

Bay Fair TOD Specific Plan

PUBLIC DRAFT - ADDENDUM

January 5, 2018

Amended February 2, 2018

The changes in this document are hereby incorporated by reference into the Bay Fair TOD Specific Plan published on January 5, 2018. Following adoption of the Plan by the City Council, these changes will be incorporated into the document in order to produce a Final Specific Plan.

Instructions or directions and existing text appears in black font. Deleted text appears in red ~~“strike-out”~~ font. Text added in response to comments made is noted in green. Text added after the January 18, 2018 Planning Commission meeting are noted in blue.

As appropriate, the source of each change annotated herein is indicated in the “source” column.

Bay Fair TOD Specific Plan – ADDENDUM

Ch. #	Ch. Title	Pg. #	Action	Comment Source
-	Acknowledgements	Pg. 2	Change Jeff Kong to Jeff Kay	City
Ch. 1	Introduction	Pg. 10	Edit city boundary so it is not in the water (delete boundary segment that runs through the bay).	Community Advisory Committee (CAC) member
Ch. 1	Introduction	Pg. 12	Change last sentence of 3 rd paragraph: Upon completion of the Bay Fair TOD Specific Plan, the Plan Area could become a recognized PDA. The City currently has two planned PDAs: Downtown and East 14 th Street (north and south of downtown). The Bay Fair area is currently a potential PDA but will become a planned PDA upon adoption of the Bay Fair TOD Specific Plan.	Mark Shorett, Bay Area Metro (BAM)*
Ch. 1	Introduction	Pg. 19	Remove photosimulation photo because it is not actually a location in the Plan Area	City
Ch. 1	Introduction	Pg. 25	Change TAC #4 dates to October 5 and CAC #4 date to October 23	City
Ch. 2	Vision	Pg. 32	Figure 2.1: fix map legend error (“New Crossing” and “Improved Crossing” are currently switched in the legend)	City
Ch. 2	Vision	Pg. 32	Figure 2.1: Add “New Crossing” location at Drew and Colby intersection	City, Raimi + Associates (R+A)
Ch. 2	Vision	Pg. 33	Add 2 nd paragraph as follows: The diagrammatic network of streets and other connections shown here and elsewhere in the Plan illustrates the Plan’s vision, while leaving flexibility for reasonable adjustments during the creation of final development plans, as long as the Plan’s intent, standards and guidelines are met. Similar to the final land use mix being dictated by market forces, the final street and connectivity network will be partly driven by feasible plan phasing as it relates to economic forces and property ownership, especially during a transitional period between the current retail operations and final implementation of the Plan.	Madison Marquette (MM)*
Ch. 3	Mobility	Pg. 43	Update cover image for Chapter 3 - Mobility to show less pavement and more of sidewalk and streetscape.	Cindy Horvath, Alameda County

				Planning*
Ch. 3	Mobility	Pg. 45	New Area-wide Mobility policy: BRT opportunities. Consider opportunities to extend the proposed AC Transit East Bay BRT line into the Plan Area.	Planning Commission (Brennan)
Ch. 3	Mobility	Pg. 47	Revise Policy 1 “Required New Connections” as follows: The exact location of these connections may be adjusted based on future conditions, design and phasing considerations, subject to approval by the City of Leandro. These connections shall accommodate the safe movement of vehicles, pedestrians, bicyclists, and transit as identified in The Specific Plan’s relevant network map(s) and standards, and consistent with the City’s adopted complete streets typology.	MM
Ch. 3	Mobility	Pg. 47	Revise Policy 2 “New Connections” as follows: New connections are anticipated to be may be either dedicated back to the City of San Leandro privately held and maintained.	City
Ch. 3	Mobility	Pg. 47	Add clarifying graphics of street section standards for new streets.	MM
Ch. 3	Mobility	Pg. 55	Add following text under “Existing Arterial and Collector Streets”: Although widening the intersection to increase capacity is a potential solution to the intersection impact, it is counterproductive to the goals of the Bayfair TOD Plan and furthermore future mode shifts to active transportation and transit modes may reduce the demand and subsequent need for any intersection widening. However, dependent upon the adjoining property owners/developers and if there is an overwhelming need for capacity, additional right-of-way could be explored and potentially dedicated at the time of development of the adjacent and associated properties.	Planning Commission (Breslin)/City
Ch. 3	Mobility	Pg. 58	Revise Policy 2 “Road Diet” as follows: Reduce the number of through lanes in each direction on Hesperian Boulevard from three to two to provide space for bike lanes and planting zones, as shown in Figure 3-7.	City

			The ultimate goal is to reduce the number of through lanes in each direction on Hesperian Boulevard from three to two to provide space for bike lanes and planting zones as shown in Figure 3.7. This goal may be modified to accommodate bus rapid transit and ensure that transit operates efficiently along this important corridor. The ultimate goal may also require phased implementation that would be triggered by public demand and respond to the shift of traffic to active transportation modes.	
Ch. 3	Mobility	Pg. 60	Add new guideline to Fairmont Drive section: Street Design Extension to Halcyon. Explore opportunities to extend the Fairmont Avenue corridor street design to Halcyon Drive to add bicycle, pedestrian, and transit improvements to create a multi-modal connection to the former Kraft site as it redevelops.	Planning Commission (Brennan)
Ch. 3	Mobility	Pg. 65	Make the following changes to “Use-specific parking study” bullet under Policy 2 “Reductions in Private Parking Requirements:” Use-specific parking study. A use-specific parking study may be completed to support lower parking requirements for non-residential development within the Plan Area. Parking studies may be completed using recognized data sources such as Greentrip Connect, or other locally applicable data sources.	Mark Shorett (BAM)
Ch. 4	Land Use	Pg. 70	Revise 1 st paragraph as follows: The 2035 General Plan created a new Bay Fair Transit-Oriented Development (B-TOD) land use classification. The B-TOD land use definition states the “intent is to create a new vision for this area, including retail, office, higher density housing, open space, and public land uses.” Other notable features under the B-TOD land use are a “ with a “more urban development form” for the area. ,” “maximum FAR of 3.0 FAR” (though reduced maximums may be used in some part of the area) and “maximum residential density . . . is dictated by floor area ratio limits rather than limits on housing units per acre.” However, the The General Plan deferred details for development of the Plan Area and regulatory changes (i.e., rezoning) upon completion and adoption of the Bay Fair TOD Specific Plan.	R+A
Ch. 4	Land Use	Pg. 75	Make the following change to Policy 7 “Affordable by Design:”	Irina Gelfenbeyn,

			<p>Affordable by design. To the extent allowable under citywide land use policies, allow and support flexible development standards – such as innovative construction techniques, and smaller unit sizes, micro-units, co-op housing, and inter-generational housing – to increase or maintain the affordable housing supply.</p>	Community Advisory Committee (CAC)
Ch. 5	Dev. Standards + Guidelines	Pg. 83	<p>Edit legend on Figure 5.1:</p> <p>Add the phrase “potential locations for” to both retail locations listed in the legend.</p>	MM
Ch. 5	Dev. Standards + Guidelines	Pg. 86	<p>Add new language to end of Standard 2 “Height Area 1 Minimums:”</p> <p>Ground-floor residential units or non-residential space integrated with a larger building are permissible as long as the larger building complies with the height minimums specified for Area 1.</p>	MM
Ch. 5	Dev. Standards + Guidelines	Pg. 86	<p>Edit Standard 3 “Height Exceptions in Height Area 1” as follows:</p> <p>Height Exceptions in Height Area. In Height Area 1, projects may potentially exceed the maximum height limit provided they 1) meet all applicable zoning, design and development regulations, 2) provide significant community benefits identified as part of a community process and approved by the City, and , and 3) support the vision presented in the Bay Fair TOD Specific Plan. Any required community benefits will be negotiated with the City.</p>	Mark Shorett (BAM)
Ch. 5	Dev. Standards + Guidelines	Pg. 90	<p>Add the following language at end of Standard 2 “Building and Block length:”</p> <p>The 440-foot maximum may be exceeded by up to 10% with approval from the City Zoning Enforcement Official (ZEO). The 440-foot maximum block size is encouraged but not required for future improvements to existing buildings within existing blocks.</p>	MM
Ch. 5	Dev. Standards + Guidelines	Pg 90	<p>Add new Site Design and Setback standard:</p> <p>Parcel Aggregation. Contiguous parcels may be aggregated under common or affiliated ownership to create larger, more flexible development sites.</p>	MM
Ch. 5	Dev. Standards +	Pg. 95	<p>Add new Parking and Loading Design guideline:</p>	Mark Shorett (BAM)

	Guidelines		Adaptable Parking Structures. Explore adaptability of parking structures for future changes in use.	
Ch. 5	Dev. Standards + Guidelines	Pg. 100	Add new guideline: Estudillo Canal. Estudillo Canal should become an attractive, ecologically valuable open space and stormwater amenity over time.	Bruce King, Friends of San Lorenzo Creek (FOSLzC)
Ch. 5	Dev. Standards + Guidelines	Pg. 100	Change Public Open Space guideline (#5): Stormwater Function for Open Space Near Estudillo Canal. Any new open space located along the Estudillo Canal should function as a stormwater management feature.	Bruce King (Friends of San Lorenzo Creek or FOSLzC)
Ch. 6	Infrastructure + Services	Pg. 110	Add new Water Supply policy to Reclaimed Water section: Indoor and Outdoor Recycled Water. Encourage innovative indoor and water recycling techniques such as rainwater capturing systems, use of cisterns, dual plumbing, and installation of greywater recapture systems.	Mark Shorett (BAM)
Ch. 6	Infrastructure + Services	Pg. 112	Change language in Policy 3 Flood Control Projects as follows : Flood Control Projects. In coordination with efforts by the Alameda County Flood Control District, pursue capital improvements to reduce or remove Special Flood Hazard Areas from within the Specific Plan Area. This includes, but may not be limited to, improvements to the Estudillo Channel, and elevation of bridge crossing, as described above, expansion or naturalization of the Estudillo watercourse, creation of floodwalls, and elevation of road crossings.	Bruce King (Friends of San Lorenzo Creek)
Ch. 6	Infrastructure	Pg. 113	Change second introductory paragraph under “WASTEWATER COLLECTION AND TREATMENT” as follows: The Oro Loma Sanitary District has indicated that the existing trunk systems have sufficient capacity for growth related flow anticipated from the Plan Area; however, large new development projects or projects requiring discretionary review in the Plan Area must identify any impacts to the wastewater collection systems and the treatment system, which may require a sewer capacity study. There are limited public sewer mains within the Plan Area to serve redevelopment	City

			so this Specific Plan assumes new sewer mains will be constructed as part of new development.	
Ch. 6	Infrastructure	Pg. 113	Add new Wastewater Collection and Treatment policy as follows: Wastewater System Impacts. New development projects over 1 acre in size must identify impacts to the wastewater collection system and the treatment system, including a sewer capacity study if requested by the City. Projects may be required to construct new sewer mains as part of the development process.	City
Ch. 6	Infrastructure	Pg. 114	Add new Energy policies as follows: Community Choice Aggregation (CCA). Continue to participate in Alameda County's Community Choice Aggregation (CCA) program, which allows homes, businesses, and municipal facilities to buy and/or develop power on their own behalf.	CAC Member
Ch. 6	Infrastructure	Pg. 114	Change Header: Reclaimed Water Energy Policies	R+A
Ch. 6	Infrastructure	Pg. 114	Add new Energy policy about electric vehicle stations: Electric vehicle charging stations. Support the development of a network of electric vehicle charging stations throughout the Plan Area.	R+A
Ch. 6	Infrastructure	Pg. 115	Add new Telecommunications policy: Internet of Things (IoT). Encourage network infrastructure on hardware and software levels that accept cyber-physical systems from smart-connected objects and infrastructure systems (energy, waste, water, mobility, etc) to create data-driven "Smart City" operations. Align with the City's developing Smart City and Telecommunications Plan, and leverage existing networks such as the 6LoWPAN network (simple, low throughput wireless network) deployed on city streetlight poles.	Derick Lee, CAC
Ch.7	Implementation	Pg. 121	Change language to County Parking Enforcement under short term implementation action:	Planning Commission comment (Breslin)

			Work with Alameda County to encourage and enhance parking management (such as enforcement of existing parking limitations and exploring a residential permit parking program) to reduce the effect of BART spillover parking on nearby residential neighborhoods in the unincorporated County.	
Ch.7	Implementation	Pg. 121	Add action to “Ongoing Actions” list : Work with surrounding neighborhoods in San Leandro and with Alameda County and nearby unincorporated County neighborhoods to implement permitted residential parking programs to limit long-term parking by BART users in residential neighborhoods.	Public Comment Card from Community Workshop #2 – Tony Breslin, Planning Commission
Ch. 7	Implementation	Pg. 122	Under “Short Term Actions: Detailed Infrastructure and Phasing Studies,” add Economic Development to “Planning, Engineering/Transportation and Public Works” in the “Parties Involved” column.	City
Ch. 7	Implementation	Pg. 122	Under “Medium Term Actions: Pedestrian-scale lighting plan,” replace Planning with Engineering/Transportation in the “Parties Involved” column.	City
Ch. 7	Implementation	Pg. 122	Delete the following: Establish a Bay Fair TOD Specific Plan Public Benefits Fund to in lieu payment of Public Benefits requirements.	MM
Ch. 7	Implementation	Pg. 124	Add language to “Infrastructure Capital Improvements” introduction: Figures 7.1, 7.2, and 7.3 show concepts for how water, stormwater, and wastewater infrastructure can be integrated into the future street grid as it is created, although the final location of this infrastructure is dependent on physical constraints, development phasing, and other design details.	MM

*Bay Area Metro (BAM),/formerly ABAG, Madison Marquette (MM), and Alameda County Planning staff served on the Technical Advisory Committee (TAC)