

**STEELWAVE INDUSTRIAL PARK
CALIFORNIA ENVIRONMENTAL QUALITY ACT & REZONING FINDINGS
APPLICATION NO. 201604872**

CALIFORNIA ENVIRONMENTAL QUALITY ACT:

- A. In October 2007, the City Council certified a Mitigated Negative Declaration, Initial Study, Mitigation Monitoring and Reporting Program and Related Memoranda in conjunction with the approval of a General Plan Amendment, Specific Plan Amendment, Development Guidelines Revisions, Zoning Changes and Zoning Text Amendment related to the Legacy Partners South of Route 92 Development Project. The 2007 Mitigated Negative Declaration tiered off the 1998 Environmental Impact Report (EIR) and implemented necessary mitigation measures from that EIR, in addition to new measures, related to impacts documented in the 2007 MND.
- B. Pursuant to CEQA Guidelines Section 15164, Michael Baker International prepared an Addendum, dated April 2017, analyzing the proposed land use changes and associated development project for Steelwave Industrial Park. Pursuant to CEQA Guidelines 15164(g), an Addendum need not be circulated for public review but can be included in or attached to the Final EIR or MND.
- C. That there has been no substantial change proposed in the project or the circumstances under which the project is being undertaken, nor is there any new information that would require additional environmental review, therefore the previously certified Mitigation Monitoring and Reporting Program and Related Technical Memoranda remain valid.
- D. That the adopted MND identified all potential significant adverse impacts and feasible mitigation measures that would reduce impacts to a level of less than significant, and that all the applicable mitigation measures identified in the Mitigation Monitoring and Reporting Program will be implemented, if not already implemented and applicable to the project as described in the Addendum. Based on the MND, the Addendum, and the whole record before the Planning Commission, there is no substantial evidence that the project would have a significant effect on the environment.
- E. That the project complies with CEQA, and that the previously certified MND, Initial Study, Mitigation Monitoring and Reporting Program, Technical Memoranda and Addendum was presented to the Planning Commission, which reviewed and considered the information contained therein prior to approving the project.

REZONING:

- F. **The development is in substantial harmony with the surrounding area and conforms to the General Plan and applicable City policies.**

The proposed project is appropriate for the specific site in that it would result in development of a Class A light industrial building and related site improvements to attract and house advanced industries. The proposed project would be located adjacent to a similarly zoned industrial park (Shea Industrial Park) which would create a synergistic advanced industry cluster in the South of Route 92 Specific Plan area. In addition, the proposed development is in harmony with mixed industrial, commercial and residential uses in that the building would front Marina Drive; include deep, tree-lined landscaped buffers resulting in an attractive streetscape from the adjacent residential neighborhoods located west and southwest of the project site; and, in that the site would be surrounded by sidewalks connecting the development to nearby commercial and residential areas.

The project is consistent with the existing General Plan designation and policies related to land use and economic development, specifically:

- Land Use (LU) Policy 1.1, to support efforts to improve the jobs-housing balance of Hayward and other communities throughout the region in that the project will result in the creation of highly-skilled jobs within the advanced industrial sector.
- Policies LU-1.6 and LU-3.1, to encourage Mixed Use Neighborhoods and Complete Communities by ensuring the integration of a variety of compatible land uses into new and established neighborhoods to provide residents with access to goods, services and jobs in that the building will bring employment opportunities for residents of the Eden Shores area and surrounding neighborhoods; and in that the PD District would allow support commercial uses such as ancillary office and retail uses, café or day care center within the proposed development.
- LU-5.2, to allow flexible land use alternatives that allow the establishment of economically productive uses in regional and community centers in that the PD District would provide a comprehensive, detailed list of advanced industry uses that are reflective of current and anticipated market trends.
- Policy LU-6.1, to promote employee intensive uses such as research and development, advanced and specialized manufacturing, among other uses throughout the Industrial Corridor in that the project would provide Class A, light industrial/flex space for small to mid-size manufacturing, food manufacturing, biotechnology and research and development firms, among others.
- LU-6.7, to incorporate various design strategies for Industrial Corridor developments to provide attractive on-site landscaping and to use it as a buffer from nearby commercial and residential uses; to screen areas used for shipping and receiving with building elements, walls and landscaping; to encourage consistent architectural treatment on all sides of the building; to screen roof-top

equipment with parapets; and, to provide pedestrian walkways to connect parking areas to the development and surrounding commercial uses.

- LU-6.8, to encourage provision of employee amenities in that the proposed project would include indoor, long term storage of bicycles for employees.

Further, the proposed project is consistent with the South of Route 92 Specific Plan and Development Guidelines as well as Goals and tasks set forth in the Economic Development Strategic Plan (2014-2018) to IS3 to recruit and secure new businesses in priority locations; and Goal IS4 to create proactive, site-specific land use policies that clearly convey information to potential businesses.

The project will be consistent with Mobility (M) Goal 3, to provide complete streets that balance the diverse needs of users in the public right-of-way if the project includes roadway resurfacing; installation of sidewalks, lighting and textured crosswalks; and, bicycle signing and striping along all property frontages.

G. Streets and utilities, existing or proposed, are adequate to serve the development.

The proposed project site is an infill development site surrounded by existing streets, and where utilities are available to serve the site with adequate capacity to serve the proposed development. Conditions of approval would require that the applicant install frontage improvements, such as pavement repair, sidewalks and lighting, new bicycle path signage and striping, and other improvements to ensure vehicular, pedestrian and bicyclist safety.

H. In the case of a nonresidential uses, that such development will be in conformity with applicable performance standards, will be appropriate in size, location and overall planning for the purpose intended, will create an environment of sustained desirability and stability through the design and development standards, and will have no substantial adverse effect upon surrounding development.

The proposed project sets forth flexibility in the allowed uses rather than flexibility or deviation from development standards. As noted in the staff report, the proposed development complies with the development standards set forth in the South of Route 92 Specific Plan and Development Guidelines. While the development will make an attractive addition to the neighborhood, modifications to the northwestern part of the parking lot to move landscaped islands to the ends of rows of parking stalls and to install screening around trash enclosures would ensure a more coherent and attractive parking lot layout and screening.

The project will result in a positive addition to the City by expanding the inventory of Class A light industrial/flex space for small to mid-sized light manufacturing, food manufacturing, biotechnology, and research and development firms, among other

uses. In addition, the PD District would allow support commercial uses to provide support commercial uses for the future employees and nearby residents.

I. **Any latitude or exception(s) to development regulations or policies is adequately offset or compensated for by providing functional facilities or amenities not otherwise required or exceeding other required development standards.**

As noted in Finding H above, the proposed project would comply with all applicable development standards. Rather, the proposed project is seeking flexibility in uses that will result in economic benefits and the addition of advanced industries jobs which provide additional highly skilled jobs within the City.