



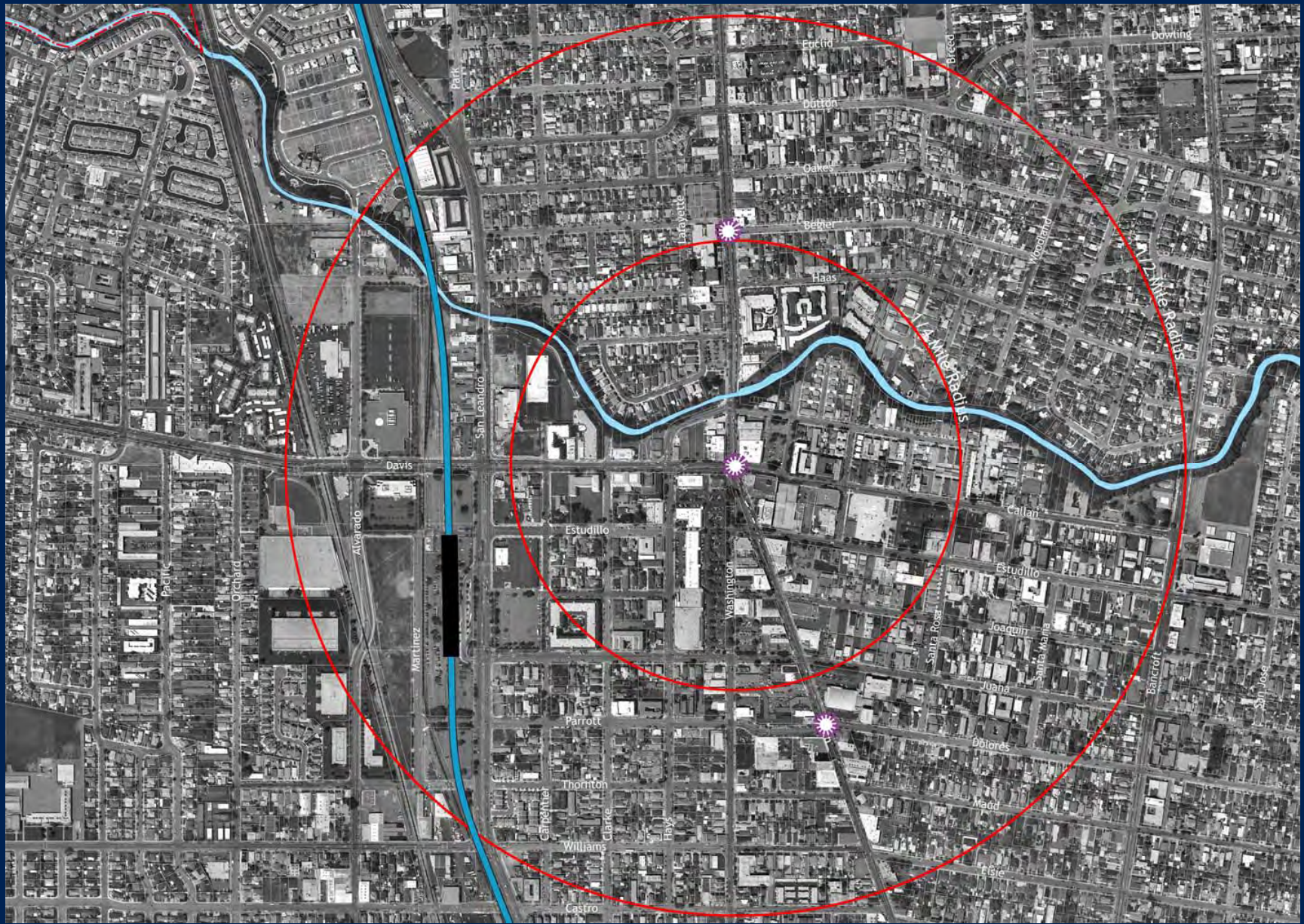
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Downtown San Leandro Transit-Oriented Development Strategy

TOD Marketplace 2008

September 26, 2008



Study Area – Downtown San Leandro



TOD Strategy Highlights and Accomplishments

- Multi-agency participation
- 20-month planning process
- 27-member CAC – 10 meetings
- 240 area residents attended 3

Community meetings



TOD Strategy Highlights and Accomplishments - cont.

- 3,400 residential units
- 720,000 square feet office
- 120,000 square feet retail
- Certified EIR covers TOD Strategy
- Zoning Changes adopted

Collaboration – Key to success

- Community Participation
- Technical Advisory Committee
- Consultant Team
- Staff Collaboration





Unique circumstance

- Downtown
- Downtown BART Station
- AC Transit line
- Opportunity sites
- Maximize potential



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E. 14th Street and Davis Street

TODAY





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E. 14th Street and Davis Street

5 YEARS





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E. 14th Street and Davis Street

10 YEARS





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E. 14th Street and Davis Street

20 YEARS



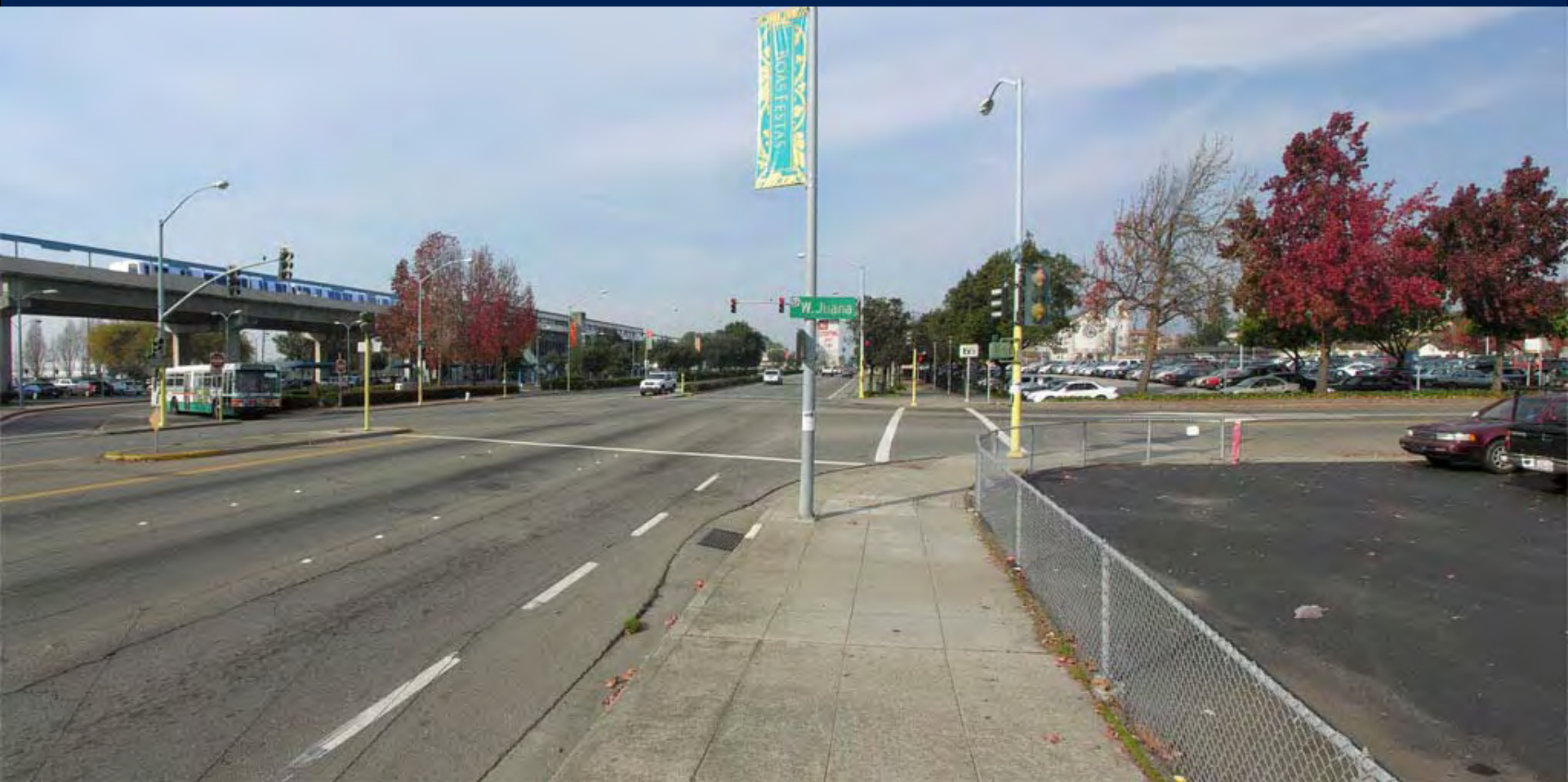


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San Leandro Blvd near BART

TODAY





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San Leandro Blvd near BART

5 YEARS





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San Leandro Blvd near BART

10 YEARS





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San Leandro Blvd near BART

20 YEARS





Current Status

- San Leandro Crossings
 - 300 of 700 units next to BART
 - Prop 1C
 - TOD Housing Infrastructure
 - Infill
- MTC Station Area Grants
 - San Leandro Blvd
 - Infrastructure
 - Central Parking garage



What additional things could the City do to attract more retail development?



TOD MarketPlace 2008

Downtown San Leandro

Transit-Oriented Development Strategy

September 26th, 2008



Technical Advisory Panel



Calvin Platt
Chairman
The SWA Group



Andrea Papanastassiou
Director of Real Estate
Development
Eden Housing



Stanley Dorst
President (retired)
Grosvenor Development
Corporation



Darin Smith
Principal
Economic & Planning
Systems, Inc.



Ceil Cirillo
Executive Director (retired)
Santa Cruz Redevelopment
Agency



Congratulations

- Very well-executed planning effort so far
- Mix of uses, heights and densities are all forward-thinking
- Front of the queue on State TOD funding.
- City already taking proactive steps with regards to roadway reduction, streetscape, parking, strategic tenanting and improved incentives.



Challenges

- Lack of successful precedent for unsubsidized TOD in San Leandro
- Existing uses on many opportunity sites have values that make their redevelopment less feasible.
- Existing minimum densities may be too aggressive in this market
- RDA is out of money
- Difficulty/cost of site assembly



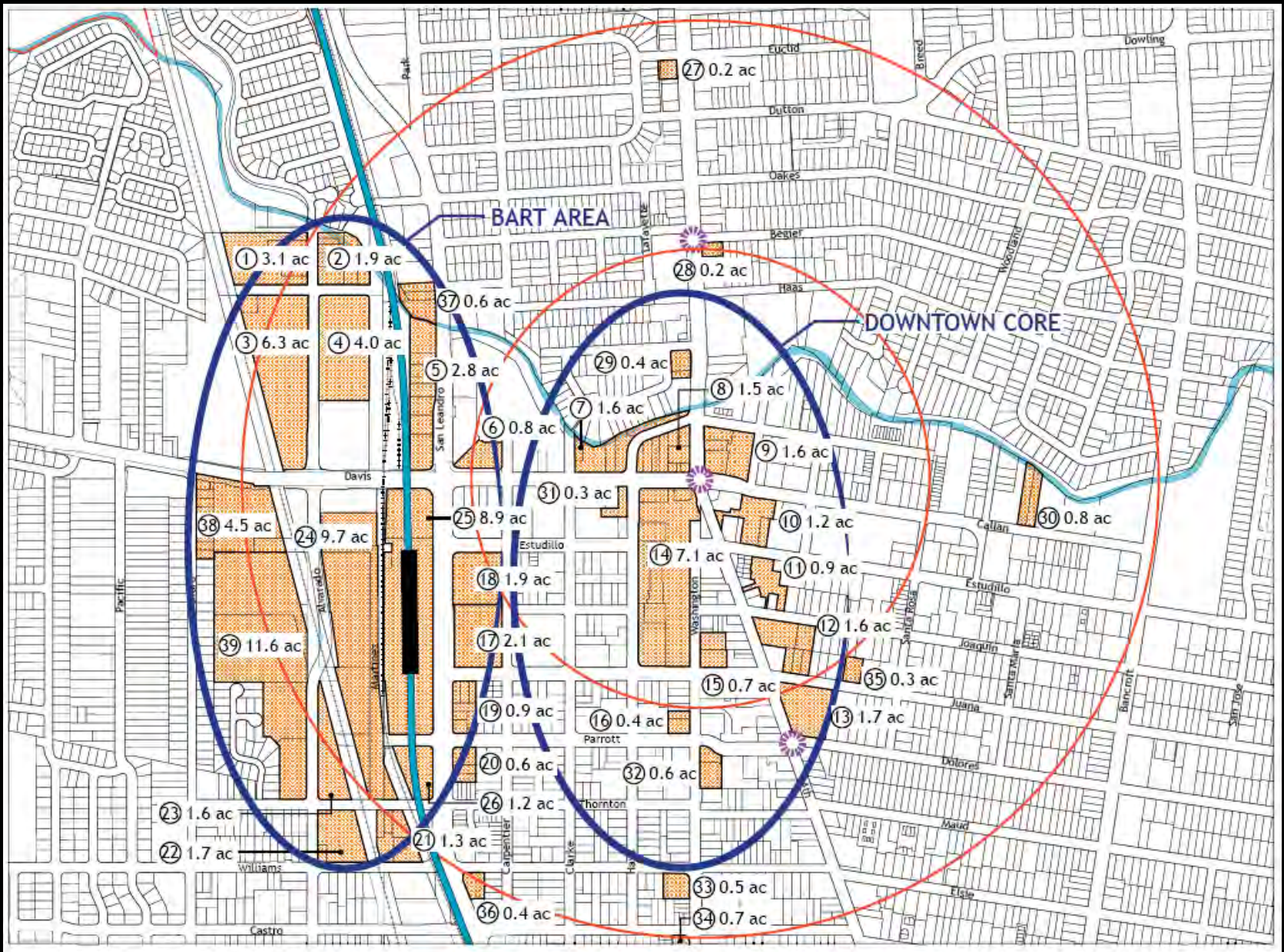
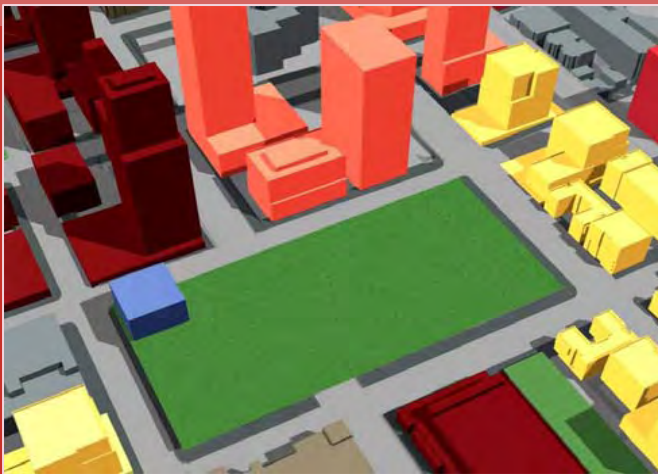


Figure 2: Opportunity Sites

Question 1

“How do we motivate property owners of underutilized sites to take advantage of the TOD Strategy?”

- Reduce minimum densities in near-term
- Ensure development process is very clear for owners and developers
- City could help market the sites to developers



Question 2

“What can the City and Redevelopment Agency do to encourage transit-oriented development?”

- Encourage smaller parcel development in designated infill areas
- Create financial incentive for development

- **San Leandro**

Developer's

- **Guide to Infill Development**



Downtown Districts

- Legend**
- Residential Neighborhood Districts
 - Multi-Use, Infill Opportunity Districts
 - Primary Development Opportunity Districts
 - Potential Opportunity Site for TOD
 - BART Track / Station
 - AC Transit Proposed BRT Station

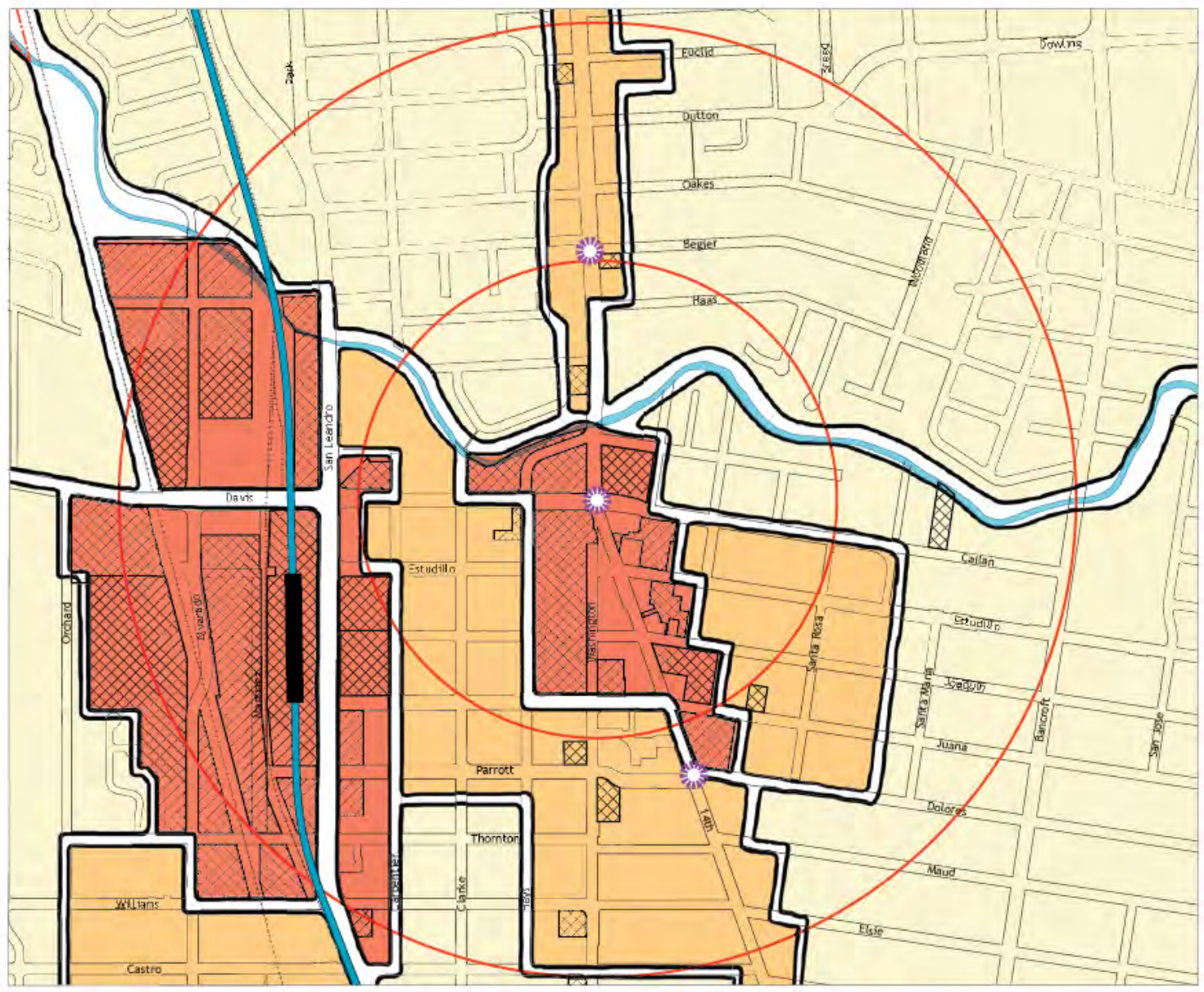


Figure 5: Downtown Districts

Question 3

“What parking strategies are essential to support a pedestrian-emphasized downtown?”

- Create a parking benefits district in downtown
- Charge for parking only in the daytime or validate for retail and restaurant patrons.
- Limit surface parking in downtown and provide a shuttle



Question 4

“What additional things could the City do to attract more retail development downtown?”

- **Up the energy level and seek destination-based retail (Nighttime and Daytime Activities)**
- **Implement a BART Ticket Validation Program**



Question 5

“How do you improve pedestrian access around BART?”

- Improve the bicycle connection between BART and downtown
- Prioritize finishing Estudillo, Alvarado and Juana to strengthen the connections between BART, World Savings and Downtown.



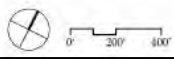
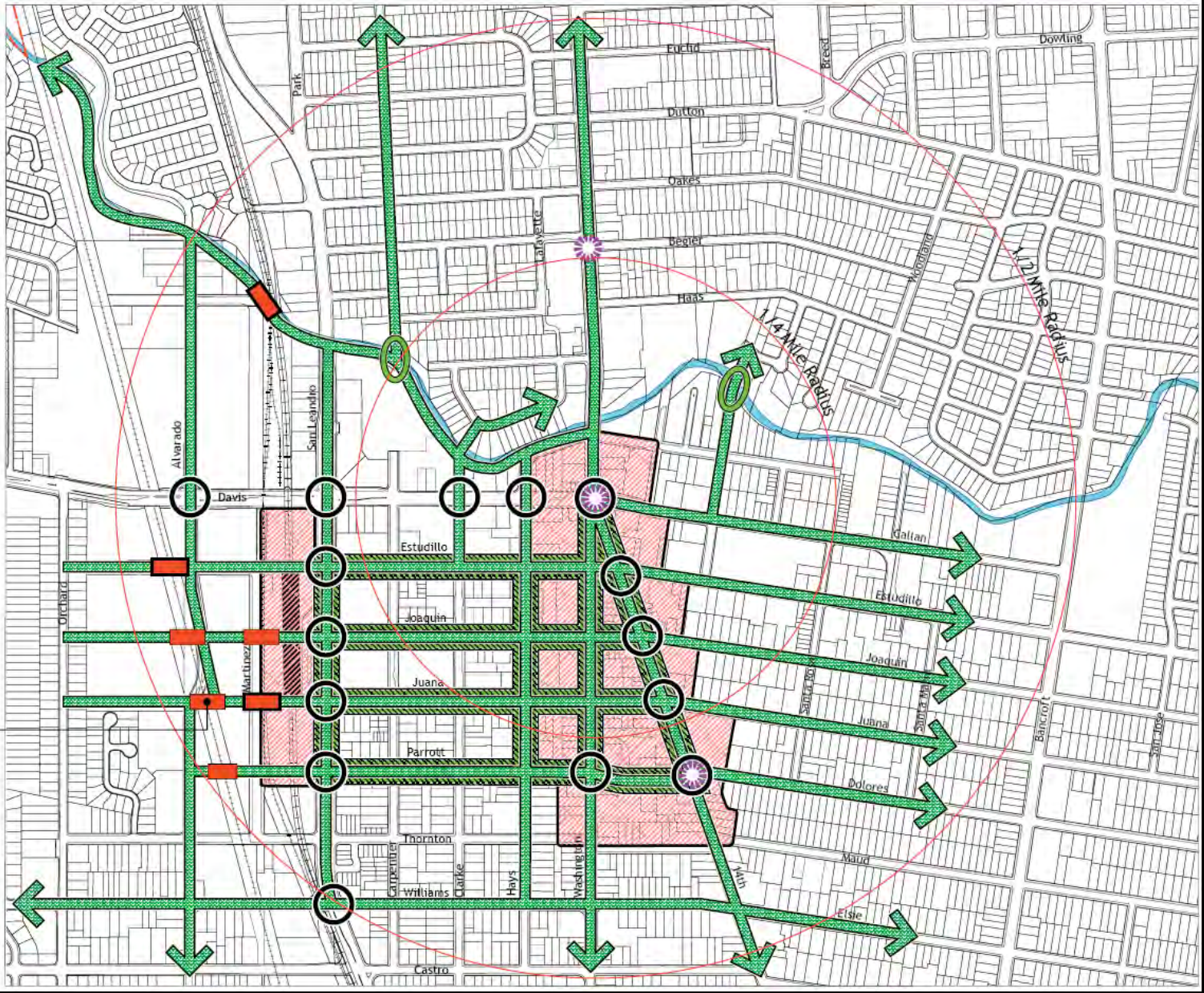
Figure 11: Pedestrian Circulation Framework

Ped Circulation Framework

Legend









-  Downtown pedestrian connectors
-  Major pedestrian/streetscape enhancements
-  Destination districts: Retail Core BART Station
-  Intersection improvement for pedestrian access
-  First priority pedestrian r.r. crossing
-  Second priority pedestrian r.r. crossing
-  New San Leandro Creek crossing
-  BART Station
-  AC Transit Proposed BRT Station

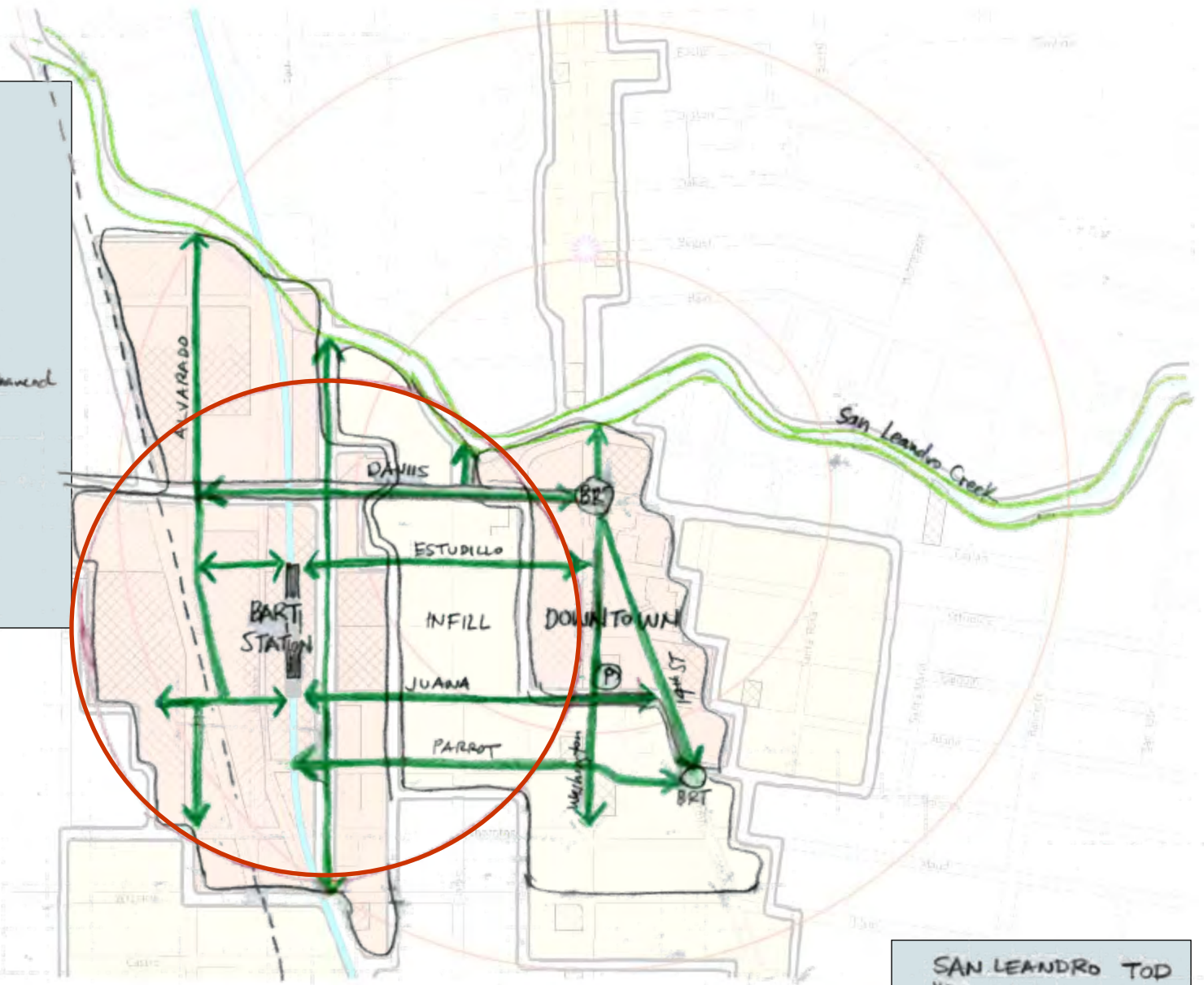
Existing pedestrian and vehicular crossing of UPRR line at Alvarado St. potentially relocated to West Juana Avenue alignment corresponding with possible Alvarado Street realignment.



Legend

Residential neighborhood

-  INFILL OPPORTUNITY
-  PRIMARY OPPORTUNITY
-  OPPORTUNITY SITES
-  BART
-  BUS RAPID TRANSIT
-  Walkable Enhanced Streets
-  R.R. Mainline
-  1/4 MILE RADIUS FROM BART



SAN LEANDRO TOD
"BART CENTRIC"
FIRST PHASE

Figure

THANK YOU

Additional Resources:

City Website:

<http://www.ci.san-leandro.ca.us/CDTODView.asp>

TOD Strategy:

<http://www.ci.sanleandro.ca.us/develop/TODStrategyFINAL.pdf>

Draft EIR:

<http://www.ci.san-leandro.ca.us/develop/TODStrategyDraftEIR.pdf>



Extra Slides Follow:

Figure 6: Land Use Framework

Land Use Framework

Legend

- 1 Residential Neighborhood
- 2 Public/Institutional
- 3 Multi-Use Infill
- 4 TOD-Transition Mixed-Use
- 5 TOD-Residential Mixed-Use
- 6 TOD-BART Area Mixed-Use
- 7 Office Mixed-Use
- 8 Retail Mixed-Use
- 9 Open Space
- East 14th Street Study Areas
- BART Track / Station
- AC Transit Proposed BRT Station

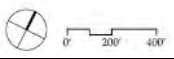
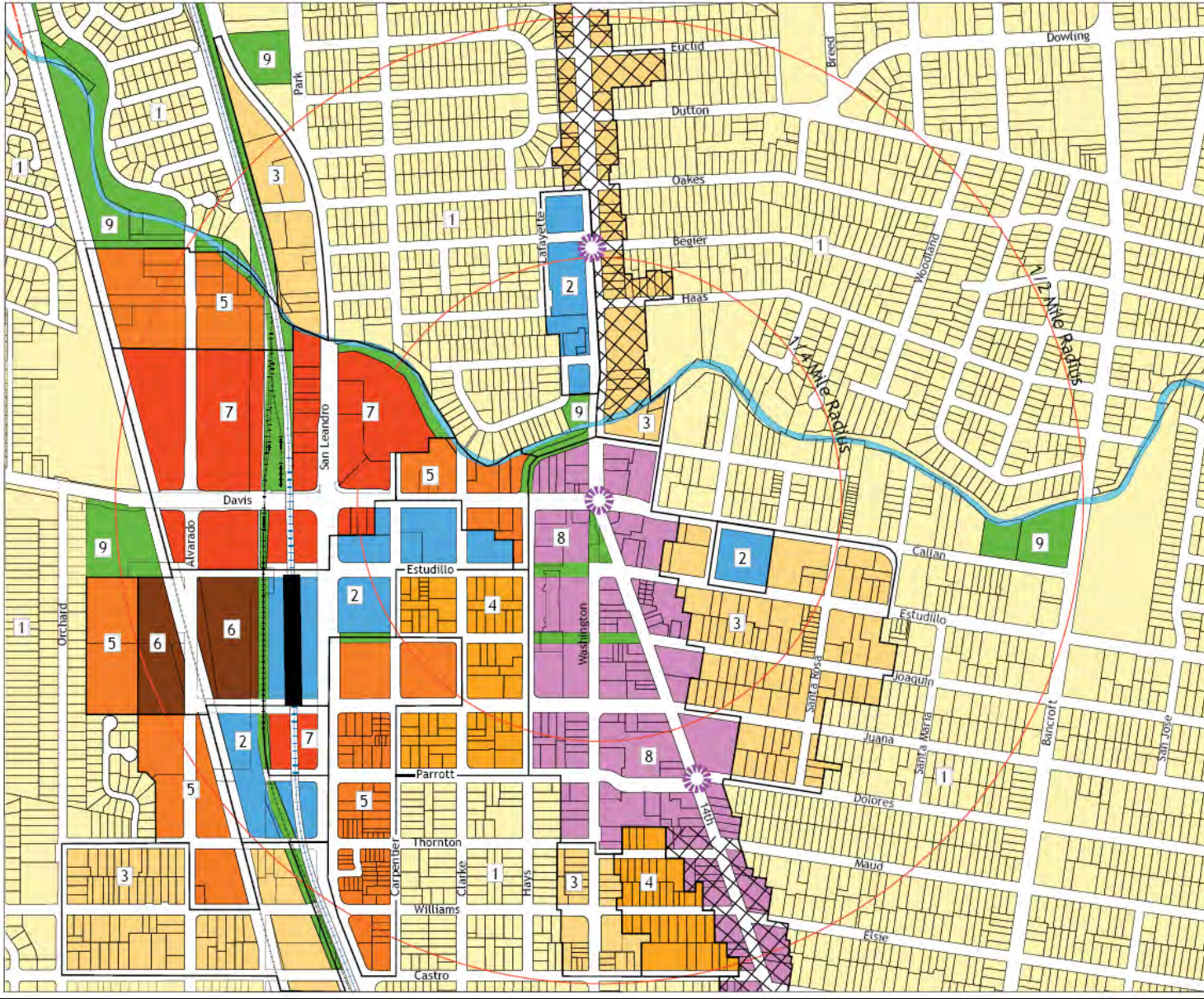
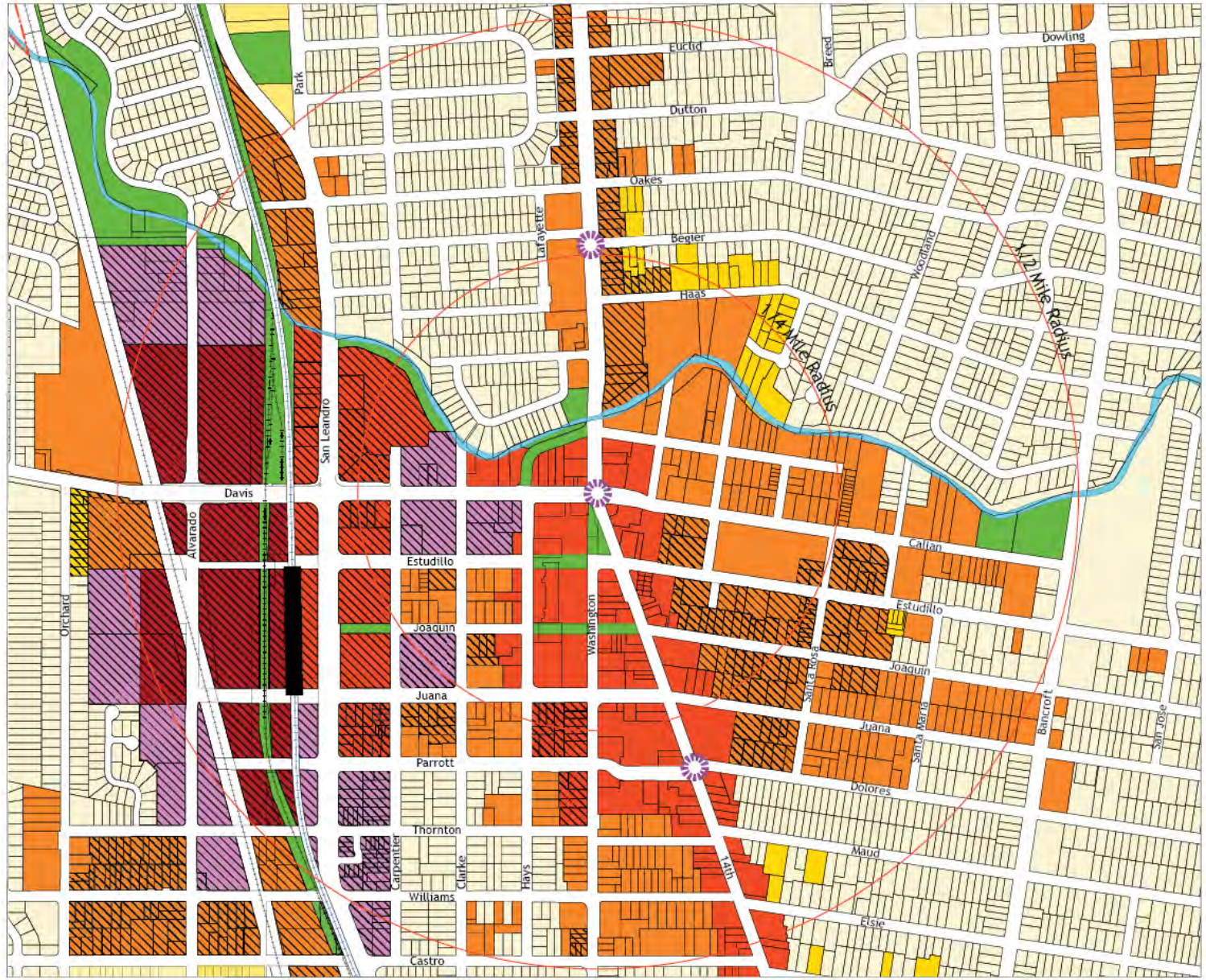


Figure 8: Building Height Framework

Building Height Framework

- Legend**
- 30'
 - 35'
 - 40'
 - 50'
 - 60'
 - 75'
 - No Limit
 - Building Height increased from current city policy
 - Open Space
 - BART Track / Station
 - AC Transit Proposed BRT Station





**East 14th Street and Davis Street –
The Crossroads of Downtown San Leandro**





**East 14th Street and Dolores Avenue –
The Downtown South Gateway**





San Leandro Boulevard between Davis Street and William Street



