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
E. 14th Street and Davis Street

TODAY
E. 14th Street and Davis Street

10 YEARS
E. 14th Street and Davis Street

20 YEARS
San Leandro Blvd near BART

5 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?
Technical Advisory Panel

Kalvin Platt
Chairman
The SWA Group

Stanley Dorst
President (retired)
Grosvenor Development Corporation

Ceil Cirillo
Executive Director (retired)
Santa Cruz Redevelopment Agency

Andrea Papanastassiou
Director of Real Estate Development
Eden Housing

Darin Smith
Principal
Economic & Planning Systems, Inc.
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
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
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
Figure 16: Parking Framework
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.
THANK YOU

Additional Resources:

City Website:
http://www.ci.san-leandro.ca.us/CDTODOview.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
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