





chapter 1

INTRO + CONTEXT

The City of San Leandro created the Bay Fair TOD Specific Plan in collaboration with its partners Alameda County, BART, Madison Marquette, and the broader community. The Plan presents a vision, policies, standards, and implementation strategies for the future of the Bay Fair TOD Specific Plan Area (shown in Figure 1.2). This project was primarily funded by a grant from the Metropolitan Transportation Commission (MTC), and contributions from the City of San Leandro, BART, and Madison Marquette (the owners and operators of Bayfair Center).

RDWARE
IE CENTER
FENCING
PLYWOOD

Location

Regional Location

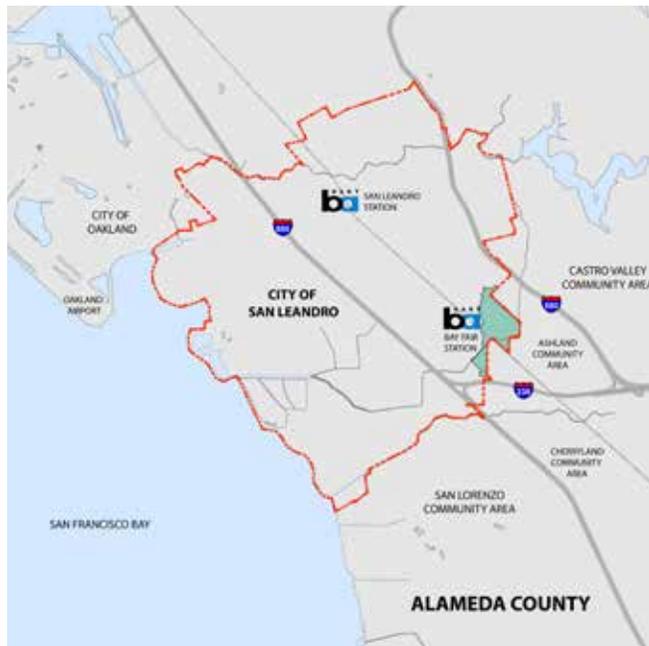
San Leandro is located in the San Francisco Bay Area East Bay, immediately south of Oakland, 15 miles southeast of San Francisco, and 30 miles north of San Jose. The City is well connected to major freeways (I-880, I-580, and I-238) and is served by two BART stations: the downtown San Leandro Station and Bay Fair Station.

Plan Area Location

The Bay Fair TOD Specific Plan Area is at the eastern edge of the City of San Leandro. Unincorporated Alameda County is directly adjacent to the Plan Area, to the east and south. The Plan Area includes the Bay Fair BART Station, Bayfair Center shopping mall, Fairmont Square and Fashion Faire Place shopping areas, and portions of the Hesperian and East 14th corridors. The project area is surrounded in most directions by single-family neighborhoods and further beyond, by three Interstate freeways (580, 238, and 880).

The Bay Fair TOD Specific Plan Area is a total of 154 acres, with mostly retail and commercial land uses. There is also a small number of office, light industrial, and residential land uses. The Plan Area's eastern edge runs along the San Leandro City limit.

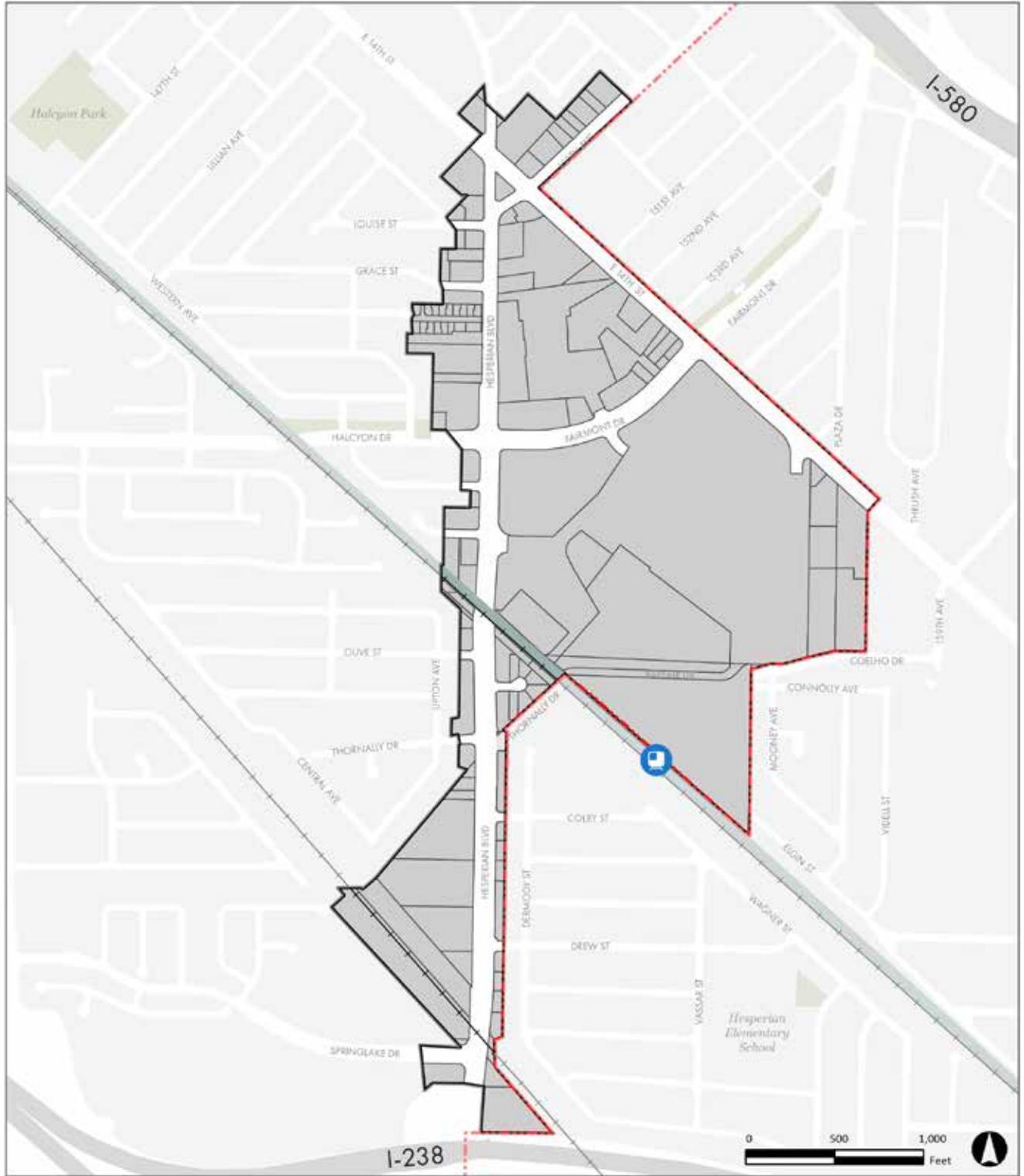
Figure 1.1: Regional Location



Quick Facts

- 154 acres
- Accessible by three Interstates (I-580, I-238, and I-880)
- Adjacent to Alameda County
- Plan Area is adjacent to Ashland/Cherryland
- Existing uses mostly retail and commercial with some office, light industrial, and residential
- Includes some of the City's largest shopping centers
- Regional Priority Development Area (PDA)

Figure 1.2: Bay Fair TOD Specific Plan Project Boundary



- City Limit
- Project Boundary
- Bay Fair BART Station
- Union Pacific Right of Way

Background + Context

The City Council and local stakeholders have for over a decade envisioned future possibilities within a quarter to half mile area near the Bay Fair BART Station as a vibrant mixed-use, transit-oriented retail, commercial and residential destination. Developing and implementing a sustainable and vibrant Bay Fair TOD Specific Plan would enable the City to come “full circle” in comprehensively planning and transforming the City’s East 14th Street corridor, which began with the East 14th Street South Area Development Strategy (adopted in 2004) and was followed by the Downtown TOD Strategy (adopted in 2007).

Another impetus for the City to create the Bay Fair TOD Specific Plan was to meet State (SB 375 from 2008) and regional goals towards transit-oriented development areas and greenhouse gas emissions reduction and gain access to future public funding opportunities to make needed area improvements. The regional transportation and land use agencies, Metropolitan Transportation Commission (MTC) and Association of Bay Area Governments (ABAG), had adopted in 2013 a sustainable, long-range land use and transportation plan (Plan Bay Area) for the nine county San Francisco Bay Area region focused on higher density, mixed use development areas near major public transit systems (or Priority Development Areas or PDAs).

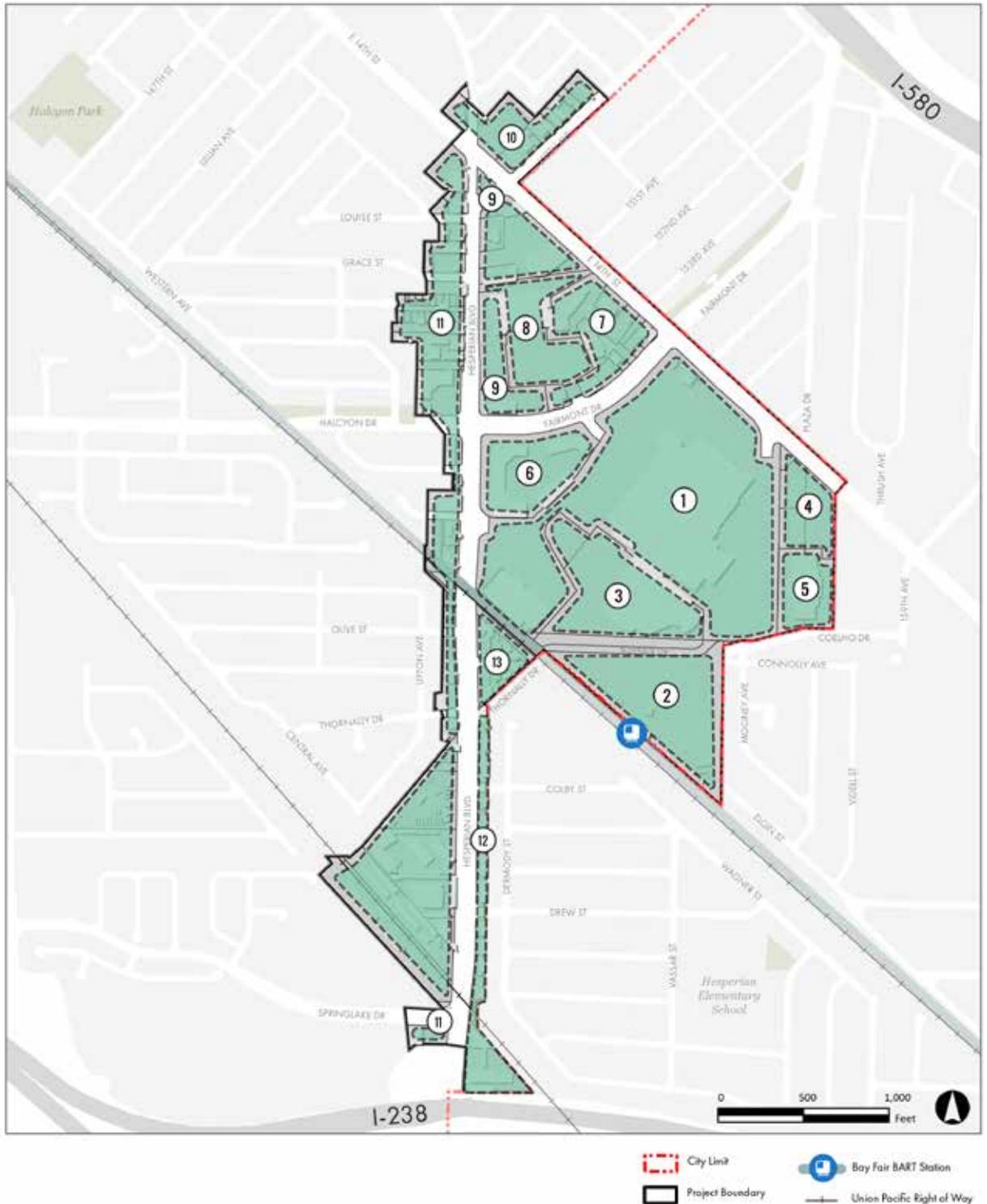
MTC/ABAG previously recognized the Downtown TOD and East 14th Street corridor (excluding the Bay Fair area) as PDAs, but the Bay Fair area does not yet have the PDA designation. Key benefits for PDA areas are CEQA streamlining and access to a variety of federal, State and regional funding sources. The City currently has two planned PDAs: Downtown and East 14th 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.

The City issued a Request for Proposal (RFP) in Fall 2014 to over 20 qualified planning firms to serve as lead consultant for the Bay Fair TOD Specific Plan and related EIR. Five well regarded and highly qualified firms submitted proposals and the selection committee, consisting of representatives from the City, Alameda County, BART and Madison Marquette, reviewed the submittals, interviewed each firm, and forwarded its recommendation to the City Council. In May 2015, the City Council approved the experienced firm of Raimi + Associates, based in Berkeley, as the lead planning consultant.

Plan Area Overview

The map and descriptions below provide an overall introduction and guide to the main sub areas within the Bay Fair TOD Specific Plan Area. This information is intended for those who may be new to the area, or who may be interested in the status of particular parcels or opportunity sites. Some information may continue to change as the area develops over time.

Figure 1.3: Plan Area Overview



Sub Area Profiles

1. Bayfair Center

Built in 1956, Bayfair Center is one of the oldest malls in the Bay Area. It is currently owned by Madison Marquette and is the largest parcel in the Plan Area. The site includes an enclosed mall structure surrounded by surface parking. The site is accessible from all surrounding streets including Hesperian Boulevard, East 14th Street, and Fairmont Drive.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay, Corridor Transition Overlay
¼ MILE FROM BART	Yes
ADJACENT TO SINGLE FAMILY HOMES	Yes (Southern edge)

2. Bay Fair BART Station

The Bay Fair BART Station was built in 1972 and currently acts as one of the primary transfer stations in the BART system, connecting the East Bay to Tri-Valley cities such as Dublin and Pleasanton. The BART-owned land surrounding the station is currently used for parking and an AC Transit bus station. In the past few years, BART has been developing on nearby properties (San Leandro, Hayward, Union City, and Dublin) to include additional housing and office. The portion of the BART parking lot southwest of the BART tracks is in Alameda County and is not subject to this Specific Plan. The portion of the BART parking lot northeast of the BART tracks is within San Leandro City limits and is subject to this Specific Plan.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Transportation/Utilities
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay
¼ MILE FROM BART	Yes
ADJACENT TO SINGLE FAMILY HOMES	Yes (Eastern edge and Southern edges)

3. Target Property

Target is a large department store located north of the Bay Fair BART station. Unlike other nearby businesses and retail tenants, Target owns its own parcels, which include parking and store space.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	No
¼ MILE FROM BART	Yes
ADJACENT TO SINGLE FAMILY HOMES	No

4. King Property

The King property is composed of four parcels adjacent to Bayfair Center with frontage on East 14th Street. The land is currently vacant and for sale.

RANGE OF PARCEL SIZE(S)	3.6 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	Corridor Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

5. Century Theatres

Century Theatres is on a 1.79 acre parcel just southeast of Bayfair Center. The property is owned by Madison Marquette and is leased to Cinemark. The building was constructed in 2001.

RANGE OF PARCEL SIZE(S)	1-2 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay
¼ MILE FROM BART	Yes
ADJACENT TO SINGLE FAMILY HOMES	Yes

6. Fashion Faire Place

Fashion Faire Place is a 2.2 acre shopping center northwest of Bayfair Center. The property is owned by Kimco Realty, a real estate investment trust that owns over 534 shopping centers nationwide. The largest tenants include Michaels, Ross, Dollar Tree, and Beverages & More.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	90' max
CONTAINS OVERLAY ZONE	Corridor Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

7. Fairmont Square (Dollinger Properties)

The majority of Fairmont Square’s southeast parcels are currently owned by Dollinger Properties, a property development company based out of Redwood City. Many tenants are financial businesses including US Bank, Patelco Credit Union, Chase Bank, and OneMain Financial. Other tenants include TOGO’s Sandwiches, the UPS Store, Round Table Pizza, and Vacuum City. Buildings on these parcels are either free standing or small strip mall developments.

RANGE OF PARCEL SIZE(S)	0-2 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	70' max
CONTAINS OVERLAY ZONE	Corridor Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

8. Lucky Supermarket Site

The Lucky Supermarket is the only grocery store in the Plan Area and is located in the Fairmont Square shopping center. The land is owned by RMP Properties.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	70' max
CONTAINS OVERLAY ZONE	No
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

9. East 14th and Hesperian North Parcels

Parcels in the northern edge of Fairmont Square consist of a range of uses including a gas station/car wash, medical center, and small strip mall. Ricky's Sports Theatre and Grill is located in this area.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	70' max
CONTAINS OVERLAY ZONE	Corridor Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

10. East 14th and 150th Ave

Parcels on the northern corner of East 14th and 150th Ave consist of a small strip-shopping center, an energy efficiency company, and multiple apartment complexes.

RANGE OF PARCEL SIZE(S)	0-5 acres
EXISTING USE	Commercial and Residential
ALLOWED HEIGHT	50' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	Yes

11. Hesperian Boulevard (West)

Parcels located on the west side of Hesperian Boulevard range in size and are a combination of office, commercial, and residential uses, including a large storage facility and mobile home park in the southwestern area.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	50-70' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay
VACANT PARCELS	0
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

12. Hesperian Boulevard (Southeast)

Parcels located on the southeast side of Hesperian Boulevard range in size and consist mostly of duplex and multi-family residential types, along with some small commercial properties.

RANGE OF PARCEL SIZE(S)	> 5 acres
EXISTING USE	Commercial
ALLOWED HEIGHT	50' max
CONTAINS OVERLAY ZONE	Residential Transition Overlay
¼ MILE FROM BART	No
ADJACENT TO SINGLE FAMILY HOMES	No

13. Olive Court

Olive Court is located off of Hesperian Boulevard and consists of six single family homes, a law office, and an insurance office. The single family homes were built in 1950 and are the only residential units of this type in the Plan Area.

RANGE OF PARCEL SIZE(S)	0-5 acres
EXISTING USE	Commercial and Residential
ALLOWED HEIGHT	50' max
CONTAINS OVERLAY ZONE	No
¼ MILE FROM BART	Yes
ADJACENT TO SINGLE FAMILY HOMES	Yes

Relationship to City Plans

2035 General Plan

San Leandro's recently updated General Plan is the over-arching policy document guiding the City's future development through 2035. It recognizes the Bay Fair Area as one of the City's most significant areas of potential change, and provides related high-level policies and actions, as shown below. The Bay Fair TOD Specific Plan is intended to implement this guidance provided in the General Plan. The General Plan envisions Bay Fair as a dynamic, walkable, transit-oriented area with a mix of uses – including retail, office, higher density housing, and open space – that leverage their prime location near BART. The General Plan establishes a land use designation of B-TOD for the Bay Fair TOD Specific Plan Area, deferring to the Specific Plan process to establish the details of land use, design, and development for the area. The General Plan refers to the “Bay Fair Transit Village Specific Plan,” but during the Specific Plan process this was changed to the current title of “Bay Fair TOD Specific Plan.” The B-TOD General Plan land use designation was also expanded by slightly to incorporate additional parcels along Hesperian Boulevard and East 14th street, ensuring that the B-TOD land use designation, the Bay Fair TOD Specific Plan, and the B-TOD zoning district all have identical boundaries.

2035 GENERAL PLAN POLICY GUIDANCE FOR BAY FAIR

POLICY LU-8.10: BAY FAIR AREA. Transform the area around the Bay Fair BART station, including Bayfair Center, other shopping centers, and properties along Hesperian, East 14th, and other major arterials, into a dynamic new transit oriented development area. Future development in this area should reposition Bayfair Center to reflect current trends in retailing; add a mix of higher-density residential, office, and other commercial uses; maximize the potential for BART use; and minimize dependence on autos for daily trips.

ACTION LU-8.10.A: BAY FAIR STATION TRANSIT VILLAGE. Complete the Bay Fair Transit Village Specific Plan now underway. The Plan should outline a vision for the area's future development, include standards and guidelines for future development, and present a strategy for achieving desired end results. Following its adoption, undertake rezoning and capital improvements to facilitate implementation.

ACTION LU-8.10.B: EAST 14TH STREET ACTION LU-8.10.A: STREETScape IMPROVEMENTS. Work collaboratively with Alameda County to improve East 14th Street in the Bay Fair area to make the area more attractive, distinctive, and friendly to pedestrians, bicyclists, and transit users.

ACTION LU-8.10.C: BAY FAIR BART CONNECTIONS. Improve the pedestrian and bicycle connection between the Bay Fair BART Station, adjacent transit waiting areas, Bayfair Center, and nearby neighborhoods and shopping districts.



General Plan Strategies

The General Plan promotes the following six overarching strategies throughout the City. These concepts are supported in a variety of ways through the Bay Fair TOD Specific Plan, as described below:

Strategy #1: Growing Strategically

The Bay Fair TOD Specific Plan Area is one of the City's key areas of growth for the next 20-30 years. Within the Bay Fair area itself, the Specific Plan focuses density and intensity near the BART station while transitioning to reduced heights and densities near surrounding neighborhoods.

Strategy #2: Building a Healthier City

The Specific Plan calls for new parks and plazas, bike and pedestrian connections, and a mix of uses, to promote healthier lifestyles. It also promotes equitable access to healthy foods through farmers markets and community gardens, as well as leisure activities and active transportation such as walking and cycling.

Strategy #3: Building a More Sustainable City

Transit Oriented Development is an important component of building a more sustainable community. Focusing urban, mixed use neighborhoods around the Bay Fair BART station will reduce the need to drive and reduce greenhouse gas emissions. The Plan also includes standards and guidelines for green buildings and infrastructure in future development.

Strategy #4: Transforming the Workplace

This Plan aims to evolve with changing workplace trends, and to encourage new uses such as entertainment, artisan studios, tech incubators, and co-working spaces. New investments in the public realm will change the area's character and create a greater focus on workplace livability.

Strategy #5: Becoming a "Smarter" City

The Plan Area's position in the City makes it a prime location for implementing the City's goal of becoming a "Smart City". The Plan includes developing a plan to expand current fiber optic networks as well as other Smart City applications. This will attract new businesses and provide a significant amenity to residents and employers.

Strategy #6: Creating a "There"

The Plan Area's location and conditions presents a unique opportunity to create new gathering spaces and focal points that will attract residents, workers, and surrounding community members to visit the area. This plan includes strategies to create a "there" by encouraging new plazas, special gathering places, wayfinding and streetscape, a mix of uses, and high-quality architecture and building design.

Downtown San Leandro TOD Strategy

Adopted in 2007, the Downtown San Leandro Downtown Transit-Oriented Development Strategy provides a vision, land use framework, proposed circulation system, design guidelines and principles, and implementation actions to guide downtown development beyond 2030. The TOD Strategy was part of the basis for Downtown's designation by ABAG/MTC as a regional PDA, and recent major development projects downtown have begun to realize the Strategy's vision. The Downtown Strategy is a helpful precedent from another area of the City that is pursuing transit-oriented development.



E. 14th Street Plans

The City of San Leandro and Alameda County, respectively, have established plans for the segments of the East 14th Corridor that are adjacent to the Bay Fair project area, extending for several miles in either direction. Alameda County's Ashland Cherryland Business District Specific Plan (adopted 2015) covers the East 14th corridor as it continues southeast from the Bay Fair area. San Leandro's East 14th Street South Area Development Strategy (adopted 2004) provides design guidance for the portion of the East 14th corridor between Bay Fair and Downtown San Leandro. Many of the concepts in both plans – such as transitions to adjacent residential neighborhoods, corridor design and land use strategies, transportation and street facilities, and streetscape concepts – may be relevant to the portions of East 14th Street within the Bay Fair TOD Plan Area.

Relationship to Regional Plans

Plan Bay Area

Plan Bay Area was jointly approved by the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC) in 2013, and is currently undergoing a strategic update called Plan Bay Area 2040. Plan Bay Area is the Bay Area’s Sustainable Community Strategy (required by the state per Senate Bill 375), which provides an imperative to reduce greenhouse gas emissions by creating more livable, equitable, and environmentally sustainable communities. It addresses land use, transportation, housing, economics, and sustainability in an integrated regional development plan for the Bay Area, with a particular focus on walkability and transit-oriented development.

San Leandro and Alameda County PDAs

San Leandro currently has two established PDAs: the Downtown TOD area and the East 14th Street Corridor (which shares a border with the northwest edge of the Bay Fair Specific Plan area). In addition, Alameda County has two established PDAs that are directly adjacent to the Bay Fair TOD Specific Plan area: the East 14th and Mission Boulevard PDA, which borders much of the Bay Fair project area to the East (including the BART parking lot and frontage along East 14th across from Bayfair Center), and the Hesperian Boulevard PDA, which extends along Hesperian Boulevard south from the Bay Fair TOD Specific Plan project area.

While surrounded by these various established PDAs, Bay Fair itself is only recognized by ABAG as a “Potential” PDA, shown in Figure 3.6 below. Creating the Bay Fair TOD Specific Plan will enable the Bay Fair area to gain PDA status from ABAG and MTC. Being a certified PDA makes an area eligible for a variety of federal, state, and regional funding, while strategically positioning an area to be consistent with regional planning and investment goals.

Plan Bay Area’s Bay Fair PDA Vision

“

Plans for the area include creating a place that is attractive and safe; improving connections to jobs, services, and transit; providing a range of housing options; fostering fiscal and economic growth that favors the creation of a higher-density and mixed-use district that promotes walking, biking, and transit use. Strategies to achieve these urban design goals include; circulation and access for pedestrians, bicyclists, drivers, and transit users; parking management; market and financial feasibility; and design guidelines for higher-density development and ensuring appropriate transitions to existing neighborhoods. In particular, these strategies focus on adding more housing in the area while improving the circulation network between the BART site, Bayfair Center, and surrounding areas.

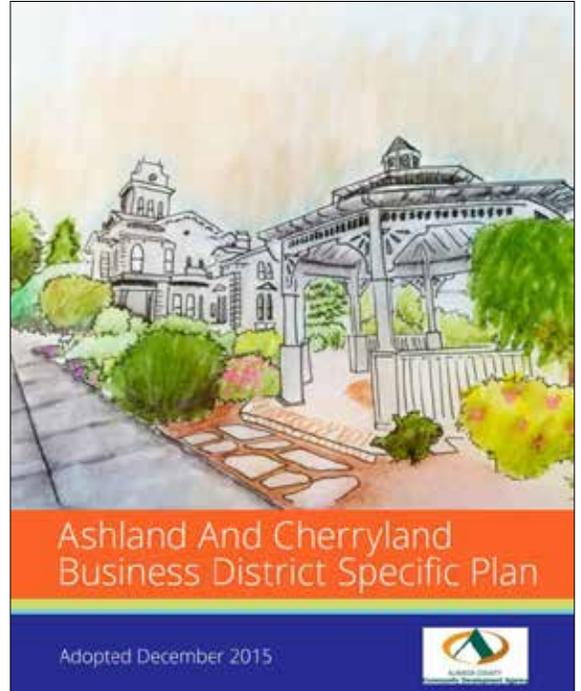
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(Plan Bay Area: Vision for Priority Development Areas, Jobs-Housing Connection Strategy, 2012)

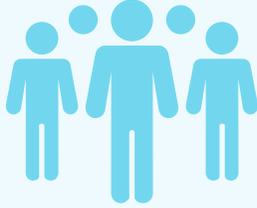
Ashland/Cherryland Business District Specific Plan (Alameda County)

In July 2015, Alameda County released a public draft of the Ashland/Cherryland Business District Specific Plan. The northwest portion of the Plan Area cover County land along East 14th Street, directly adjacent to the Bay Fair TOD Specific Plan Area (See Figure 3.2). The Ashland/Cherryland Business District Specific Plan provides direction for development and urban design, and seeks to support community and economic development by capitalizing on the area’s unique assets and character.

The Specific Plan includes the “Bayfair Corridor” zone from 150th to 159th Avenue, adjacent to the Bay Fair TOD Specific Plan Area. The Bayfair Corridor zone is intended to provide a vibrant mixed-use environment adjacent to public transit that strengthens present and future commercial opportunities, serves daily needs of surrounding neighborhood residents, and accommodates growth and infill. Further south along East 14th Street (between 159th to 163th Avenue), the District Mixed-Use zone is intended to provide a vibrant, walkable urban main street environment with a variety of urban housing choices and commercial and entertainment opportunities.



How to Use this Document



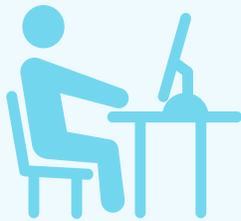
If you are a Community Member

For community members who are interested in learning about this plan, Chapter 2 will help you understand the vision and key strategies for the Bay Fair area in the next 20 years. Chapters 3, 4, and 5 have more detailed information about street improvements, land uses, and design standards that you could expect in this area.



If you are a Property Owner or Developer

Property owners who are interested in developing in the Plan Area should become familiar with the Plan's overall planning framework, as described in Chapter 2. Development applications and project designs will need to be consistent with the Specific Plan's development standards and guidelines (Chapter 5), as well as relevant guidance for Mobility (Chapter 3), Land Use (Chapter 4), and Infrastructure (Chapter 6).



If you Work for the City

If you are an elected City official or City staff, you will be responsible for guiding property owners and developers in their development decisions and applications. The City will use this plan to evaluate these applications and when planning public improvements to ensure new development is consistent with the overall vision and policies. Future public infrastructure, mobility, and public realm investments should be consistent with the Bay Fair TOD Specific Plan. The City should regularly monitor the progress being made on public projects in the Plan Area.

WHAT IS A POLICY, STANDARD, AND GUIDELINE?

- POLICY** Policies apply to the entire Bay Fair Plan Area, and are a statement of the City's approach to a particular topic. Not every project must fulfill every policy goal; rather, future projects will contribute in different and unique ways to the overall policy goals for the Plan Area.
- STANDARD** Standards are requirements that must be followed, unless an exception to a standard is otherwise noted. Standards are typically written with "shall" statements. Some standards include numeric requirements that must be followed.
- GUIDELINE** Guidelines are the City's expectation for how site, building, infrastructure and other improvements should be designed. Projects should comply with guidelines, but there is flexibility in how projects meet each guideline depending on project design and location. These guidelines are typically written with a "should" statement.
- ACTION** The Implementation Chapter includes actions - including both programs and physical improvements - that should be completed in order to fully achieve the vision of the Specific Plan.

Community Engagement

Central to the creation of the Bay Fair TOD Specific Plan was an extensive community outreach process to ensure broad public participation. The City prepared a Community Involvement Strategy prior to the start of the planning process. Key goals of the community involvement efforts were:

- Open and transparent process
- Engagement and empowerment of and relationship-building with diverse community stakeholders
- Meaningful education of the public
- Close coordination with project partners and other relevant public or private agencies
- Civil and respectful dialogue among participants
- Consistent communication
- Alignment of the Plan with community needs

Community involvement in this process was critical to understand how residents, business owners, visitors, and community organizations view the Bay Fair area conditions and how they envision the area in the future.

During the planning process, the City engaged several hundred community members in a variety of venues and formats. These included:

- **CAC and TAC (see descriptions on the following page).** Overall project guidance from a Community Advisory Committee and Technical Advisory Committee.
- **Pop-up events.** Pop-up outreach events at the Bay Fair BART station and Bayfair Center.
- **Website.** The City created a project website providing current project information, upcoming events and updates.
- **Survey.** An online survey with 44 responses soliciting input on project priorities and desired outcomes.
- **Stakeholder interviews.** Interviews with local stakeholders and stakeholder groups such as commercial property owners and HOAs impacted by the Plan Area, and the Chamber of Commerce.
- **Developer outreach.** A non-profit and market-rate developer focus group was conducted in October 2016 to gain input on the feasibility of market and affordable residential development in the Plan Area.
- **Appointed and elected bodies.** City staff and Raimi + Associates provided updates to and received direction from the Planning Commission and City Council throughout the planning process as well as relevant Boards/Commissions including the Board of Zoning Adjustments, Bicycle Pedestrian Advisory Committee, Youth Advisory Commission, and Senior Commission.
- **Mailing list.** Cultivation of a project mailing and email list, and regular communication through mail and email to communicate with the community and interested parties about the planning

process and public meeting dates. The email list consisted of over 450 individuals representing City and County stakeholders such individual homeowners & tenants, property owners, businesses, community organizations (such as HOAs), environmental organizations, housing advocates/stakeholders, transportation advocates/stakeholders, nearby school districts, elected officials, relevant City Boards/Commissions. The City also noticed property owners within 500 feet of the Plan Area about key public meetings, and also solicited assistance from Alameda County Supervisors Wilma Chan and Nate Miley’s offices to help outreach to their constituents impacted by the Plan.

- **Community workshops.** Community Workshop #1 occurred in September 2016 and was an interactive open house to gauge community preference on land use and design alternatives, potential transportation improvements, and desired outcomes. The community was asked to participate in multiple interactive exercises where they can give input on, street concepts, and desired outcomes and vision. Community Workshop #2 occurred in October 2017 where there was a presentation of the Draft Specific Plan and EIR, with interactive exercises to receive community feedback.
- **Multilingual outreach.** With public notices for community engagement events such as Planning Commission and City Council meetings and the community workshops, the City provided guidance in Spanish and Chinese regarding availability of translation and accommodations for persons with disabilities.

Citizens Advisory Committee

The Citizens Advisory Committee (CAC) was composed of 21 community members appointed by the City Council to help guide the preparation of the Plan and provide a broad diversity of perspectives. The City undertook a public process to solicit and select CAC member from the community. The City Council ratified the CAC members in February 2016. Members included interested citizens, business owners, advocates, and other stakeholders, from within the Plan Area and surrounding areas in the City and County. The CAC met a total of four times to identify desired project outcomes; provide initial feedback on project policies strategies; and help vet plan concepts before they were presented to the community, the Planning Commission, and the City Council.

Technical Advisory Committee

The Technical Advisory Committee (TAC) was composed of 10 members with the goal of providing technical input during the planning process. Members were from Alameda County, AC Transit, City of San Leandro, BART, Caltrans, Association of Bay Area Governments (ABAG), and other relevant agencies or technical partners in the area. The TAC provided technical and feasibility review to different stages of the project.

