

ATTACHMENT C

General Plan Community Workshop #3 April 30 2015 Meeting Notes

The meeting was called to order at 6:05 PM. Approximately 40-45 members of the public were in attendance. Based on a show of hands at the start of the meeting, about half of the attendees had previously attended a General Plan meeting and about half were attending their first meeting.

Tom Liao introduced the members of the consulting team, and acknowledged City Council members and Commissioners in the audience. He turned the meeting over to Surlene Grant, who served as facilitator. Surlene explained the agenda and meeting protocol and introduced Project Manager Barry Miller. Barry provided a 10 minute overview of the General Plan and the schedule for the update. The format for this evening's meeting, which involved real-time electronic polling on key policy choices, was explained. Ten topics were to be discussed.

The electronic polling technology was introduced and "clickers" were distributed to audience members. The audience voted on a sample question and a trivia question about San Leandro. ***Barry noted that the results of the electronic poll were not going to be used for statistical analysis, but would be used as a tool to generate discussion and flesh out how participants felt about the different issues.***

Issue 1: Residential Teardowns and Large Additions

Barry Miller introduced the first planning issue, which related to residential teardowns and large additions. The policies in the existing General Plan on this topic were reviewed. Barry asked if the group agreed that teardowns should continue to be discouraged, and if the various criteria for evaluating large additions were appropriate. Electronic polling of the audience was done on both questions and the results were reviewed (see bar charts at end).

Surlene facilitated a short discussion of the results. For those who answered "Maybe" on the teardown question, Surlene asked them to elaborate:

- Need to know if there are seismic issues with the existing home
- If we are talking about teardowns on private property, is this something we can limit? The owners have a right to use their property as they want. *Barry explained that this policy was carried out through zoning regulations that limited the size and mass of what could be built on each property.*
- Are there rules for lot size and lot coverage? If we discourage teardowns, are we talking about making San Leandro less dense?
- How would this policy affect multi-family housing, or the addition of units to buildings in multi-family areas? *Barry noted it applied to single family homes in single family zoned areas.*

Barry reviewed the various factors the city uses in evaluating proposed residential additions. Surlene asked the audience if any factors were missing (those who chose "other" in the electronic poll):

- One of the criteria should be if the addition is an improvement to what is there now
- Historical character and meaning should be considered
- Depends on neighborhood scale, density and neighborhood character/setting
- Will the addition be an improvement?
- I clicked “other” because we need to be cognizant of the increased housing needs of larger families and changed demographics—we have unmet housing needs. Need to look at building up so that multigenerational families can live in same house. Are we making more space for additional population, kids and grandkids?

Issue 2: Building Height

Barry discussed regulations for building height along East 14th Street and asked the audience what they thought the maximum number of stories should be on the corridor, outside of Downtown. Several choices were offered on the slide. The audience voted, and Surlene asked those who voted “Not sure” to explain why. The following responses were given:

- It depends on the specific locale—the height limit should be different in different places. We don’t want a cookie cutter approach—tailor it to the surrounding neighborhood context. In some places five stories might be good, other places three stories would be better.
- I answered other because there is a separate issue that should be resolved first, which is that we shouldn’t have more development on East 14th until we do something about traffic on this corridor
- I answered “Not sure” because you have to know the function of the property—what is the setback? What kind of traffic impact are we going to get on the site?

Issue 3: Industrial Building Repurposing

Barry presented a hypothetical example of a vacant industrial building proposed for conversion to a new use. He asked what attendees thought were acceptable new uses—a number of choices were shown on the screen and the audience voted. The results were displayed. Surlene facilitated a discussion about the voting outcome. The following comments were made:

- Is this a zoning question, i.e., is there a pre-determined answer?
- Need to know what’s around it before deciding
- Zoning definitions of industrial are antiquated and should be updated to reflect the new economy
- I put “other” first because there is no firm division between the uses listed. Instead of doing one of the uses on the list, do something innovative like mixed use—develop a new class of zoning that accommodates creativity and new kinds of use combinations.
- Advanced manufacturing and tech would fit in. Retail and housing would not be right here and could siphon off demand from the viable commercial districts. Don’t add more commercial here because it will dilute momentum in the central areas. When creating zoning, think about the benefits for the community and the big picture.

- I selected retail store, but this has to be looked at on a case by case basis. The Next Gen study made a persuasive argument for adding some retail here. Right now, when you work in the industrial zones it's too far to travel for amenities like coffee, lunch, business services. .
- I am a business and do a lot of purchasing in the industrial area ... those transactions are "retail" and generate sales tax. This includes Irrigation suppliers, cabinets, countertops, stone companies, building supplies, etc. Would that count as retail?
- What about the "maker" movement? People who are making their products could have a chance to sell their products here. Microbreweries like Drakes are a good example of this sort of company. This could be an outlet for people to sell their wares, which would be a retail component, but with an industrial character. Cottage businesses, craft beer and breweries, homespun businesses can go here.
- We need amenities for people who are working in the industrial areas. I am OK with retail in industry if it is ancillary or secondary to industry in the same building. In other words, a little café in an industrial building, or a retail outlet in a factory—but not a shopping center.
- Consider the Emeryville model. A little bit of everything--funky stores next to six or seven story apartments, with high tech nearby.
- A parallel debate to this one is whether we should have big box retail or local. Consider a focus on local business rather than chains.
- Westgate is a good example of the kind of mixed use that might work in industrial. Office/ tech/ industry above and retail below.

Issue 4: New Uses for Old Retail

Barry pointed out that the existing General Plan had a policy to seek out new uses for a limited number of neighborhood shopping centers that had high vacancies and were in poor condition. A question about potential new uses for these centers was posed. Residents voted and Surlene facilitated a discussion of the outcome:

- These centers may be "tired" but we still need local grocery stores. Don't get rid of local food sales in these locations.
- Residential above retail is a good alternative to strip shopping centers because we need more housing. It was proposed at the former Albertsons but never built.
- Grocery stores should also be considered in the industrial areas so workers can shop there.
- Industrial areas go dark around 5, so you'd have to look at non-industrial uses if you want these areas to be active.
- Look at SOMA as a model—it was an industrial wasteland and now it is vibrant and booming with activity.

Issue 5: Marina/Kaiser

Barry provided a short presentation on the opportunities presented by the 25+-acre vacant site on Marina Boulevard just north of the Kaiser Permanente Hospital. A list of possible new uses was put on

the screen and attendees were asked to rank them in preference from first to last. The results were displayed. Surlene asked attendees who selected “Other” to elaborate on their choice:

- Residential over retail (mixed use) and maybe live-work also
- Public space/ common space/ recreation? I know it is not viable for the entire site, but maybe a part of the site, in conjunction with light industry and mixed use? (Others pointed out that Burrell Field was right across the freeway, so open space was probably not viable here).
- Other types of recreational uses? Mini-golf?
- The choice “Housing” is too generic. I clicked “Other” because it should be MIXED INCOME housing
- Live work should be a choice
- A decent health club, or a YMCA
- I clicked “Other” to make a statement that there should NOT be just housing. This should be commercial.
- The use should be viewed in the larger context---how does it relate to what’s happening at the Marina? Make sure and put complementary uses there. Avoid redundant uses.
- Hotel would be good, especially for visitors to hospital patients
- What about new uses that could emerge in the next 20 years? 20 years ago, we might not have expected advanced manufacturing on this site. Also recognize that this is a privately owned piece of property. The idea of recreation and open space is great—but how do you mix it in for the property owner to get a return on investment.
- Perhaps the Four Seasons hotel in East Palo Alto is a model...there is an office park and hotel, and it’s a private development, but in the middle is a beautiful green space that is supposed to be open to the public (although most don’t know about it).
- Just concurring with idea of open space. San Leandro could be more attractive if it had more open space.
- Kaiser has a lot of employees—do they know what their employees are looking for on this site?

Issue 6: Parking

Barry provided a hypothetical case of a 10-unit apartment building proposed three blocks from the BART station. How many parking spaces did attendees think should be required? He noted that there was a “correct” answer based on zoning, but this might not necessarily be the answer in the future. Several choices were displayed on the screen. After the vote, Surlene facilitated a discussion of people’s choices:

- We are naïve if we think that just because someone lives near BART they won’t have a car or need to drive. Most people have cars, even near BART. I live near BART and use BART to commute, but I still need a car. To say we need fewer parking spaces for people near BART makes no sense—they just take up all the parking spots on the street.

- Younger people own fewer cars due to the cost. I have 2 adult children, and neither owns a car. Few of their friends have cars. I agree with the idea of fewer parking spaces near BART, and more emphasis on transit.
- Fewer is better (avoid the “if you build it they will come” mentality). More parking attracts encourages more cars. City should make it easier not to have a car in the urban center and conversely make it harder to have a car in the urban center.
- Avoid “social engineering” to determine car ownership... but do use technology to manage parking supply more efficiently (phone apps, pavement sensors, etc.)
- I agree we should require fewer parking spaces near BART, especially given the Governor’s directive to lower greenhouse gas emissions. A lower parking ratio would be a positive direction to meet that goal and would reduce housing costs.
- The reality is based on economics. These units will cost \$300K to build which means by the time they are sold (or rented), the purchase/rent price point will require that the incomes of the future occupants will be \$100K. And generally, a household with \$100K income or more is going to have two or more wage earners and own two or three cars. Our current standards are good, but need tweaking. It’s helpful that San Leandro allows the developer to unbundle the space from the unit. Helps defray construction cost and respond to TOD opportunities.

Issue 7: Complete Streets

Barry noted that the new General Plan would incorporate the concept of “Complete Streets”, which is that streets should be designed for all modes of travel and not just cars and trucks. He asked which streets should be prioritized for bike and pedestrian improvements. Several choices were put on the screen. A vote was taken and the results were reviewed. The following comments were made:

- I answered “other” because the question assumes that bicycles should have priority over cars. I disagree with that as a matter of principle. Bikes use sidewalks in the Manor and run down pedestrians. On Wicks, there is a bike lane on one side yet bikes ride on the sidewalk on the other. Bikes don’t follow traffic rules and we should not encourage them.
- Abstained from voting because it is naïve to mix bikes and cars—this is just inviting disaster (collisions)
- Trucks on Dutton have a negative effect on neighborhoods. They pollute the air and create noise at night. The routes have not been updated in years.
- Is there a City policy for benches?

Issue 8: Truck Routes

The existing General Plan policies for trucks were discussed. Barry presented a multiple choice question about the steps the City could consider taking to discourage (or prohibit) trucks from using certain residential streets. A vote was taken and the results were reviewed:

- The policy suggests San Leandro is a “regional distribution center.” Clarify what that means? Also, what are the rules for local truck deliveries? If you need to get something delivered to your house, how is that regulated? Are trucks allowed on residential streets for this purpose? *[Barry answered the first question and Keith Cooke explained the regulations for local truck deliveries.]*
- I selected “other” because simply improving signs is not enough.
- I selected “other” because we need to look to see where trucks need to travel and where they are coming from---if cutting through a neighborhood is the fastest way, that’s how the trucks will go. Look at actual patterns before designating routes.
- Work with businesses on hours of operation to curb trucks on residential streets
- Consider what roads can support trucks? Street width, etc.
- Look at interchange geometrics. Washington interchange is not suited for trucks, but they use it anyway.

Issue 9: Park Priorities

Barry noted the top priorities for parks expressed in the 2002 General Plan. He noted that the City had implemented many of the recommendations, and we were now tasked with developing new recommendations for the next 20 years. A list of choices was shown on the screen and attendees were asked to vote on their top three choices. The vote results were displayed, and then discussed:

- Define “greenway” *(a definition was then provided)*
- I love the idea of greenway and bike paths. But when I lived in another community, it was harder to keep an eye on it and it became a magnet for homeless encampments.
- Bike paths are great, but they are not always safe. I started riding my bike more and discovered that the trails are full of rocks and glass. They have to be maintained.

Issue 10: Climate Change

Barry noted that this issue had moved to the forefront after the last General Plan was adopted, and really was not addressed by the 2002 Plan. He showed a slide with different strategies for addressing climate change and asked what people thought would be the most effective strategies to include in the General Plan. A vote was taken, and then discussed:

- Do the railroads use the lines through the city for oil trains? *(It was noted that the City has taken an official position that oil trains should not traverse San Leandro)*
- While I am neither “for” nor “against” solar and wind power, I believe the City needs to develop good guidelines for the design of these facilities.
- The Bus Rapid Transit (BRT) was intended to reduce GHG emissions, but the City stopped it at the San Leandro BART instead of allowing it to go to Bayfair. We should revisit that decision so it takes more cars off the road.
- The Question assumes Climate Change is happening. California is named for Calio/ hot and fornia /thermos, in other words, hot as a thermos, so what’s the change?

Other

Surlene asked if there were other topics, not on the agenda, that attendees wanted to raise or discuss before the meeting was adjourned. Were there other policy issues that required discussion in the General Plan? The following comments were made:

- Everything we've talked about tonight relates to quality of life. But we should also think about what the city's "brand" is. What is our identity, and why do people come here?
- Parklets have been successful in San Francisco. Young people are looking for those types of amenities. Consider a parklet program in San Leandro. Perhaps in front of Zocolo?
- Is there a part of this process for sharing ideas with regard to the design of mixed use projects? *[Barry noted that there was not a specific meeting set up to be just about design, but that design is addressed in the General Plan.]*
- I hope our vision of the future is not to put up more strip malls. We need something better—yet our zoning reinforces the same old pattern. Look for ways to incentivize the redesign of older strip malls into vibrant mixed use centers.

Following final comments, evaluation of the meeting format, and a question about how attendees found out about the meeting, the meeting was adjourned at 8:15.

POLLING RESULTS

The PowerPoint presentation shown at the meeting consisted of 41 slides. For each issue, one or two slides introduced the issue and provided the existing General Plan policies on the topic. The second (and in some cases third) slide presented the question to be answered by the audience using the electronic polling devices. A total of 11 questions were asked (Issue One included two questions). Additional "San Leandro trivia" questions also were asked.

The slides on the following pages show the questions, along with the polling results. The polling results were automatically generated by the electronic polling software at the meeting, and were displayed as real-time results. They are not intended to be statistically significant, but rather were used as a starting point for a conversation with audience members.

Results of Electronic Audience Polling: 4-30-15

- An remote control electronic voting device was provided to each audience member
- Between 35 and 40 audience members voted on each question
- The results are not statistically significant but do provide a barometer of the audience's position on each issue
- The polls were primarily used to “jumpstart” the conversation on each issue

Question 1A: Teardowns

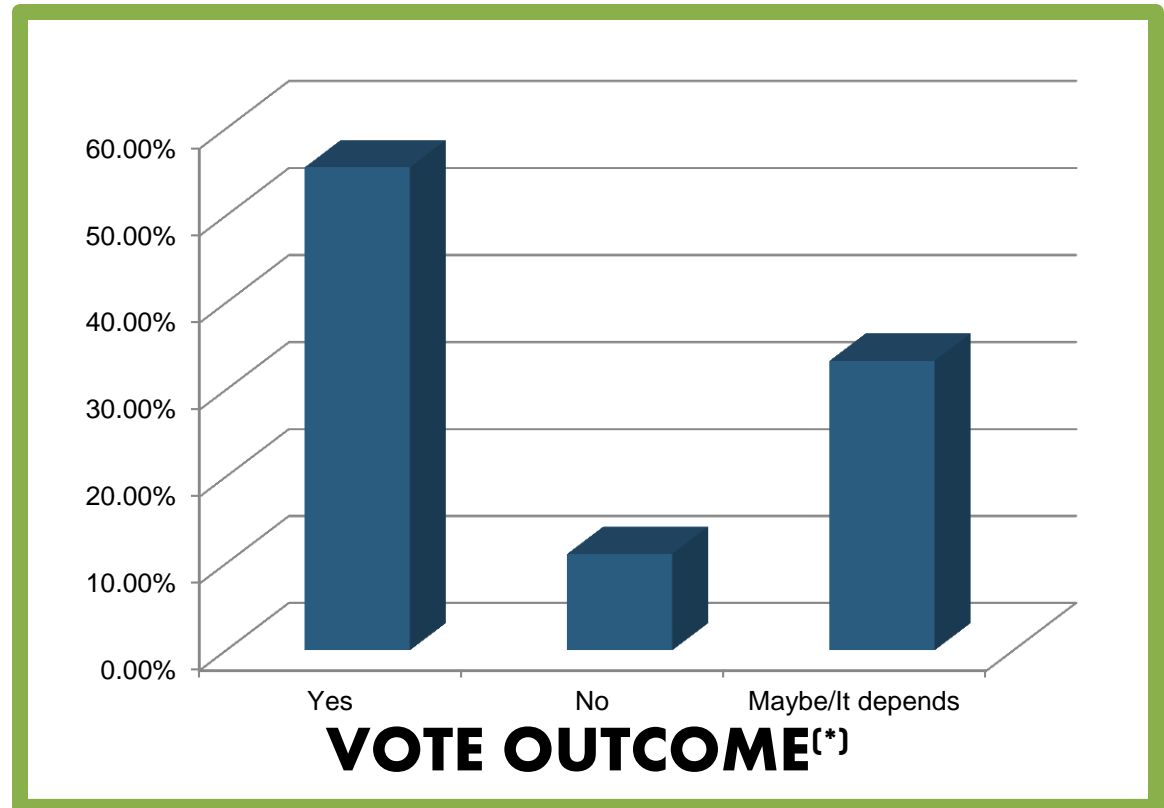
2

Existing General Plan Policy 2.07:

Discourage “teardowns” when the existing home is in good physical condition and the proposed home would be substantially larger than the prevailing scale of the neighborhoods.

**Should the City
continue to discourage
“teardowns?”**

- A. Yes**
- B. No**
- C. Maybe/
It depends**



(*) Results are not statistically significant and are based on votes from approximately 35-40 audience members

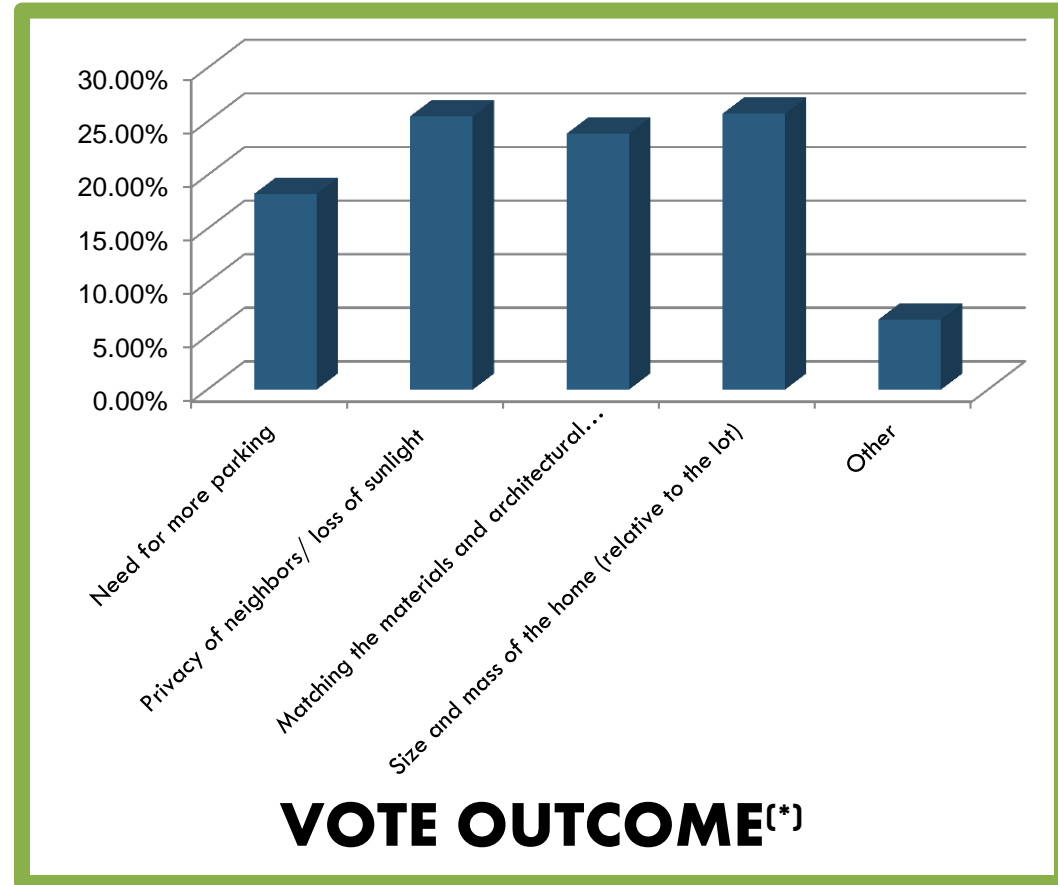
Question 1 B: Additions

3

What factors should the City address in the review of new home additions?

(Rank your choices in priority order from first to last)

- A. Need for more parking
- B. Privacy of neighbors/ loss of sunlight
- C. Matching the materials and architectural style of the existing neighborhood
- A. Size and mass of the home (relative to the lot)
- B. Other



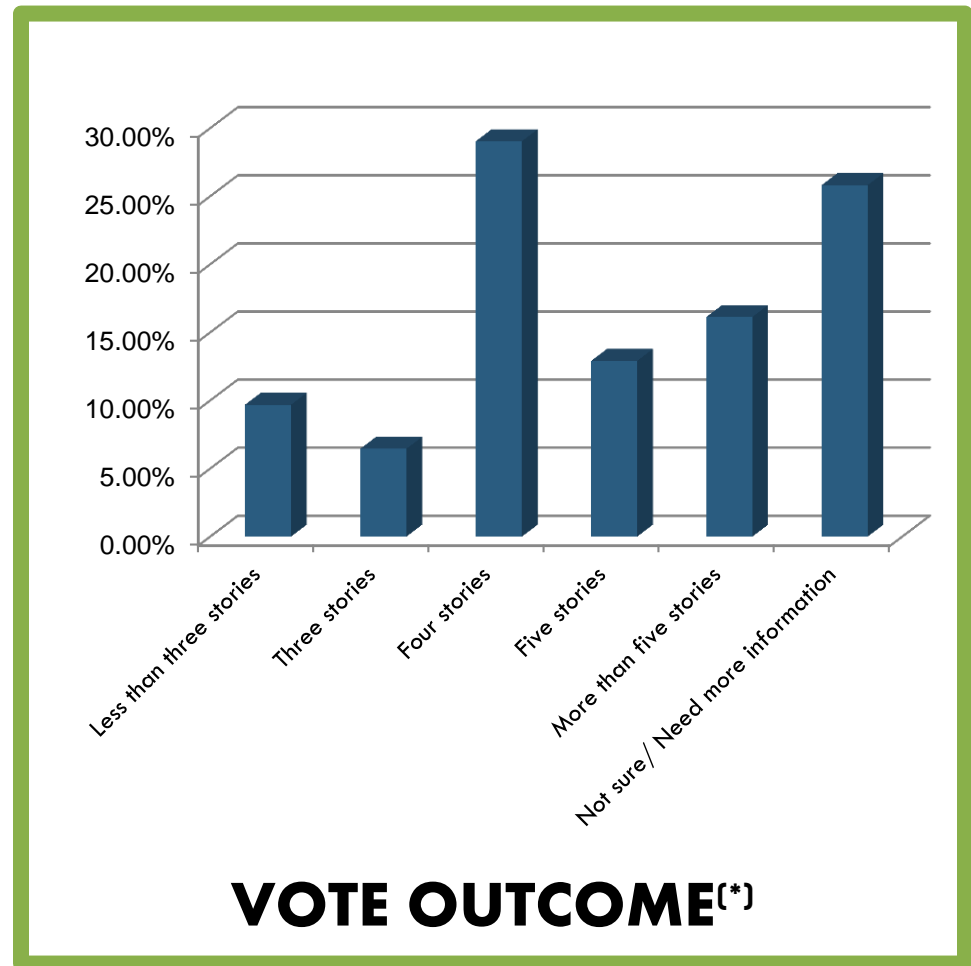
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Question 2: Building Heights

4

What do you think would be an appropriate maximum height along East 14th Street outside of Downtown? (Pick one)

- A. Less than three stories**
- B. Three stories**
- C. Four stories**
- D. Five stories**
- E. More than five stories**
- F. Not sure/ Need more information**



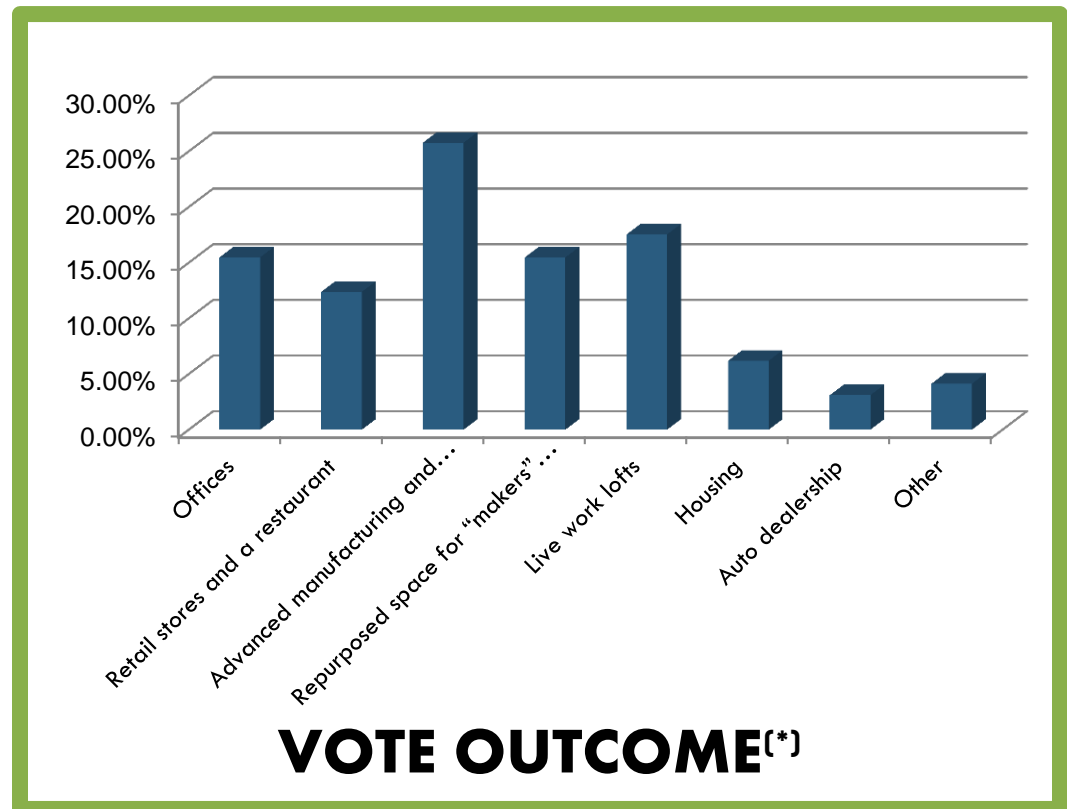
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Question 3: New Uses in Industrial Areas

5

Imagine a 15,000 square foot building in the City's industrial area has just been sold. The site is on a major arterial and is surrounded by industry on all four sides. The owner wants to "repurpose" the building for new uses. Which of the following uses would be most desirable? (Select your top THREE)

- A. Offices
- B. Retail stores and a restaurant
- C. Advanced manufacturing and technology
- D. Repurposed space for "makers" (artisans, crafts, wood workers, etc.)
- E. Live work lofts
- F. Housing
- G. Auto dealership
- H. Other



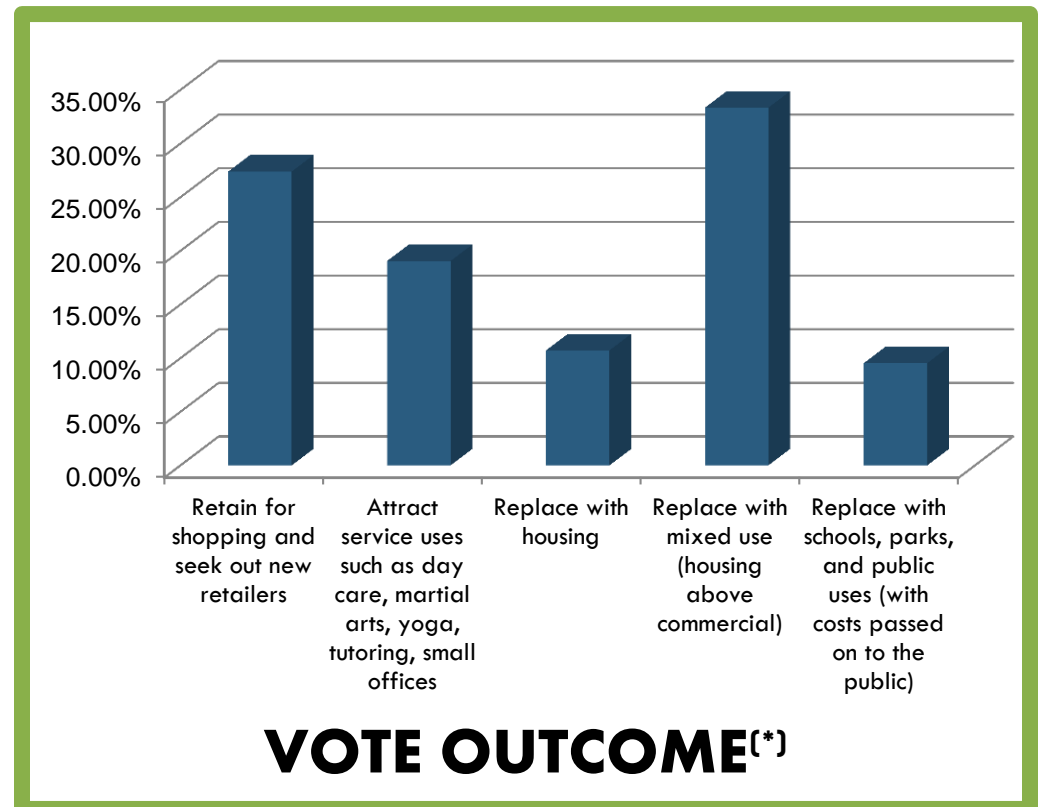
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Question 4: Shopping Center Reuse

6

If the neighborhood shopping center nearest to your home closed, what would be the preferred new use? (Select your **TOP THREE**)

- A. Retain for shopping and seek out new retailers
- B. Attract service uses such as day care, martial arts, yoga, tutoring, small offices
- C. Replace with housing
- D. Replace with mixed use (housing above commercial)
- E. Replace with schools, parks, and public uses (with costs passed on to the public)



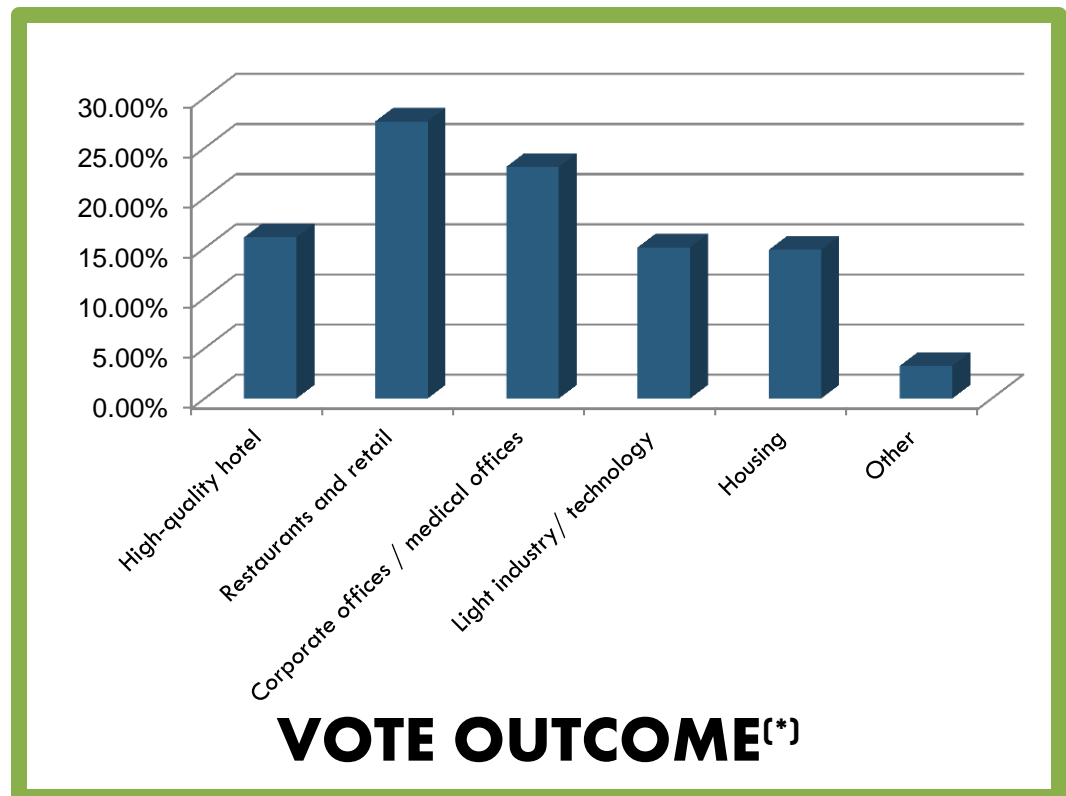
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Question 5: Marina Boulevard

7

The 25 acre vacant site at the southwest corner of I-880 and Marina Boulevard provides an opportunity for a transformative new land use in the geographic center of San Leandro. Rank the types of activities you'd like to see on this site
(List your choices in priority order, from first to last)

- A. High-quality hotel
- B. Restaurants and retail
- C. Corporate offices / medical offices
- D. Light industry/ technology
- E. Housing
- F. Other



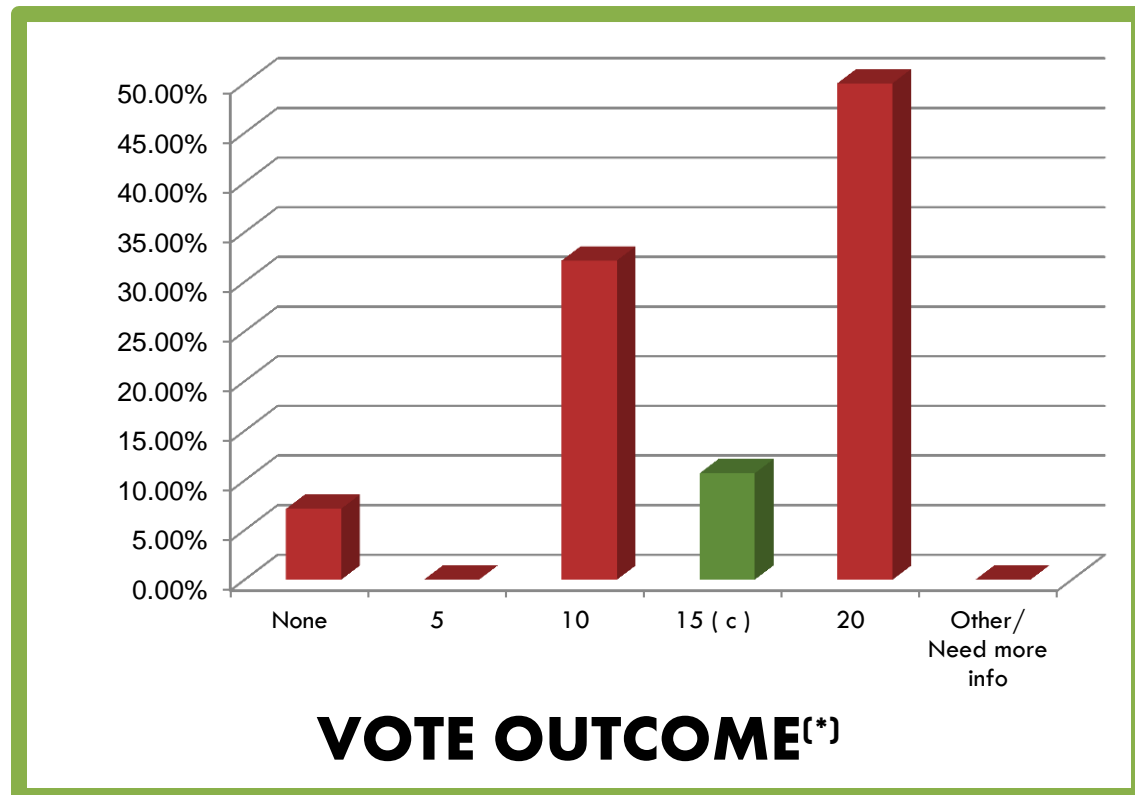
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Question 6

8

A developer wants to build 10 two-bedroom apartments on a site three blocks from the Downtown BART Station. How many parking spaces do you think should be provided? (Pick one)

- A. None**
- B. 5**
- C. 10**
- D. 15**
- E. 20**
- F. Other/ Need more info**



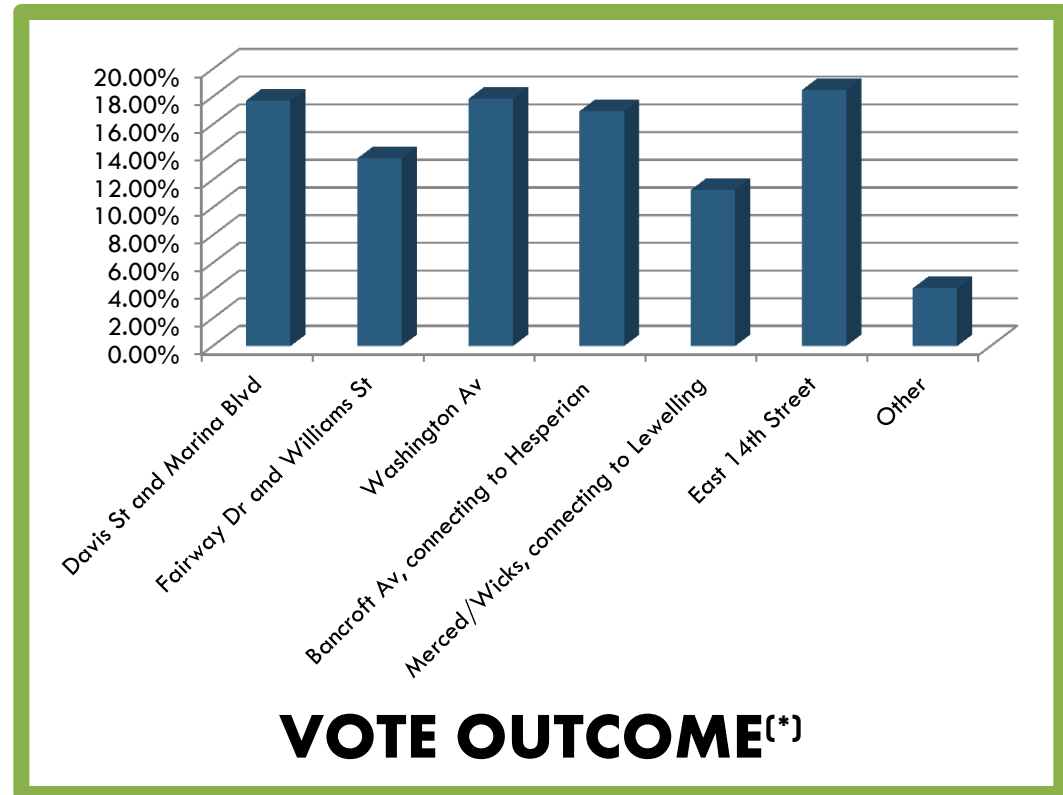
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Question 7: Complete Streets

9

**What streets should be given priority for bicycle and pedestrian improvements?
(Rank your choices in priority order from first to last)**

- A. Davis St and Marina Blvd
- B. Fairway Dr and Williams St
- C. Washington Av
- D. Bancroft Av, connecting to Hesperian
- E. Merced/Wicks, connecting to Lewelling
- F. East 14th Street
- G. Other



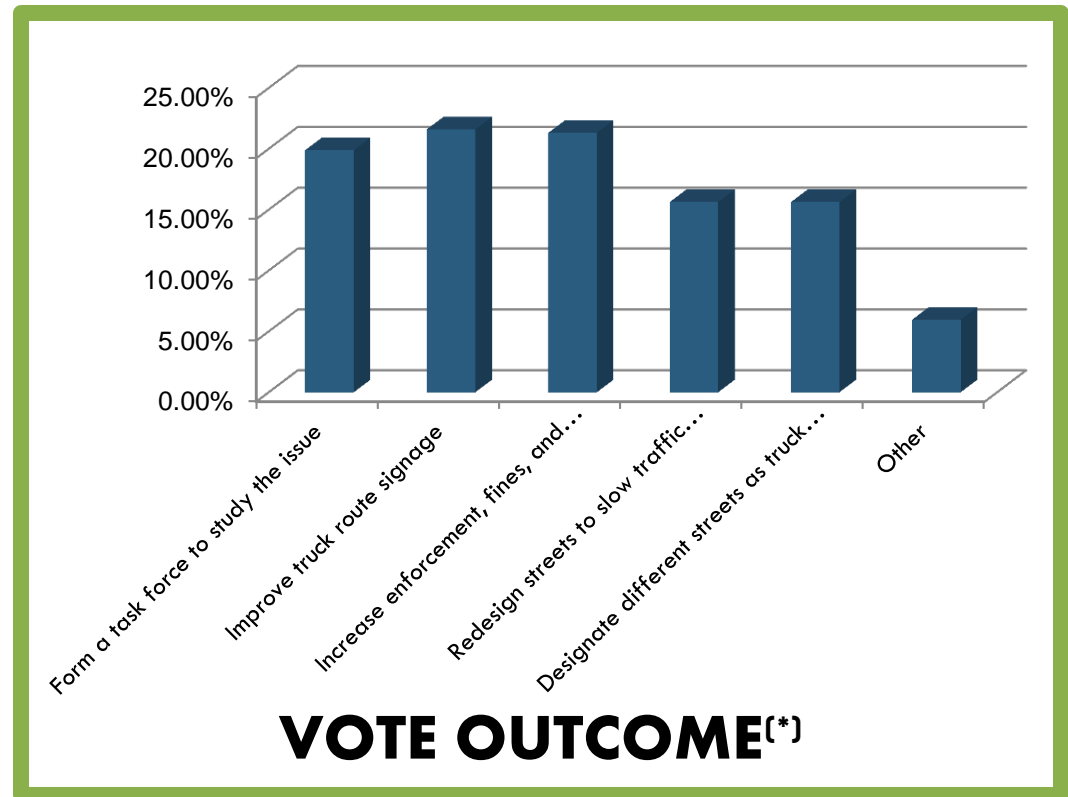
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Question 8: Managing Trucks

10

What steps should the City take to avoid conflicts between truck traffic and residential traffic in the city? (Rank your choices in priority order, from first to last)

- A. Form a task force to study the issue
- B. Improve truck route signage
- C. Increase enforcement, fines, and penalties
- D. Redesign streets to slow traffic (traffic islands, etc.)
- E. Designate different streets as truck routes
- F. Other



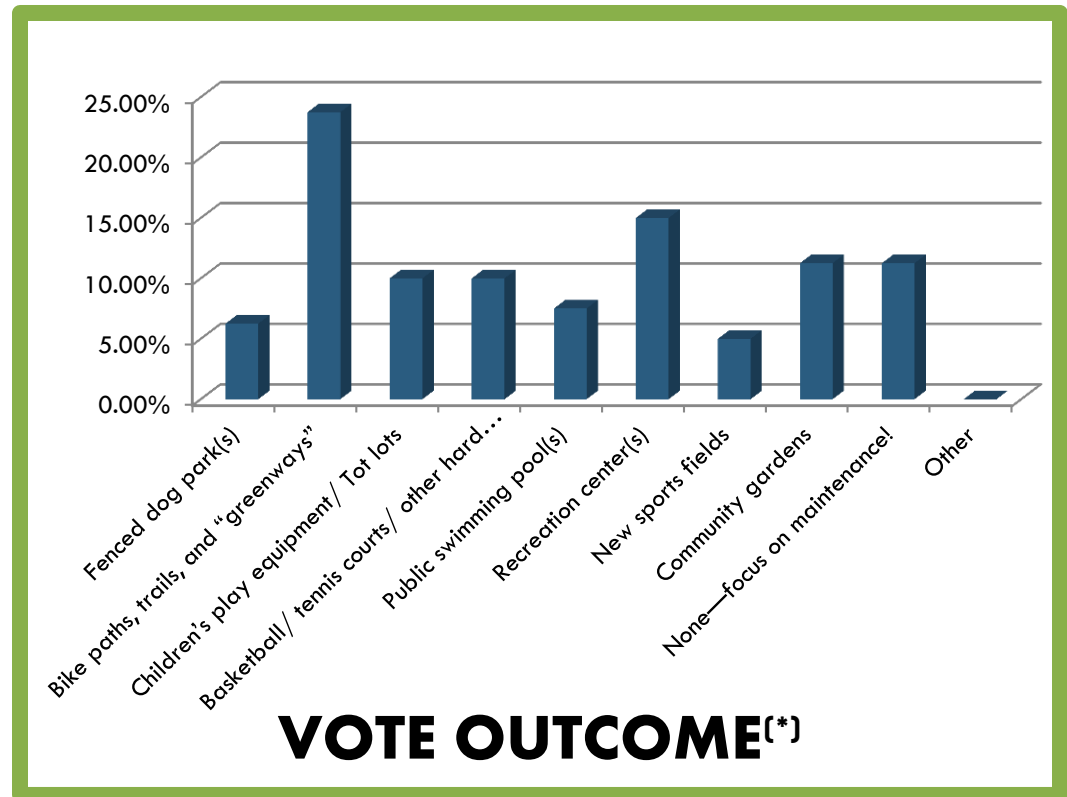
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Question 9: Recreational Facilities

11

**What new recreational facilities would you most like to see in San Leandro by 2035?
(Pick your TOP THREE, in any order)**

- A. Fenced dog park(s)
- B. Bike paths, trails, and “greenways”
- C. Children’s play equipment/ Tot lots
- D. Basketball/ tennis courts/ other hard courts
- E. Public swimming pool(s)
- F. Recreation center(s)
- G. New sports fields
- H. Community gardens
- I. None—focus on maintenance!
- J. Other



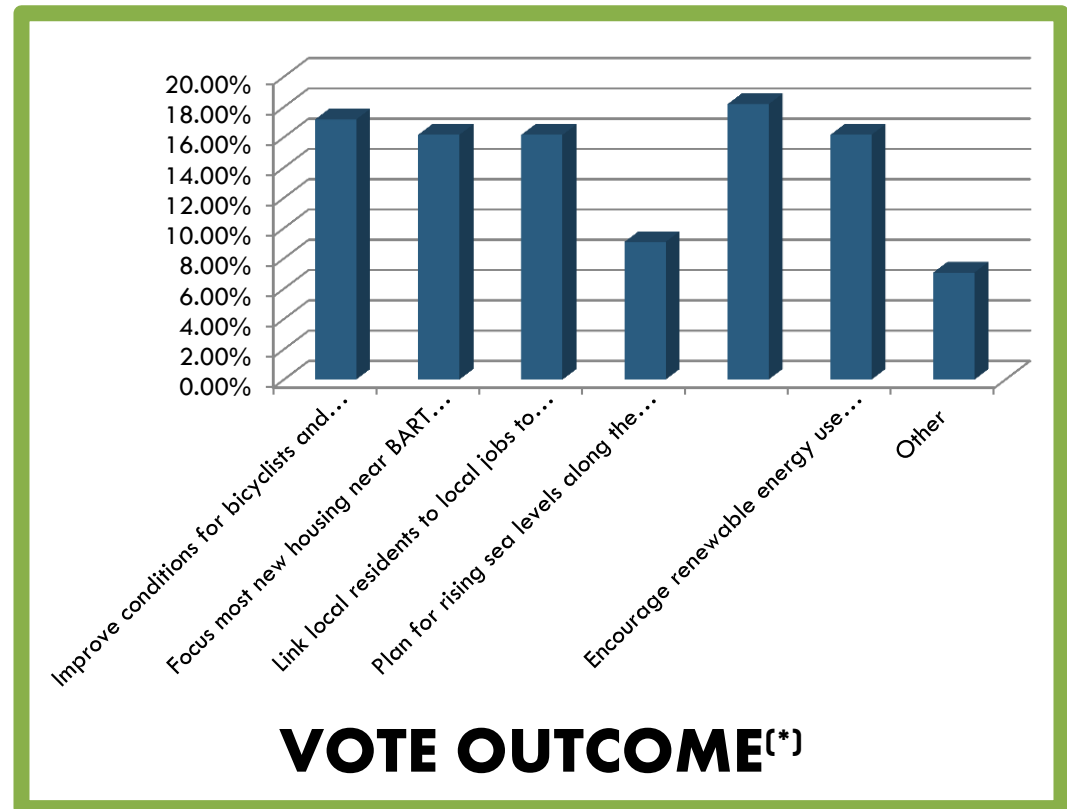
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Question 10: Climate Change

12

What policies can the City follow to address climate change?
(Click all that apply)

- A. Improve conditions for bicyclists and pedestrians
- B. Focus most new housing near BART so future residents can drive less and own fewer cars
- C. Link local residents to local jobs to reduce commuting
- D. Plan for rising sea levels along the shoreline
- E. Plan for current and future water shortages
- F. Encourage renewable energy use and conservation
- G. Other



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