrian access to utility room doors facing west and for emergency response personnel.

Parrott Street would be the main entry to the apartment's lobby, leasing offices, and common areas including a meeting room, mail room, dog washing room, and bicycle parking room. Thornton Street would be the main entry to the commercial office space and the driveway opening to the parking garage, trash enclosure, various utility rooms, and EVA for the aerial fire apparatus. Clearance is also provided for truck access to neighboring manufacturing uses on Thornton Street.

Level 1

The ground level includes the main lobby for the apartments on the north end, 13,000 square feet commercial office space that faces the south end, and 13,800 square feet vehicle parking garage. This level also includes other building amenities and necessary utilities: bicycle parking, closets and rooms for electrical, fire pump, generator, and trash and recyclables. There would be 100 indoor bicycle parking spaces provided on this level for convenient access to the future East Bay Greenway on the east side of the subject property and to Parrott Street. Please see Exhibit C - Project Data to see an inventory table that lists the floor area of the various spaces and rooms in Level 1 and all the other levels.

Parking

The parking garage will have 85 parking spaces in the ground floor of the residential building and utilize 'quad puzzle lifts' or automated four level vehicle parking lifts (see Exhibit BB - Quad Puzzle Lifts). Six ground spaces can provide 22 parking spaces on the lift and three ground spaces can provide 11 spaces on the lift. There would be three 22 space lifts, one 11 space lift and eight spaces at grade without any lift. The lifts would be installed in a six feet, five inch pit so that the four level car

lifts can fit within the 21 feet to the podium level (see Exhibit AA - Sections).

An additional 144 spaces will be provided in the adjacent Phase II office garage, accessible both from grade and the pedestrian bridge on Level 2 linking the two structures. The proposed parking is explained on Exhibit CC - SLTC Garage Existing and Phase II Ground Level and Exhibit DD - SLTC Garage Phase II Level 3 and 4. There would be 26 spaces available for the commercial office use on the ground floor and 118 spaces in the Phase II parking structure Level 3 and 4.

The 229 spaces described above adequately satisfy the parking requirement for the proposed project which is 223 required spaces (Zoning Code Section 4-1704). In the DA Zoning District, the commercial office parking requirement is two spaces per 1,000 square feet (26 spaces required) and multi-family residential adjacent to BART is one space per unit (197 spaces required).

Level 2

Level 2 sits on top of the podium and comprises 31 residential units, a clubroom and fitness room for residents, a 2,200 square foot Courtyard A and a 745 square foot Courtyard B (see Exhibit N - Level 2 Plan). The club will be a lounge-type space where residents can gather for a private or reserved event. It would be appointed with a kitchen/bar, televisions, seating, work and video game stations.

Levels 3 to 7

Level 3 comprises 31 units and the mezzanine level in the fitness room (see Exhibits O to S for Level 3 to 7 Plans). Levels 4 to 6 are similar plans and each comprise 34 residential units. Level 7 comprises 33 units and an outdoor deck and clubroom at the northeastern corner of the building. Although it is not on the roof level, it is labeled as ‘Roof Deck’ on the exhibit.

Floor Plans - Mix of Units

The proposal has 42 studios, 114 one-bedroom units, and 41 two-bedroom units (see Exhibit C - Project Data). There would be eight studio unit types ranging from 472 square feet to 697 square feet, averaging 536 square feet; 11 one-bedroom unit types ranging from 652 square feet to 785 square feet, averaging 734 square feet; and 41 two-bedroom unit types ranging from 1,054 square feet to 1,337 square feet, averaging 1,156 square feet.

Density

The 197 unit project on the 3.13 acre site equates to a density of 63 units per acre. This conforms to the DA-6 District minimum density requirement of 60 units per acre.

Building Design and Architecture

Similar to the SLTC office buildings, the proposed mixed-use residential building will have a prominent presence due to its height and its modern architectural design that is complementary to the SLTC design. (See Exhibits H, I, J - Renderings looking Southeast, Northeast, and Southwest, respectively; and U, V, W, X - Elevations East, South, West and North, respectively). The highest level of the building’s roof line would be 86-feet, two-inches to the parapet and 93-feet, eight-inches

to the tallest level at the top of the elevator penthouse (see Exhibits U through X). The ground floor is 21 feet to the podium. This creates large volume spaces in the offices and accommodates the quad puzzle lifts in the parking garage. Each residential floor above the podium would be 10-feet, six-inches. [Note: Exhibits U - AA use the North American Vertical Datum of 1988 (NAVD 88). This is the vertical control datum of orthometric height established for vertical control surveying in the United States based upon the General Adjustment of the North American Datum of 1988. This report summarizes the actual heights as cited above].

As shown in the exhibits listed previously there are many features and treatments of the architectural design that add to the aesthetics, articulation, and modern appearance. There is an extensive and distinctive use of materials, finishes and colors for visual interest, varying wall planes and roof lines, and use of canopies to creates shadows. All of these elements combine to prevent any appearance of monotony in the design. Below is a summary of notable features of the building architecture on Exhibits U-Z.

- The gray façade planes will be cementitious panels with dark aluminum framed windows of varying sizes.
- The white, light gray and yellow exterior wall planes will be scored cement plaster (stucco) with light framed vinyl clad windows.
- The dark gray horizontal recessed wall planes on the Thornton and Parrott Street elevations will be cement plank siding.
- The northeast corner elevation facing Parrott Street will be an aluminum window wall from Level 2 to Level 7.
- The outdoor courtyards will have large plate glass perimeter rails
- The ground floor commercial office and the main entry to the apartment lobby and leasing offices will be treated with metal awnings overhead and large and tall storefront windows and metal framing.
- The ground floor along the west edge will have green walls where vegetation will be trained to climb it.

STAFF ANALYSIS

DA-6 Downtown Area Zoning Requirements

In the current 2035 General Plan, the subject property is designated Transit-Oriented Development Mixed Use (MUTOD). The purpose of this designation is to provide for a mix of high-intensity land uses that capitalize on proximity to the San Leandro BART station. This designation maximizes the potential for transit-oriented infill development.

In September 2016, the Zoning Map for the area near BART was rezoned, including the adjacent SLTC site. The SLTC zoning went from DA-5(S) Downtown Area-5, Special Overlay District and PS (S) Public and Semipublic, Special Overlay District, to DA-6 District Area-6 District. The purpose of the DA-6 District is to implement specific provisions of the Downtown TOD Strategy by clustering office uses in the vicinity of Davis Street and San Leandro Boulevard that will benefit from visibility from these streets and the nearby BART station. Off-site and shared parking is encouraged. The proposed mixed-use residential project is a permitted use (Z.C.S. 2-646 A. 11.) in the DA-6 District. This Zoning Code section provides that mixed-use residential with ground floor retail or office on lots

greater than 10,000 square feet have a minimum density of 60 dwelling units per acre and no maximum density. There is 13,000 square feet of speculative office space on the ground floor and the multi-family residential density is 63 units per acre (197 units on 3.13 acres). The project provides in-fill housing that is within walking distance to downtown retail services, AC Transit and BART transit stops, and nearby office buildings including the SLTC buildings.

For mixed-use residential buildings, the front setback shall not exceed 10 feet (Z.C.S. 2-680 F. 2. c.) and side yards are permitted to be zero (Z.C.S. 2-680). The project as designed conforms to this section with zero setback permitted along Parrott Street and four- to five-feet along Thornton Street. The two side yards maintain clearance and were not designed to go to the property line to maintain access along these edges.

The building height in the DA-6 District is typically 75 feet maximum, however there is consideration per the TOD Strategy at certain locations for taller height limits (Z.C.S. 2-682). The TOD Strategy indicates that there is no height limit for this project site bound by Parrott Street, railroad right-of-ways, and Thornton Street because the location is not adjacent to any existing development or uses (i.e., residences). The site has the SLTC to the north, existing industrial usage to the south, and railroad right-of-ways to the east. The nearest residences are 300 feet away to the east and 400 feet away to the west. Therefore, the 86- to 94-foot tall seven-story building may be approved as it is not expected to create a negative visual impact to adjacent or nearby development.

The maximum permitted FAR is 5.0 when the project is site adjacent to the BART Station (Z.C.S. 2-686 B. 2.). This project FAR is 1.62, well below the maximum.

The proposed mixed-use residential development does not affect the previously approved SLTC site plan and design. The Phase I parking structure contains 785 spaces and the future Phase II parking structure contiguous to the south will have 560 spaces. The completed parking structure will have 1,345 total spaces. The designation of 144 vehicle spaces required for the new mixed-use residential building would still provide 1,201 spaces for the SLTC office buildings. In the event the SLTC buildout is 400,000 square feet, this would still provide 3 spaces per 1,000 square feet of office space, which exceeds the Zoning Code requirement of 2 spaces per 1,000 square feet, but was mutually agreed upon in the existing development agreement between the City and Westlake.

Site Plan Review

Per Z.C.S. 2-698 D., projects subject to Site Plan Review shall include amenities and design criteria that enhance the quality of residents' living or the appearance of the project. Projects are required to include at least seven (7) listed amenities. Amenities provided to support this project include:

- Open space. Although the site is challenged by noise impacts from the elevated BART track and railroad so that there are no private decks and balconies, the project plans include a 5,000 square foot outdoor open space at grade level off of the subject property in the northeast edge of the building.

- Common areas that are not private balconies. The plan includes a: 2,200 square foot outdoor Courtyard A and a 745 square foot Courtyard B for resident use on the podium (Level 2). In addition, there would be a 750 square foot roof deck on Level 7. Courtyard A and the roof deck

each include a club room equipped with a kitchen/bar, television, work and video game stations, and seating.

- Tenant activity area. Along with the club rooms, there will be a fitness center with a mezzanine level adjacent to Courtyard A. The roof deck will be equipped with a gas barbeque. Moreover, the residents are provided a dog wash area in the ground floor lobby area.

- Use of solar energy in the design of the building. The roof is designed so that this project is solar ready (see Exhibit T - Roof Plan).

- Use of three or more colors. As illustrated in the exhibits, the project design will use more than three colors with its extensive palette of materials and painted surfaces.

- Use of three or more materials on the façade. As illustrated in the exhibits, the project design will use more than three materials for its façade including cementitious panels, cement plaster, plank siding, and aluminum window walls.

- Practical usable furniture in common areas. As shown on Exhibit SS - On-Structure Courtyard Elements, there will be a variety of usable furniture (i.e., tables and chairs) for the courtyards and roof deck.

- Bicycle lockers. Secured parking for at least 100 bicycles will be provided in the ground level. It is in a location that gives convenient access to the future East Bay Greenway as well as to Parrott Street.

- Bay windows. Although there are no bay windows in the project, the articulated elevations with the projecting and recessed wall planes for the street facing elevations mirror the aesthetics and articulation that bay windows would provide.

Public Review Process

Although the project is a permitted use and compliant with the DA-6 Zoning Code requirements, the previous planning approval by the City Council in April 2014 did not include any residential component. More importantly, the City Council determined that any residential use on the SLTC site would require a modification of the Planned Development and the Site Plan Review. The Planned Development and Site Plan Review provide a mechanism for the City to ensure the added development project will be compatible with the underlying zoning and General Plan by application of careful and imaginative treatment; ensure orderly and thorough planning that will result in high-quality urban design; and that the new development would not be detrimental to the surrounding area. This requires public review by the City's Planning Commission and the City Council.

Engineering and Transportation Department

The Traffic Study (Study) for the proposed project prepared by Kimley Horn, dated February 23, 2017, identified several impacts and recommended corresponding mitigation measures. First, the Study identified an impact at the intersection of Thornton Street and San Leandro Boulevard. A recommended condition of approval is that the Developer construct a traffic signal at the intersection

of Thornton Street and San Leandro Boulevard per the Study. The new signal must be interconnected with the nearby signals along San Leandro Boulevard.

In addition, the Study identified an impact at the intersection of Parrott Street and San Leandro Boulevard. A recommended condition of approval is that the Developer re-stripe eastbound Parrott Street to have an eastbound left turn lane and a shared eastbound through and right turn lane per the Study. This will require the roadway be widened to accommodate the third traffic lane for fire equipment to make the southbound right turn movement from San Leandro Boulevard, and will require modifications to the existing traffic signal. Any modifications to the intersection will requiree prior approval from the City Engineer. Moreover, the recommended condition requires the Developer to re-stripe westbound Parrott Street to have a westbound left turn lane and a shared westbound through and right turn lane per the Study. This will require modifications to the existing traffic signal.

Impact fees are provided and listed in the recommended conditions of approval.

General Plan Conformance

The property is designated Transit-Oriented Mixed Use in the City's General Plan Land Use Map. The purpose of this designation is to provide for a mix of high-intensity land uses that capitalize on proximity to the San Leandro BART station. This designation maximizes the potential for transit-oriented infill development and achieves compatible transitions to adjacent residential districts through design standards and zoning. The proposed mixed-use residential project is consistent with the City of San Leandro General Plan for this land use designation. In addition, the following General Plan goals and policies will apply (note: LU- Land Use; ED-Economic Development):

GOAL LU-2. Preserve and enhance the distinct identities of San Leandro neighborhoods

> Policy LU-2.7 Location of Future Multi-Family Development. Concentrate new multi-family development in the areas near the BART Stations and along major transit corridors.
>
> Policy LU-2.8 Alterations, Additions, and Infill. Ensure that alterations, additions and infill development are compatible with existing homes and maintain aesthetically pleasing neighborhoods.

GOAL LU-3. Provide housing opportunities and improve economic access to housing for all segments of the community.

> Policy LU-3.1 Mix of Unit Types. Encourage a mix of residential development types in the city, including single family homes on a variety of lot sizes, as well as townhomes, row houses, live-work units, planned unit developments, garden apartments and medium to high density multi-family housing.
>
> Policy LU-3.4 Promotion of Infill. Encourage infill development on vacant or underused sites within residential and commercial areas.
>
> Policy LU-3.5 Mixed Use on Transit Corridors. Encourage mixed use projects containing ground floor retail and upper floor residential uses along major transit corridors. Such development should be pedestrian-oriented, respect the scale and character of the

surrounding neighborhood, and incorporate architectural themes that enhance the identity of adjacent commercial districts.

GOAL LU-6. Foster the development of Downtown San Leandro as a vibrant pedestrian oriented destination that is the civic and social heart of the City.

Policy LU 6.1 Downtown Plans. In accordance with the adopted Downtown Plan and Urban Design Guidelines and the Downtown San Leandro Transit Oriented Development Strategy, ensure that new downtown development is attractive and creates an image conducive to revitalization.

Policy LU-6.6 Downtown Housing Diversity. Encourage a mix of market-rate and affordable housing in the Downtown area, including ownership and rental housing at a variety of price points. Recognize the opportunity to make future Downtown housing more affordable by reducing accompanying transportation costs and making it more feasible to use transit, bicycles, bicycle and car-sharing, and other innovative modes of transportation as these become viable

Policy LU-6.7 BART Accessibility. Maintain and strengthen pedestrian, bicycle, and transit connections between the BART Station, Downtown, and nearby neighborhoods.

Policy LU-6.8 Pedestrian-Friendly Environment. Provide public and private improvements that create a safe, friendly, and comfortable environment for pedestrians and bicyclists in Downtown.

Policy LU-6.9 Urban Design. Promote quality Downtown architecture that is well articulated, enhances the pedestrian setting, preserves the City's architectural heritage, and fits in with the scale and texture of existing historic structures. Discourage "franchise architecture" that will detract from creating a unique and distinctive Downtown setting.

Action LU-6.9A Building Height. Generally maintain building heights of six stories or less in the area east of San Leandro Boulevard to respect the historic scale of development, and the integrity of Downtown San Leandro. Taller buildings are encouraged in the area west of the station.

Policy LU-6.11 Coordination. Fully involve and coordinate with local business owners, property owners, adjacent residents, and business organizations such as the Chamber of Commerce, San Leandro Improvement Association, and Downtown Association in all planning and development activities within the Downtown area.

Policy LU-6.13 BART Station Area Transit Village. Foster the development of the BART Station area as a mixed use "transit village," with a full complement of office, high-density residential, and retail uses, along with pedestrian plazas, open space, BART parking, and other transit facilities. Development in this area should include a balance of new housing, office, and retail use, oriented in a compact form to make it more feasible to walk and use transit for most trips.

Action LU-6.13.A: Parking Improvements. Complete the planned parking structures at Marea

Alta and the San Leandro Tech Campus, and retain spaces in these structures that are available for public use. Pursue opportunities for additional shared publicly available parking as a component of new private development in the station area.

Action LU-6.13.C BART Area Housing. Strongly encourage the development of high-density housing on vacant and underutilized land at the northern terminus of Alvarado Street, and along the San Leandro Boulevard corridor to the north and south of the BART station. The City should continue to require minimum densities in these areas to ensure that the opportunity for transit-oriented development is maximized.

Policy LU-6.14 Downtown Open Space. Develop a network of Downtown open spaces to serve the growing population and workforce. This network should include civic plazas, parks, a linear greenway along the former Union Pacific Railroad right-of-way (part of the East Bay Greenway), and a San Leandro Creek greenway along the northern edge of Downtown. In addition, streetscape improvements should include street trees and sidewalks that connect these spaces and increase greenery in the Downtown area.

GOAL ED-4. Create attractive, economically vibrant commercial areas that are easily accessible to San Leandro residents and employees.

Policy ED-4.5 Downtown San Leandro. Downtown San Leandro. Continue efforts to transform Downtown into a successful, pedestrian-oriented, mixed-use district with services and amenities for workers, residents, and visitors. Downtown should be the gathering place for the city, providing restaurants, cafes, and a wide range of retail stores and services in a walkable setting.

GOAL ED-5. Provide amenities that attract and retain businesses and encourage those working in San Leandro to also live in San Leandro.

Policy ED-5.1 Key Amenities. Support amenities that attract businesses and employees to the city, including a more vibrant downtown, walkable neighborhoods, better dining and entertainment options, quality education and public safety, and more diverse housing choices.

Policy ED-5.2 Housing Production. Substantially increase the production of a variety of housing types meeting the needs of persons at all income levels.

ENVIRONMENTAL REVIEW

Pursuant to CEQA Guidelines Section 15168(c)(4), the City used a written checklist to determine whether the environmental effects of the project's site-specific operations were evaluated in the Downtown San Leandro Transit-Oriented Development (TOD) Strategy EIR. Pursuant to CEQA Guidelines Section 15168(c)(2), the City evaluated whether further environmental review was required per the provisions of Section 15162(a). The City considered various technical studies prepared by environmental consultants hired by the City and the applicant (including a Geotechnical Investigation, Noise Report, and Traffic Impact Study). The proposed project will be consistent (see attached Consistency Memorandum) with the assumptions for the project site as presented in the City's General Plan and Zoning Code, and the project will not result in any new significant impacts or increase the severity of any significant impacts identified in the TOD Strategy EIR. Therefore, no

further environmental analysis is required.

PUBLIC OUTREACH

A legal advertisement noticing the public hearing was placed in the East Bay Times' Daily Review newspaper on June 2. Notices for the public hearing were mailed to the property owners and business owners within 500 feet of the subject property and to nearby homeowner associations including: Peralta Citizens, Peralta Creek Adobe, Pacific Plaza, Garden Terrace, Cherrywood, Camellia Court, Woodcreek, Best Manor, Farrelly Pond, Creekside, Estudillo, and Broadmoor. In addition, the Chamber of Commerce, San Leandro Improvement Association (SLIA), and Downtown Association were mailed a notice. Placards were posted on the utility poles adjacent to the property (Parrott Street, Thornton Street, and Alvarado Street) and on the SLTC property (OSIsoft building). At the time of this report there have been no comments received about the project.

ATTACHMENTS TO STAFF REPORT

Vicinity Map
Exhibit A - Project Title Sheet
Exhibit B - Project Index (Sheet G-1.0)
Exhibit C - Project Data (Sheet G-2.0)
Exhibit D - 2106 California Building Code Analysis (Sheet G-3.0)
Exhibit E - Vicinity Map (Sheet G-4.0)
Exhibit F - Site Photos/Exiting Conditions (Sheet G-4.1)
Exhibit G - SLTC Site Plan (Sheet G-4.2)
Exhibit H - Rendering Looking Southeast (Sheet G-5.0)
Exhibit I - Rendering Looking Northeast (Sheet G-5.1)
Exhibit J - Rendering Looking Southwest (Sheet G-5.2)
Exhibit K - Parcel Plan (Sheet A-1.0)
Exhibit L - Site Plan (Sheet A-1.1)
Exhibit M - Ground Level Plan Civil Engineering Overall Site Plan (Sheet A-1.2)
Exhibit N - Level 2 Plan (Sheet A-1.3)
Exhibit O - Level 3 Plan (Sheet A-1.4)
Exhibit P - Level 4 Plan (Sheet A-1.5)
Exhibit Q - Level 5 Plan (Sheet A-1.6)
Exhibit R- Level 6 Plan (Sheet A-1.7)
Exhibit S - Level 7 Plan (Sheet A-1.8)
Exhibit T - Roof Plan (Sheet A-1.9)
Exhibit U -East Elevation (Sheet A-2.0)
Exhibit V - South Elevation (Sheet A-2.1)
Exhibit W - West Elevation (Sheet A-2.2)
Exhibit X - North Elevation (Sheet A-2.3)
Exhibit Y - Courtyard A - Elevation (Sheet A-2.4)
Exhibit Z - Courtyard B - Elevation (Sheet A-2.5)
Exhibit AA - Sections (Sheet A-3.0)
Exhibit BB - Quad Puzzle Lifts (Sheet A-4.0)
Exhibit CC - SLTC Garage Existing and Phase 2 Ground Level (Sheet A-4.1)
Exhibit DD - SLTC Garage Phase 2, Levels 3 and 4 (Sheet A-4.2)
Exhibit EE - Civil Engineering Title Sheet (Sheet C-1.0)

Exhibit FF - Grading and Drainage Plan (Sheet C-2.0)
Exhibit GG - Grading and Drainage Plan (Sheet C-2.1)
Exhibit HH - Site Sections (Sheet C-2.2)
Exhibit II - Site Sections (Sheet C-2.3)
Exhibit JJ - Site Sections (Sheet C-2.4)
Exhibit KK - Utility Plan (Sheet C-3.0)
Exhibit LL - Utility Plan (Sheet C-3.1)
Exhibit MM - Signage and Striping Plan (Sheet C-4.0)
Exhibit NN - Storm Water Management Plan (Sheet HYD-1)
Exhibit OO - Storm Water Management Plan (Sheet HYD-2)
Exhibit PP - Landscape Plan Street Level (Sheet L1.01)
Exhibit QQ - Landscape Plan Level 2 Courtyards (Sheet L1.02)
Exhibit RR - Landscape Plan Level 7 (Sheet L1.03)
Exhibit SS - On-Structure Courtyard Elements (Sheet L2.01)
Exhibit TT - On-Structure Plant Palette (Sheet L2.02)

ATTACHMENTS TO RESOLUTION
Exhibit A - Consistency Memorandum
Exhibit B - Recommending Findings of Fact
Exhibit C - Recommended Conditions of Approval

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