



Legislation Text

File #: 17-140, **Version:** 2

Update on the Bay Fair Transit-Oriented Development (TOD) Plan

BACKGROUND

The City of San Leandro applied for and received a highly competitive \$440,000 Priority Development Area planning grant from the Metropolitan Transportation Commission (MTC) in 2014. The City also contributed \$30,000 to match the grant along with contributions of \$15,000 each from BART and Madison Marquette. The intent of the grant is to create a long-term plan to transform the 154-acre Bay Fair area (including the Bayfair Center and Bay Fair BART Station) into a more vibrant, pedestrian-scaled and higher density mixed-use area that encourages greater non-auto (i.e., biking, walking) and public transit use. The public planning process formally kicked off in 2016 and there have been over 15 public meetings to date.

A draft Plan and environmental impact report (EIR as required under the California Environmental Quality Act or CEQA) is planned to be publicly released in Spring/Summer 2017. The final Plan will include recommended policies such as amendments to the Zoning Code to allow for greater development intensity and density, design guidelines, and implementation strategies. The final EIR will provide appropriate and necessary environmental review for the final Plan and streamline the environmental review process for future development projects that comply with the eventual Plan.

Tonight's update will focus on progress since the Plan was last presented to the City Council in May 2016. The following topics will be covered:

- Project Background/Context
- Vision + Policies
- Transportation + Open Space
- Implementation Concepts.

Vision Statement

Below is the full draft Vision Statement that staff and the planning consultant has prepared in response to public feedback since last year. The full statement is shown in this report, as it was too large to place on a PowerPoint slide.

“The Bay Fair Area will be a mixed-use urban village anchored by compact, transit-oriented buildings and public spaces that are attractive and have highly sustainable features. It will support housing, retail, office, entertainment, and civic uses, with safe pedestrian and bicyclist connections to public transit, services and employers. Buildings will be designed to respect the scale and character of adjacent residential neighborhoods. The village will feature stores, services and restaurants for neighbors and workers, as well as active plazas and open spaces throughout the area for public enjoyment. Bay Fair will be a model for sustainable, healthy development, and will embrace new technology and innovations, positioning the area for success over the next 20 years and beyond.”

Desired Outcomes

Below is the full list and descriptions of notable “Desired Outcomes” based on community feedback since last year. The list below provides more detail than the related slides in the PowerPoint presentation:

- **More Parks and Open Space.** Increase the amount of parks, green space, plazas, and other public space that encourages pedestrian activity, recreation, and access to nature.
- **Green Infrastructure.** Improve and maintain basic infrastructure such as stormwater management, flood control, and water, sewer, and gas connections.
- **More Walkable Environment.** Improve the pedestrian experience, public space, aesthetics, and design quality throughout the plan area to attract visitors, serve residents and promote walking.
- **Better Mobility and Connectivity.** Improve pedestrian, bicycle, transit, and vehicle connections in the plan area through the creation of an interconnected street grid, with a focus on better pedestrian connections between BART and the adjacent shopping areas.
- **Compatibility with Adjacent Neighborhoods.** Ensure compatibility with the residential neighborhoods that are adjacent to the planning area - including those within unincorporated Alameda County as well as the City of San Leandro - and encourage sensitive design transitions, public amenities, and uses and services that benefit surrounding neighborhoods.
- **Diversity of uses.** Support a diverse mix of uses within the plan area including retail, housing, workplaces, and community spaces. Encourage varied essential goods and services such as grocery stores, pharmacies, banks, laundromats, social services, restaurants, and diverse large and small retail or office businesses.
- **Diverse and Affordable Housing.** Support housing, both market rate and affordable housing, in and around the plan area and seek to protect existing residents from involuntary displacement.

- **Efficient and Shared Parking.** Implement parking management solutions that most efficiently use parking resources, including sharing of spaces between uses.
- **Improved Safety and Less Crime.** Improve safety in and around the plan area through a range of strategies including increased pedestrian activity, more “eyes on the street”, expanded policing, and better lighting on pathways.
- **BART and Bus Station Improvements.** Support and improve the Bay Fair BART station as an integral amenity for the surrounding neighborhoods, the City, the County, and the entire region.
- **Zoning Aligned with Community Vision.** Ensure future zoning is aligned with the community’s vision and allows enough flexibility to adjust to changing trends and land ownership.
- **Local and Regional Destination.** Increase the amount of public space and outdoor dining to create central gathering places to serve local and regional populations.
- **Range of Educational Opportunities.** Provide a range of services to provide opportunities for higher education, business incubation, and vocational and employment training programs for all age groups.
- **Community Facilities.** Provide community facilities necessary to support the level and type of additional growth including schools, community and senior centers, childcare centers, and public safety facilities.

Prepared By: Tom Liao, Deputy Community Development Director