

Public Review Draft

2035 San Leandro General Plan

ADDENDUM

August 19, 2016

The changes in this document are hereby incorporated by reference into the San Leandro 2035 General Plan published on June 1, 2016. Following adoption of the Plan by the City Council, these changes will be flowed into the document in order to produce a “Final” General Plan.

Existing text appears in black font. New text appears in red font. Deleted text appears in “strike out” font. Instructions or directions regarding the text changes appears in italics.

As appropriate, the source of each change annotated herein is indicated in parentheses for each citation. A key to the list of commenters appears on the last page. In some cases, the proposed text change was not explicitly requested by the commenter. However, the spirit of each comment was considered, and the document was edited so that the intent of each comment was captured where appropriate.

Cover: *Delete “Public Review Draft/ June 2016”*

Title Page: *Delete “Draft for Public Review” and “June 2016.” Add date of actual adoption.*

Table of Contents: *Adjust page numbers as needed to reflect changes throughout document. Add “Appendix A: Mitigation Monitoring and Reporting Program”*

Vision, p. 1: *Add new bullet at bottom of page (Council):*

- A “smart” city that leverages high-speed internet technology and connectivity to improve transportation, utilities, education, public health and safety, environmental quality, energy, and the quality and efficiency of City operations.

Page 1-3: *First paragraph on page, add new last sentence (Council):*

The General Plan also incorporates climate action measures aimed at reducing greenhouse gas emissions, encouraging energy efficiency and conservation, and preparing for rising sea level and other impacts of climate change. Real-time data will be used to address these challenges, fully leveraging the local fiber optic network and other emerging technologies.

Page 1-13 *Last paragraph—fill in “blank” with the date of Plan adoption*

Page 3-7 *Replace photo of Manor-Farnsworth Shopping Center with a more attractive photo of a refurbished retail shopping center or new retail building (staff)*

Page 3-13 *After “Transforming the Workplace” and before “Creating a There”, insert a new heading and narrative text as follows (Council):*

Becoming a “Smarter” City

The integration of “smart cities” technology into municipal operations is an overarching theme of the General Plan, and will be a major consideration in planning for San Leandro’s future. Smart Cities refers to a broad suite of applications in which technology is used to improve the efficiency of service delivery and access to information. These applications can be used in the design and construction of buildings, vehicles, roads and transit; the operation of stormwater, sanitation, and energy systems; health care, education, and security; and public participation in government.

San Leandro’s fiber optic network makes the City uniquely positioned to undertake Smart City initiatives. In this regard, fiber is much more than an economic development tool—it is a tool to improve the quality of life for residents.

Most Smart Cities applications focus on assets and systems that are managed by public agencies. Gigabit internet technology can be used to improve the way these systems operate. This occurs through real-time data collection and monitoring, integrated reporting and analytics, and instantaneous adjustments to maximize efficiency. For example, pavement sensors can be used to provide real-time information on the location of available parking spaces near BART. Residents and businesses benefit by finding a space quickly and conveniently, while the City benefits by using street space efficiently and avoiding excessive areas dedicated to parking. Mobile payment for parking and mobile enforcement of parking regulations can also be achieved through sensors.

Similarly, data sensing, sharing, and analytics can help reduce energy consumption and maximize the potential for a distributed energy grid which draws power from solar installations on the rooftops of industrial buildings. Rapid collection and processing of data can also enable street lights to operate more efficiently, and can improve security and emergency response. Ultimately, information and communication technologies can help San Leandro address issues such as climate change and traffic congestion, and can fundamentally transform the way the City operates.

The potential for fiber, software, sensors, and electronics to be linked in order to collect and exchange data is constantly expanding. This interconnected network is sometimes referred to as the “Internet of Things” (IOT). Objects such as vehicles, buildings, and infrastructure can be sensed and controlled remotely, creating opportunities to more directly integrate the physical world with computer-based systems. With Lit San Leandro in place—and expanding in the next two decades—the City will continue to pursue embedded computing systems that enable improved convenience and efficiency.

Page 3-25

Under “Medium Density Residential,” delete the period and extra space after the second sentence in the paragraph. (typo)

Page 3-30

Replace photo of “Industrial Transition” (warehouse) with a more representative photo (e.g., Drake’s Barrel House at Westgate) (staff)

Page 3-33 *Table 3-2. Add “P” to the list of “Corresponding Zoning Designations” in the Downtown Mixed Use category. Remove “P” from the list of “conditionally compatible zoning designations.” (public)*

Page 3-44 *Replace thumbnail map to the left of the “West of Wicks” text box with the correct map (this map shows the Marina area) (staff)*

Page 3-66 *Second paragraph, add new third sentence as follows (Council)*

This section of the General Plan provides a policy framework that allows each of the City’s business districts to evolve and change, while still maintaining the diversity that makes San Leandro’s economy strong. It maximizes the private sector’s ability to take advantage of new and emerging opportunities without compromising the vision in the General Plan. It strives to fully leverage the investment that has been made in high speed fiber, not only for economic growth but also to implement “Smart City” initiatives that improve the efficiency of transportation and infrastructure systems. The policies presented here are focused on land use....

Page 3-78 *Replace photo of Fed-Ex truck at warehouse with photo of more attractive industrial building (staff)*

Page 3-79 *Edit last paragraph to insert reference to Internet of Things (Council)*

Much of the Next Generation Workplace Districts Study focuses on changes to the physical environment to facilitate industrial transformation. In addition to adaptively reusing warehouse and former manufacturing buildings for co-working space, incubators, and new businesses, the Study called for improved connectivity on the local street network (including new through streets), bike lanes and wider sidewalks, and improved connections to BART. It also suggests additional employee amenities, such as restaurants, hotels, and easier access to the area’s shopping districts. As these changes occur, a concurrent transformation will take place as buildings, transportation features, energy systems, infrastructure, and the environment become increasingly linked through an “Internet of Things” relying on high-speed internet technology.

- Page 3-96 *Action LU-8.3.A text—correct typo in first sentence, third line:*
- ...uses such as offices are ~~not~~ either not permitted or require a conditional use permit.
- Page 3-97 *Edit Action LU-8.9.A as follows: (Planning Commission, City Council, Public)*
- Action LU-8.9.A: East 14th Corridor Plan Updates**
 Update City plans for the East 14th Street Corridor, including the portion of the corridor covered by the North Area Plan (Downtown to the Oakland City limits) and the South Area Development Strategy (Downtown to 150th Avenue). An Area Plan update for the northern part of East 14th, as well as the Bancroft and MacArthur corridors (see Action LU-8.11.A) is one of the highest priorities of this General Plan and should be initiated within two years after the General Plan is adopted, if feasible.
- Page 4-15 *Last paragraph, first sentence: Replace “accidents” with “collisions.” (Bike East Bay)*
- Recommended safety improvements include special bicycle crossings (including signalized crossings) near schools, and pavement maintenance programs to reduce the risk of collisions~~accidents~~.
- Page 4-20 *Replace photo of elevated BART tracks with a photo of people boarding a train at San Leandro station (staff)*
- Page 4-31 *Second full paragraph on page, third sentence, replace “accident” with “collision” (Bike East Bay)*
- Vehicle and pedestrian safety is an ongoing issue for at-grade crossings. Continued driver, bicyclist and pedestrian education is necessary to reduce collision~~accident~~ hazards.
- Page 4-32 *Replace photo of Amtrak train crossing Halcyon with a better photo of an Amtrak train (not moving through an active crossing) (staff)*
- Page 4-40 *Replace “accident” with “collision” in first bullet at bottom of page (Bike East Bay):*
- This project will reduce collision~~accident~~ hazards, reconstruct the median,.....

Page 4-41

Modify third sentence of second paragraph as follows: (Caltrans)

A northbound I-880 HOV lane ~~from Marina to Hegenberger and an extension of the southbound lane~~ also ~~is~~ are planned.

Page 4-43

Add the following narrative text after the first paragraph, expressing a commitment to community outreach (Bike East Bay)

This section of the Transportation Element addresses important transportation-related issues ~~and policy topics~~ in San Leandro. These issues are addressed by policies and actions later in this chapter. An overarching consideration throughout this chapter is the increased engagement of residents and businesses in transportation planning. San Leandro is committed to the participation of individuals, community groups, and advocacy groups in citywide planning, as well as the design and planning of specific transportation facilities.

Page 4-46

Under "Traffic Safety", second sentence, replace "accidents" with "collisions" as follows (Bike East Bay):

Increased traffic volumes and the increased presence of pedestrians and bicyclists on local streets create the potential for additional collisions ~~accidents~~ and the need for new safety improvements and enforcement programs.

Page 4-55

Edit Action T-2.1.B as follows (Bike East Bay):

Action T-2.1.B: Street Classification and Design Standards

Incorporate Alameda County Transportation Commission guidelines for the classification of streets based on priority user groups, such as pedestrians, bicyclists, and transit users. This should include the adoption of Complete Streets Design Guidelines that, as appropriate, incorporate best practices such as the National Association of City Transportation Officials (NACTO) standards and the Federal Highway Administration's Separated Bike Lane Planning and Design Guide.

Page 4-56

Edit Action T-2.3.A as follows (Bike East Bay)

Action T-2.3.A: Maintenance, Planning, and Design Practices

Continue to implement maintenance, planning, and design practices that are consistent with the desire to promote bicycling, walking, and public transit. This should include project review and implementation

checklists, and flow charts that provide a means to ensure that complete streets objectives and best practices are considered.

Page 4-58

Edit Action T-3.1.B as follows: (Council/Prola, Bike East Bay)

Action T-3.1.B: Capital Improvement Scheduling

Include a prioritized list of bicycle and pedestrian improvements, along with cost estimates, in the City's Capital Improvements Program. The City should develop and apply ranking criteria for bicycle and pedestrian projects such as number of activity centers served, closure of critical gaps, elimination of safety hazards, level of existing use, and input from the public. Typical projects could include bikeway and bicycle parking installations and sidewalk and crosswalk improvements, as well as education programs and public awareness campaigns. A priority should be placed on buffered (Class IV) bike lane projects, providing a safe lane for bicyclists with a designated buffer space separating the bike lane from the vehicle travel lane.

Page 4-60

Edit Action T-3.4.B as follows (Bike East Bay)

Action T-3.4.B: Cross-town Bicycle Access to the Shoreline

Improve cross-town bicycle routes, with particular attention on routes across Interstate 880, railroads, and other barriers. Focus on Williams Street/Fairway Drive as the primary bicycle and pedestrian routes between Downtown and the Shoreline. Prioritization of cross-town access improvements should be included in the next update of the Bicycle and Pedestrian Master Plan. While bicycle and pedestrian movement should also be accommodated on Marina Boulevard and Davis Street, and both streets should be made safer for bicycles and pedestrians, the high volumes and high share of freeway bound traffic on these streets creates potential safety hazards that makes them less suited for active transportation than Williams/Fairway. In addition, bicycle connections to the southern waterfront via Floresta Farnsworth also should be improved.

Page 4-62

Edit Action T-3.9.A as follows (Bike East Bay)

Action T-3.9.A: ~~BPAC~~ Bicycle and Pedestrian Advisory Committee (BPAC)

Continue and strengthen the BPAC Bicycle and Pedestrian Advisory Committee (BPAC) as a forum for ongoing discussions concerning bicycle and pedestrian issues. ~~The BPAC should be involved in the updating, monitoring, implementation, funding, and updating of bicycle and pedestrian facilities as well as reviewing other projects that might affect bicycle and pedestrian access.~~ The BPAC should advise the City Council on the funding of bicycle and pedestrian improvements, including input on the City's Capital Improvement Program. The BPAC should also review potential grant application opportunities and provide input on plans affecting walking and bicycling conditions, including roadway striping plans and updates of the Bicycle and Pedestrian Master Plan. A more formalized role for the BPAC, including regularly scheduled meetings, should be considered.

Page 4-73

Edit Goal 7 as follows (Bike East Bay):

Improve traffic safety and reduce the potential for collisions accidents on San Leandro streets.

Page 4-73

Edit Action T-7.2.A as follows (Bike East Bay)

Action T-7.2.A: Collision Accident Data Collection and Remediation

Collect and evaluate ~~collision~~ data on the top collision accident locations in San Leandro, including separate tracking of collisions accidents involving bicycles and pedestrians. Develop measures to reduce the number of collisions at these locations.

Page 5-19

Add new sentence to top of Page 5-19 as follows (Council, Lopez/Lee)

Technology can also be used to advance other aspects of the quality of life in the city, including transportation, cultural arts, health care, energy, public safety, and education. In the coming years, San Leandro will explore and promote "smart city" applications which use Lit San Leandro to improve the effectiveness and efficiency of quality of life-related susyems and networks. The City's industrial areas present opportunities...

Replace Actions ED-3.4.B, 3.4.C, and 3.4.D with a new action as follows (Council, Lopez/Lee):

Action ED-3.4.B: Smart City Action Strategy

Develop a “Smart City Action Strategy” or similar strategic planning document which identifies opportunities to use the Lit San Leandro fiber network to improve local energy, utility, transportation, safety, environmental, educational, health care, and governance systems. The Strategy should include:

Action ED-3.4.B: Lit San Leandro Marketing

Develop and implement (a) a marketing strategy for Lit San Leandro, including identification of target markets, key messages, and specific activities to reach potential customers.

Action ED-3.4.C: Fiber Optics Service Delivery

(b) Guidance for ~~Continue to refine the~~ license agreements, Memorandums of Understanding (MOUs), and operating procedures governing the delivery of fiber optics services to San Leandro properties to ensure maximum operating efficiency.

Action ED-3.4.D: Commercial Broadband Strategy

(c) An update ~~Implement the recommendations~~ of the City’s Commercial Broadband Strategy, including further exploration of extension requirements linked to new development approvals and an open trench policy which calls for installing conduit ~~when any time~~ a street cut is made.

(d) Further consideration of the potential to use Lit San Leandro for “Internet of Things” and “Smart City” applications that benefit both the public and private sectors.

Replace shoreline photo with a photo where the rocky fill and mud is less prominent. (staff)

Remove photo of San Leandro Creek, since it is duplicative of photo on prior page. (staff)

Crop photo of red fox to reduce the prominence of rip-rap along Estudillo Channel (staff)

Edit Action OSC-7.8.B as follows (Ouborg):

Action OSC-7.8.B: Green Building Incentives and Requirements

Pursue additional measures to incentivize or require green building practices for major remodels and new construction, such as establishing minimum certification levels within the appropriate green building

protocols (such as Green Point Rated or LEED[®]) or developing voluntary standards which exceed those of the California Green Building Code. Options include the development of sustainability guidelines which encourage additional energy-saving measures, environmentally preferable building materials, green roofs, rainwater harvesting, and other sustainable design principles.

Page 7-43

Add the following sentences to the last paragraph on the page (Guntrum)

The City will continue to maintain a dialogue with the Port of Oakland on further noise abatement procedures, particularly in residential areas impacted by overflights and in areas between the 55 and 65 dB CNEL contours. The City will continue to be an active participant in discussions about the airport's future and will ensure that future development decisions consider the potential for exposure to airport noise. Through its participation in the Noise Management Forum, San Leandro will work to reduce noise impacts associated with implementation of new flight pattern protocols at Bay Area airports. In 2016, several East Bay cities were experiencing impacts from the Metroplex air traffic control system, which has resulted in more concentrated air traffic patterns. San Leandro will work with Congressional representatives and others to bring FAA oversight and regulations up to date to address and to resolve increased noise impacts on the community. ~~For its part, the aviation industry continues to incorporate new aircraft design and navigational technology in order to improve the ambient noise environment around the airport.~~

Page 7-66

Edit Action EH-9.1.A as follows (Guntrum):

Action EH-9.1.A: Participation in Airport Community Noise Management Forum

Supplement the City's participation in the Airport-Community Noise Management Forum through local Airport task forces and other airport-based advisory groups. The mission of such groups should be to monitor Airport plans and programs and advocate on behalf of residents and businesses impacted by Airport operations and expansion plans. Noise Management Forum activities should include discussions with the FAA to address and resolve air traffic impacts associated with implementation of the Metroplex air traffic system.

Edit Action CD-1.4.A as follows (Ouborg):

Action CD-1.4.A: Old San Leandro Historic District

Create an “Old San Leandro” Historic District in the vicinity of the Casa Peralta and Daniel Best House and consider the eligibility of this district to be listed at the state or national levels. The boundaries of the district should be established through an evaluation process that is based on the significance and historic integrity of the sites, structures, buildings, and objects making up the district. limited in scope, and should not conflict with plans for transit-oriented and higher density development in the vicinity. Following establishment of the historic district, programs should be implemented for improvement and restoration of historic structures. Development and design standards for the District should ensure that the area’s historic ambiance and pedestrian scale is maintained as future development takes place in the surrounding transit-oriented development area.

Edit Action CD-1.5.A as follows (Ouborg):

Action CD-1.5.A: Design Guidelines for Older Neighborhoods

Adopt residential design guidelines ~~for areas characterized by a predominance of pre-1940 housing stock,~~ and incorporate those guidelines in the review of proposed infill development, additions, and major alterations. The guidelines should recognize the characteristic scale and architectural styles of San Leandro's older neighborhoods, and help to preserve their distinctive features in the future.

Following Policy CD-1.13, add a cross-reference as follows (Ouborg):

See Goals OSC-7 and 8 for policies on green building and sustainable design.

Edit Action CD-2.3.B as follows (Ouborg):

Action CD-2.3.B: Downtown Design Guidelines

Expand the Downtown Design Guidelines to more effectively address the preservation of historic buildings. Such guidelines should continue to address features such as lighting, signage, windows, awnings, and building materials, but with a greater emphasis on preservation and restoration when they are applied to historic structures.

Edit second paragraph as follows (Council):

San Leandro’s population is projected to increase by approximately 17 percent during the next 20 years. Continued investment in public facilities will be necessary to sustain existing services and respond to changing needs in the community. Services must be regularly adapted to respond to demographic changes, new technologies and communication methods, and evolving service models. Ultra-high speed internet may transform the way that local services are provided, and has the potential to improve performance and effectiveness. Ongoing investment in public facilities will also be needed to update or replace deteriorating facilities and ensure efficient operations.

Appendix A

Appendix “A” (Mitigation Monitoring and Reporting Program) has been added to the General Plan (staff)

KEY TO COMMENTERS

<i>Planning Commission</i>	<i>Refers to comments from Commissioners at June 16, 2016 meeting</i>
<i>City Council</i>	<i>Refers to comments from City Council at July 5 and July 25, 2016 meetings</i>
<i>Guntrum</i>	<i>Letter to City from Bruce Guntrum, July 25, 2016</i>
<i>Caltrans</i>	<i>EIR Comment Letter, dated July 11, 2016</i>
<i>Ouborg</i>	<i>Oral testimony from Erin Ouborg (958 San Jose St) on June 16, 2016 and written letter received on June 17, 2016</i>
<i>Bike East Bay</i>	<i>Oral testimony from Danny Coloste on June 16, 2016 and written letter from Susie Hofstader dated June 27, 2016</i>
<i>Staff</i>	<i>Refers to administrative comments from City of San Leandro staff</i>
<i>Public</i>	<i>Refers to general public testimony and correspondence related to zoning proposals</i>